DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, January 27, 2022
Time: After 8:30 a.m.*
Place: In conformance with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

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

Public Hearing: September 22, 2021
Appeal Status: General Plan Amendment is not appealable. Height District Change to City Council is appealable by applicant if denied. Conditional Use and Site Plan Review appealable to City Council
Expiration Date: January 27, 2022
Multiple Approval: Yes

Case No.: CPC-2020-6828-GPA-ZC-HD-SPR-MCUP
CEQA No.: ENV-2020-6829-MND
Incidental Cases: N/A
Related Case: VTT-83288-1A
Council No.: 14-Kevin de Leon
Plan Area: Central City North

Specific Plan: N/A
Certified NC: Arts District – Little Tokyo
Existing Zone: M3-1-RIO
Proposed Zone: M3-2D-RIO
Existing Land Use Designation: Heavy Manufacturing
Proposed Land Use Designation: Heavy Manufacturing
Applicant: 655 Mesquit, LLC, Mark Falcone c/o Roger Pecsok

Representative: Alfred Fraijo, Jr., Esq, Sheppard Mullin Richter & Hampton LLP

PROJECT LOCATION: **640-657 Mesquit Street, 1585 East Jesse Street, 640-648 Santa Fe Avenue**

PROPOSED PROJECT: The proposed project is the construction, use, and maintenance of a 188,954 square-foot, 14-story, commercial office building with 4,325 square feet of commercial ground floor. The project will provide a total of 397 vehicle parking spaces and 146 bicycle parking spaces within five (5) levels of above grade parking, and two (2) levels of subterranean parking. The subject property would maintain an existing adjacent four-story commercial office building.

REQUESTED ACTIONS:

1.) Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration, No. ENV-2020-6829-MND as adopted on December 22, 2021, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project;

2.) Pursuant to Section 11.5.6 of the Los Angeles Municipal Code (LAMC), a General Plan Amendment to amend footnotes one (1) and six (6) of the Central City North Community Plan to include the subject property;

3.) Pursuant to LAMC Section 12.32.F, a Height District change from Height District 1 to Height District 2;

4.) Pursuant to LAMC Section 12.24 W.1, a Main Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages for on-site consumption within four (4) establishments; and

5.) Pursuant to LAMC Section 16.05, a Site Plan Review for a project that results in an increase of 50,000 square feet or more of non-residential uses.

RECOMMENDED ACTIONS:

1) **Find**, pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration, No. ENV-2020-6829-MND as adopted on December 22, 2021, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project;

2) **Recommend** that the Mayor and the City Council **approve** a General Plan Amendment to amend footnotes one (1) and six (6) of the Central City North Community Plan to include the subject property;

3) **Recommend** that the City Council **approve** a Height District change from Height District 1 to Height District 2;

4) **Approve** a Main Conditional Use permit for the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within four (4) restaurant and bars;

5) **Approve** a Site Plan Review for a project that results in an increase of 50,000 square feet or more of non-residential uses;

6) **Adopt,** the attached Conditions of Approval; and

7) **Adopt,** the attached Findings.

VINCENT P. BERTONI, AICP
Director of Planning

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ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *Commission Secretariat, Room 272, City Hall, 200 North Spring Street, Los Angeles, CA 90012* (Phone No. 213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission's meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to these programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

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- General Plan/Charter Findings
- Height District Change Findings
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Exhibits:

- Exhibit A – Plans
- Exhibit B – Environmental Documents (ENV-2020-6829-MND)
  - Mitigated Negative Declaration
    - Appendices
      - Air Quality Report
      - Energy Demand Worksheets
      - Geotechnical Investigation
      - GHG Modeling Worksheets
      - Environmental Site Assessment
      - Methane Testing Report
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      - LADOT Approval Letter
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      - Cultural Records Search
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      - Land Use Consistency Analysis
      - 640 South Santa Fe Avenue Project Data
      - Tribal Consultation Request Letter
- Exhibit C – Public Correspondence
- Exhibit D – Maps (Vicinity and Radius)
- Exhibit E – Site and Surrounding Area Photos

PROJECT ANALYSIS

PROJECT SUMMARY

As shown in the rendering below, the proposed project involves the removal of an existing surface level parking lot and the construction, use, and maintenance of a 188,954 square-foot, 14-story, commercial office building with 4,325 square feet of retail ground floor. The project will provide a total of 397 vehicle parking spaces and 146 bicycle parking spaces within five (5) levels of above grade parking, and two (2) levels of subterranean parking. The subject property would continue to maintain an existing adjacent four-story commercial office building.



Rendering of proposed project

The ground floor of the proposed new building consists of approximately 4,325 square feet of retail uses, including four (4) different vendor establishments that will provide 74 indoor seats and 52 outdoor seats for a total of 126 patron seats. Additionally, the project includes a pedestrian paseo which serves as an outdoor courtyard area for visitors and tenants to the building, and connects the adjoining four-story commercial building (Produce LA) with a pedestrian-friendly experience.



View of proposed ground floor open courtyard / paseo walk-through

Floors two (2) through six (6) of the proposed new building will be designated for parking and floors seven (7) through 14 include open floor plans for office use.

The project will provide approximately 15,547 square feet of open space, including a 3,685 square foot roof deck with a garden that will overlook the outdoor courtyard located on the ground floor, 12,261 square feet of ground floor hardscape areas, and 3,286 square feet of ground floor landscaped areas. Both the outdoor courtyard and the roof deck with garden will include landscaping in the form of planters, benches, shrubbery, flowering plants, other forms of fixed seating, and trees along the permitter of the building. The paseo courtyard will also incorporate hanging plants, shrubs, and grasses. The project will provide a total of 20 new trees with nine (9) planted along Mesquit Street and Jesse Street.

The proposed project is required to provide 433 parking spaces; however, the project will provide a surplus in bicycle parking stalls which will allow a 36-vehicle stall reduction through the replacement of bicycle stalls. The project will provide a total of 397 parking spaces, which includes nine (9) ADA stalls, 120 EV ready parking spaces, 40 EV charging stations, and 54 parking spaces to replace the parking spaces that were displaced from the former Produce LA surface parking lot. Vehicular access is will be provided via a two-way internal driveway between South Santa Fe Avenue and Mesquit Street along the northern edge of the site.

Measure JJJ

The proposed project will not result in an increase of dwelling units therefore, is not subject to Measure JJJ.

DTLA 2040

DTLA 2040 is the update of the Central City Community Plan and the Central City North Community Plan, which comprise Downtown Los Angeles. The city has hosted a public scoping meeting for the Community Plan Update, published preliminary land use documents, and is

currently in process of preparing an Environmental Impact Report for the Plan. The following core principles represent the long-term priorities for downtown:

- Accommodate anticipated growth through 2040
- Support and sustain downtown's ongoing revitalization
- Reinforce downtown's jobs orientation
- Grow and support the residential base
- Promote a transit, bicycle, and pedestrian friendly environment
- Strengthen neighborhood character
- Create linkages between districts
- Create world-class streets and public realm

The City Planning Commission recommended approval of the plan on September 9, 2021. The DTLA2040 plan proposes to redesignate the subject site from Heavy Manufacturing to Hybrid Industrial. Hybrid Industrial areas are intended to, "preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0. (DTLA2040)."

The project is consistent with the permitted uses, FAR ranges, and applicable policies in the Community Plan Update that apply to the project site and other properties within the boundary of the proposed Hybrid Industrial land use designation. The project has been designed to reflect the industrial character of the area and will provide new green space and public gathering space via the pedestrian paseo. In addition, the project will provide over 100,000 square feet of office uses which will help to meet the goal of expanding employment. Given the proximity to numerous transit options, the project is in line with the city's efforts of providing an engaging mix of residential and commercial uses adjacent to regional tourism and major employment centers.

River Improvement Overlay (RIO)

The River Improvement Overlay District (RIO) was established by Ordinance Nos. 183144 and 183145 to support implementation of the Los Angeles River Revitalization Plan and established landscaping, design criteria, and administrative review procedures for projects within the RIO. The project has been conditioned to comply with the provisions of the Overlay with regard to landscaping, fencing/screening, and exterior lighting.

PROJECT BACKGROUND

Project Site

The subject property is comprised of a double corner lot with 68,955 square feet of lot area after dedications. The subject property is currently developed with a four-story commercial office building Produce LA that will remain on the subject site and a surface level parking lot that is proposed to be demolished, as shown below.



Ariel View of subject property from Mesquit Street and Jesse Street

With a total of 296,178 square feet of floor area the entire project site has a Floor Area Ratio (FAR) potential of 4.3:1. At 188,954 square feet in floor area, the proposed 14-story development will have a floor area ratio (FAR) of 2.74:1 and the abutting four-story commercial building currently existing on the subject site totals 107,224 square feet with an FAR of 1.56:1



View of adjoining Produce LA building from S. Santa Fe Avenue and Jesse Street

General Plan Land Use Designation and Zoning

The project site is located within the Central City North Community Plan Area, which designates the site for Heavy Manufacturing land uses and corresponding the M3 Zone.

The subject site is located within the River Implementation Overlay District RIO (ZI-2358), 1.588 kilometers from the Puente Hills Blind Thrust, and the Urban Agricultural Zone. The project is not located within a Liquefaction area, Special Grading Area, Methane Hazard Site, or Landslide area.



ZIMAS zoning map of subject property

Surrounding Properties

Surrounding properties are developed with a mix of residential, commercial retail/restaurant and commercial office uses. Properties to the north, adjoining the subject property, are zoned PF-1XL-RIO with a land use designation of Public Facilities and are developed with a Los Angeles Department of Water and Power substation facility. Properties to the east, across Mesquit Street, are zoned M3-1-RIO and OS-1XL-RIO with land use designations of Heavy Manufacturing and Open Space and are developed with warehouse uses, a railyard and the Los Angeles River located behind the warehouses. Properties to the south, across Jesse Street, are zoned M3-1-RIO with a land use designation of Heavy Manufacturing and are developed with live/work and community serving multi-story developments. Properties to the west across Santa Fe Avenue are zoned M3-1-RIO with a land use designation of Heavy Manufacturing and developed with multi-story office commercial uses with surface level parking lots.

The subject property is located within 1.4 miles from the Little Tokyo Metro Gold Line and approximately 1.8 miles from Union Station which provides transportation routes and services for destinations throughout the entire City of Los Angeles. Additionally, the subject site is located approximately 1.5 miles from the Fashion District, Los Angeles Flower District, and the Toy District which are all major commercial hubs in the City of Los Angeles.

Streets

Mesquit Street, adjoining the property to the east, is designated as an Avenue II dedicated to a width of 86 feet and is improved with roadway, curb, gutter, concrete sidewalks, and street trees.

Jesse Street, adjoining the property to the west, is a Local Street – Standard dedicated to a width of 60 feet and is improved with roadway, curb, gutter, concrete sidewalks, and street trees.

Santa Fe Avenue, adjoining the property to the west, is designated as an Avenue II dedicated to a width of 86 feet and is improved with roadway, curb, gutter, concrete sidewalks, and street trees.

Relevant Cases

Subject Property:

Case No. VTT-83288: On December 22, 2021, the Advisory Agency approved Vesting Tentative Tract Map No. 83288 (map date-stamped September 5, 2021) located 640-657 South Mesquit Street, 15885 East Jesse Street, and 640-648 South Santa Fe Avenue, for the subdivision of five (5) parcels into eight (8) lots, including one (1) master ground lot and seven (7) airspace lots, located at the subject site.

Case No. DIR-2016-3858-SPR: On May 6, 2019, the Director of Planning approved a Site Plan Review for the demolition of an existing 36,958 square-foot cold storage warehouse and the construction, use, and maintenance of an approximately 107,224 square-foot, four-story commercial office building with two levels of subterranean parking and surface parking in the M3-1-RIO Zone.

Surrounding Properties:

Case No: ZA-2012-1951-CUB-CU: On March 8, 2013, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of beer and wine for on-site consumption at an existing 1,201 square-foot restaurant, located at 2010 East 7th Street.

Case No. ZA-2012-3061-CUB: On May 14, 2013, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of beer and wine for off-site consumption in conjunction with a new grocery store and beer and wine for on-site consumption within an accessory café to the grocery store, located 661 South Imperial Way.

Case No. ZA-2013-1241-CUB-CUX: On December 6, 2013, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption an patron dancing in an existing banquet hall/event facility, located at 613-617 Imperial Street/ 614 Mateo Street.

Case No. ZA-2013-1260-CUB: On March 6, 2014, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in a restaurant, located at 1850 East Industrial Street.

Case No. ZA-2014-232-CUB: On May 22, 2014, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of beer and wine only for on-site consumption, in conjunction with a proposed restaurant, also offering live acoustical entertainment, located within the M3-1 Zone; and with consideration to permit hours of operation beyond 11 p.m. as otherwise not permitted within a mini-shopping center, located 606 South Mateo Street.

Case No. ZA-2015-3836-CUB-CUX: On May 4, 2015, the Zoning Administrator approved a Conditional Use Permit to upgrade to a full line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant and banquet hall, and a proposed change of use from manufacturing/warehouse to retail located at 2028 East 7th Street.

Case No. CPC-2016-3689-GPA-VZC-HD-MCUP-DB-SPR: On December 2, 2021, the City Planning Commission approved a 197,355 square-foot mixed-use building including 185

live/work units, 23,380 square feet of commercial space, located at 668-678 South Mateo Street, 669-679 South Imperial Street.

Case No. CPC-2017-247-GPAJ-VZCJ-HD-VCU-MCUP-CUX-ZV-MSC: Proposed New mixed-use development with 308 residential units (including 50 affordable units), 236 hotel guest rooms, and commercial office, and restaurant space, located at 670 South Mesquit Street.

Case No. CPC-2017-4734-GPA-ZC-HD-CUB-CUX-ZV-ZAA-SPR-RDP: Proposed addition of 53,353 square feet to an existing 16,928 square foot building including a hotel with restaurant, bar, gym, event space, rooftop pool deck, and other uses, located at 2053 East 7th Street.

Case No. CPC-2017-536-GPA-VZC-CUB-CUX: On August 10, 2017, the City Planning Commission approved the conversion of an 8,800 square foot vacant historic fire house into a 10-room boutique hotel with a restaurant and bar having a full-line of alcoholic beverages for on-site consumption with live entertainment, public dancing, and amplified music during special events; and an accessory retail space having off-site sales of beer and wine, located at 710 South Santa Fe Avenue.

Case No. ZA-2017-2206-CUB: On December 22, 2017, the Zoning Administrator approved a Conditional Use Permit to allow the sale and dispensing of a full-line of alcohol in conjunction with an existing restaurant, located at 2121 East 7th Place.

Case No. ZA-2017-3130-CUB-CU: On December 22, 2017, the Zoning Administrator approved a Conditional Use Permit the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with the operation of a restaurant/bar/"micro-amusement park, located at 634 South Mateo Street.

Case No. ZA-2017-5508-PAD-PAB: On August 1, 2018, the Zoning Administrator approved the continued sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with an existing bar, located at 2013-2019 East 7th Street.

Case No. ZA-2019-2166-CUB: On October 24, 2019, the Zoning Administrator approved a Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for onsite consumption in conjunction with a new restaurant, located at 2001 East 7th Street.

Case No. ZA-2019-2910-CUB: On October 24, 2019, the Zoning Administrator approved a Conditional Use to allow the sale and dispensing of a full line of alcoholic beverages for on-site consumption in conjunction with a restaurant, located at 1850 East Industrial Street.

REQUESTED ENTITLEMENTS

The city has initiated a General Plan Amendment to amend footnotes one (1) and six (6) of the Central City North Community Plan to include the subject property. In addition, the project is in request of a Height District change from Height District 1 to Height District 2; a Main Conditional Use Permit for the sale and dispensing of a full line of alcoholic beverages for on-site consumption within four (4) establishments, and a Site Plan Review for a project that results in an increase of 50,000 square feet or more of non-residential uses.

The applicant is also requesting consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration, No. ENV-2020-6829-MND as adopted on December 22, 2021, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

PUBLIC HEARING

An initial Public Hearing was held telephonically for Case No. CPC-2020-6828-GPA-ZC-HD-SPR-MCUP on September 22, 2021. The hearing was attended by the applicant, the applicant's representatives and a representative from the Coalition for Responsible Equitable Economic Development (Creed LA). The representative from Creed LA raised questioned the publishing of the environmental document.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio's Professional Volunteer Program (PVP) on April 13, 2021. The following issues, concerns, and recommendations were discussed:

The Professional Volunteer Program suggested that the applicant apply alternative methods to screening the sides of the above grade parking levels in which cars will be located next to the glass material exterior façade. The PVP was also interested in the programming of the sixth-floor event space and suggested that the applicant provide a specific future plan or program for this area. The PVP also complimented the paseo/walkthrough area on the ground floor as a unique and thoughtful way of connecting two streets. The PVP also complimented the ground floor uses as good opportunity for pedestrians to activate the street.

The applicant did not change the design of the project. The applicant also explained that the 6th floor event space is available to members of the community to be utilized as a space to gather for special events and/or community events such as a Farmers Market.

CONCLUSION

Based on the public hearing and information submitted to the record, staff recommends that the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project was assessed in Mitigated Negative Declaration, No. ENV-2020-6829-MND as adopted on December 22, 2021, ("Mitigated Negative Declaration"), and no subsequent EIR, negative declaration, or addendum is required for approval of the project. Staff also recommends that the City Planning Commission recommend approval of the General Plan Amendment and Height District change, approve the Site Plan Review, and Main Conditional Use, in conjunction with the construction of a 14-story commercial office building with retail ground floor, thereby approving the project as proposed.

CONDITIONS FOR EFFECTUATING (T) TENTATIVE CLASSIFICATION REMOVAL

Pursuant to Section 12.32-G of the Municipal Code, the (T) Tentative Classification shall be removed by posting of guarantees through the B-permit process of the City Engineer to secure the following without expense to the City of Los Angeles, with copies of any approval or guarantees provided to the Department of City Planning for attachment to the subject planning case file.

Dedication(s) and Improvement(s). Prior to the issuance of any building permits, the following public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering, Department of Transportation, Fire Department (and other responsible City, regional and federal government agencies, as may be necessary):

Responsibilities/Guarantees.

1. As part of early consultation, plan review, and/or project permit review, the applicant/developer shall contact the responsible agencies to ensure that any necessary dedications and improvements are specifically acknowledged by the applicant/developer.

2. **Bureau of Engineering.** Prior to issuance of sign offs for final site plan approval and/or project permits by the Department of City Planning, the applicant/developer shall provide written verification to the Department of City Planning from the responsible agency acknowledging the agency's consultation with the applicant/developer. The required dedications and improvements may necessitate redesign of the project. Any changes to project design required by a public agency shall be documented in writing and submitted for review by the Department of City Planning.

    a. The applicant/developer shall record the final map of Vesting Tentative Tract No. VTT 83288 or shall provide the necessary dedications and public improvements required under VTT-83288.

3. **Fire Department.** Prior to the issuance of building permit, a plot plan shall be submitted to the Fire Department for review and approval.

4. **Bureau of Street Lighting.** Construct new street lights: one (1) on Santa Fe Avenue and two (2) on Mesquit Street. If street widening per BOE improvement conditions, relocate and upgrade street lights: three (3) on Jesse Street and one (1) on Mesquit Street.

"D" DEVELOPMENT LIMITATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the "D" Development Limitations.

1. **Floor Area.** The total floor area permitted on the subject property shall not exceed a Floor Area Ratio of 4.3:1.

2. **Height.** The project shall be limited to 14 stories and 195 feet. Roof structures and equipment found in LAMC Section 12.21.1-B,3 may exceed the height limit by not more than 20 feet.

(Q) QUALIFIED CLASSIFICATIONS

Pursuant to Section 12.32-G of the Municipal Code, the following limitations are hereby imposed upon the use of the subject property, subject to the “Q” Qualified classification:

1. **Use.** The use and area regulations for the new development on-site shall be developed for the commercial uses as permitted in the M3 Zone as defined in LAMC Section 12.20, except as modified by the conditions herein or subsequent action.

2. **Development.** The use and development of the property shall be in substantial conformance with the plot plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

3. **Bicycle Parking.** All bicycle parking required for the office building by the Municipal Code shall be located within the City of Los Angeles.

4. **River Improvement Overlay**

    a. Landscaping. At least 75 percent of any project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as Watershed Wise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes.

    b. Screening/Fencing.

        i. Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exits to a loading area or parking facility, and shall consist of one or a combination of the following:

            1. A strip at least five feet in width of densely planted shrubs or trees which are at least two feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year-round visual screen; or
            2. A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least four feet and not more than six feet in height.
            3. Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least six inches taller than the equipment and not more than two feet taller than the equipment.
            4. Exterior trash enclosures shall:
                a. be designed to complement the primary building with a wall height that exceeds the disposal unit it is designed to contain by at least 18 inches;
                b. have a solid roof to deter birds and block views from adjacent properties;
                c. have solid metal doors that accommodate a lock and remain closed when not in use; and

d. not be constructed of chain link or wood.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24 and 16.05 of the LAMC, the following conditions are hereby imposed upon the use of the subject property:

Site Plan Review Conditions

1. **Driveways**. The proposed driveways shall be reduced to the minimum required widths in conformance with LAMC Section 12.21-A,5(f), unless otherwise required by the Department of Transportation.

2. **Public Paseos**. The paseo shall be landscaped and furnished as shown in Exhibit A. The Paseo shall be open to the public from 8:00 am to 8:00 pm, daily.

3. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect, and submitted for approval to the Department of City Planning.

4. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with landscaping.

5. **Maintenance.** The subject property (including all trash storage areas, associated parking facilities, sidewalks, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

6. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way, nor from above.

7. **Electric Vehicle Parking**. All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.

8. **Solar Panels**. Solar panels shall be installed on the project's rooftop space to be connected to the building's electrical system. A minimum 15% of the total roof area shall be reserved for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy, in substantial conformance with the plans stamped "Exhibit A". The rooftop open space on the condominium tower shall be included in calculating the total roof area.

Conditional Use Conditions

9. Authorized herein is the following:

   a. **MCUP.** The sale and dispensing of a full-line of alcoholic beverages for on-site consumption in conjunction with an existing restaurant with ballroom, two (2) new proposed restaurants, and a conference room, as well as the sale and dispensing of beer and wine for on-site consumption in conjunction with a new proposed restaurant all totaling 15,674 square feet of floor area with a total of 461 seats.

b. **Hours.** Hours of operation shall be limited from 6:00 a.m. to 2:00 a.m., daily for the entire development.

c. **Main Plan Approval (MPA) Requirement.** Each individual venue shall be subject to a Main Plan Approval (MPA) determination pursuant to Section 12.24-M of the Los Angeles Municipal Code in order to implement and utilize the Main Conditional Use authorization granted. The purpose of the Main Plan Approval determination is to review each proposed venue in greater detail and to tailor site-specific conditions of approval for each of the premises including but not limited to hours of operation, seating capacity, size, security, live entertainment, the length of a term grant and/or any requirement for a subsequent MPA application to evaluate compliance and effectiveness of the conditions of approval. The Zoning Administrator may impose more restrictive or less restrictive conditions on each individual tenant at the time of review of each Plan Approval application.

d. **MPA Public Hearing Requirement.** A public hearing for any Main Plan Approval (MPA) request may be waived at the discretion of the Chief Zoning Administrator.

e. Notwithstanding approved Exhibit A, this grant recognizes that there may be changes resulting from identified tenants, which may result in smaller or larger venues than those identified in Exhibit A, different locations, and/or in a reduced number of venues than those originally proposed. Such outcome is permitted provided that the other conditions noted herein, specifically those related to the combined maximum interior and patio floor areas, maximum interior and patio seating, maximum number of venues approved are not exceeded. Also, beer and wine sales may be provided in lieu of a full line of alcoholic beverages at any of the venues approved for a full line of alcoholic beverages.

10. Parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety.

11. The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the Director to impose additional Corrective Conditions, if, in the Director's or Administrator's opinion, such Conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

12. The applicant shall be responsible for maintaining free of litter the area adjacent to the premises over which they have control, including the sidewalk in front of the establishment.

13. All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.

14. Loitering is prohibited on or around these premises or the area under the control of the applicant. "No Loitering or Public Drinking" signs shall be posted in and outside of the subject facility.

15. Coin operated game machines, pool tables or similar game activities or equipment shall not be permitted. Official California State lottery games and machines are allowed.

16. **Private Events.** Any use of the restaurant for private events, including corporate events, birthday parties, anniversary parties, weddings or other private events which are not open to the general public, shall be subject to all the same provisions and hours of operation stated herein.

17. The applicant shall be responsible for monitoring both patron and employee conduct on the premises and within the parking areas under his/her control to assure such conduct does not adversely affect or detract from the quality of life for adjoining residents, property owners, and businesses.

18. **Complaint Log.** A telephone number and email address shall be provided for complaints or concerns from the community regarding the operation. The phone number and email address shall be posted at the following locations

    a. Entry, visible to pedestrians.
    b. Customer service desk, front desk or near the cash registers.

    Complaints shall be responded to within 24-hours. The applicant shall maintain a log of all calls and emails, detailing: (1) date complaint received; (2) nature of complaint, and (3) the manner in which the complaint was resolved.

19. A camera surveillance system shall be installed and operating at all times to monitor the interior, entrance, exits and exterior areas, in front of and around the premises. Recordings shall be maintained for a minimum period of 30 days.

20. At least one on-duty manager with authority over the activities within the facility shall be on the premises during business hours. The on-duty manager's responsibilities shall include the monitoring of the premises to ensure compliance with all applicable State laws, Municipal Code requirements and the conditions imposed by the Department of Alcoholic Beverage Control (ABC) and the conditional use herein. Every effort shall be undertaken in managing the subject premises and the facility to discourage illegal and criminal activities and any exterior area over which the building owner exercises control, in effort to ensure that no activities associated with such problems as narcotics sales, use or possession, gambling, prostitution, loitering, theft, vandalism and truancy occur.

21. **STAR/LEAD/RBS Training.** Within the first six months of operation, all employees involved with the sale of alcohol shall enroll in the Los Angeles Police Department "Standardized Training for Alcohol Retailers" (STAR) or Department of Alcoholic Beverage Control "Licensee Education on Alcohol and Drugs" (LEAD) training program or the Responsible Beverage Service (RBS) Training Program. Upon completion of such training, the applicant shall request the Police Department or Department of Alcohol Beverage Control to issue a letter identifying which employees completed the training. STAR or LEAD or RBS training shall be conducted for all new hires within three months of their employment.

22. An electronic age verification device shall be purchased and retained on the premises to determine the age of any individual and shall be installed on at each point-of-sales location. This device shall be maintained in operational condition and all employees shall be instructed in its use.

23. There shall be no Adult Entertainment of any type pursuant to LAMC Section 12.70.

24. No conditional use for dancing has been requested or approved herein. Dancing is prohibited.

25. Any music, sound or noise which is under control of the applicant shall not violate Sections 112.06 or 116.01 of the Los Angeles Municipal Code (Citywide Noise Ordinance). At any time, a city representative may visit the site during operating hours to measure the noise levels. If, upon inspection, it is found that the noise level exceeds those allowed by the

citywide noise regulation, the owner/operator will be notified and will be required to modify or eliminate the source of the noise or retain an acoustical engineer to recommend, design and implement noise control measures within property such as, noise barriers, sound absorbers or buffer zones.

26. There shall be no live entertainment or amplified music on the premises. There shall be no karaoke, disc jockey, topless entertainment, male or female performers or fashion shows.

27. Entertainment in conjunction with the restaurant is limited to ambient music to complement the dining experience, shall be limited to background music at a low volume. Independent, professional or amateur disc jockeys are not allowed.

28. All exterior portions of the site shall be adequately illuminated in the evening so as to make discernible the faces and clothing of persons utilizing the space. Lighting shall be directed onto the site and no floodlighting shall be located so as to be seen directly by person on adjacent premises.

29. The applicant shall comply with 6404.5(b) of the Labor Code, which prohibits smoking within any place of employment. The applicant shall not possess ashtrays or other receptacles used for the purpose of collecting trash or cigarettes/cigar butts within the interior of the subject establishment.

30. No smoking of tobacco products including cigarettes, cigars, hookah or water pipes either inside the location or on any outdoor patios is permitted.

31. **MViP – Monitoring Verification and Inspection Program**. Prior to the effectuation of this grant, fees required per L.A.M.C section 19.01-E,3 for Monitoring of Conditional Use Permits and Inspection and Field Compliance Review of Operations shall be paid to the city.

    a. Within 24 months from the beginning of operations or issuance of a Certificate of Occupancy, a city inspector will conduct a site visit to assess compliance with, or violations of, any of the conditions of this grant. Observations and results of said inspection will be documented and included in the administrative file.

    b. The owner and operator shall be notified of the deficiency or violation and required to correct or eliminate the deficiency or violation. Multiple or continued documented violations or Orders to Comply issued by the Department of Building and Safety which are not addressed within the time prescribed, may result in additional corrective conditions imposed by the Zoning Administrator.

    Should there be a change in the ownership and/or the operator of the business, the property owner and the business owner or operator shall provide the prospective new property owner and the business owner/operator with a copy of the conditions of this action prior to the legal acquisition of the property and/or the business. Evidence that a copy of this determination including the conditions required herewith has been provided to the prospective owner/operator shall be submitted to the Department of City Planning in a letter from the new operator indicating the date that the new operator/management began and attesting to the receipt of this approval and its conditions. The new operator shall submit this letter to the Department of City Planning within 30-days of the beginning day of his/her new operation of the establishment along with any proposed modifications to the existing floor plan, seating arrangement or number of seats of the new operation.

32. Should there be a change in the ownership and/or the operator of the business, the Zoning Administrator reserves the right to require that the new owner or operator file a Plan Approval application, if it is determined that the new operation is not in substantial conformance with the approved floor plan, or the operation has changed in mode or character from the original approval, or if documented evidence be submitted showing a continued violation(s) of any condition(s) of this grant resulting in a disruption or interference with the peaceful enjoyment of the adjoining and neighboring properties. The application, in association with the appropriate fees, and a 500-foot notification radius, shall be submitted to the Department of City Planning within 30 days of the date of legal acquisition by the new owner or operator. The purpose of the plan approval will be to review the operation of the premise and establish conditions applicable to the use as conducted by the new owner or operator, consistent with the intent of the Conditions of this grant. Upon this review, the Zoning Administrator may modify, add or delete conditions, and if warranted, reserves the right to conduct this public hearing for nuisance abatement/revocation purposes.

Environmental Mitigation Measures

33. **Transportation Demand Management (TDM) Strategies.**

The project shall integrate the following additional TDM strategies:

- Parking - Price Workplace Parking (50% of employees assumed eligible, $6 daily parking charge assumed)
- Education & Encouragement - Promotions and Marketing (100% of employees eligible)
- Commute Trip Reductions - Ride-share program (100% of employees eligible)
- Bicycle Infrastructure - Provide bicycle parking per LAMC

34. **Tribal Cultural Resources.**

Prior to commencing any ground disturbance activities at the project site, the applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by a tribal representative of a traditionally and culturally affiliated California Native American tribe that is geographically associated with the project locale; however, after good faith effort to retain a tribal monitor, if the Tribe is unable to provide an on-site monitor at the time of any demolition, grading or excavation activities, the applicant may proceed with construction). Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources (“OHR”).

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part

of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The applicant shall maintain on the project site, for city inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

a. Upon a discovery of a potential tribal cultural resource, the applicant, or its successor, shall immediately stop all ground disturbance activities in the vicinity of the find 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; (2) and OHR.

b. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, 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, or its successor, and the city regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

c. The applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the city and paid for by the applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

   In addition to any recommendations from the tribal representative, a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

d. If the applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the applicant, or its successor, may request mediation by a mediator agreed to by the applicant, or its successor, and the city. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The city shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the city may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the city, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The applicant, or its successor, shall pay all costs and fees associated with the mediation.

e. The applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

f. The applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs b through d above.

g. 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 and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

h. Notwithstanding paragraph g above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the city's AB 52 Confidentiality Protocols.

Administrative Conditions

35. All other use, height and area regulations of the Municipal Code and all other applicable government/regulatory agencies shall be strictly complied with in the development and use of the property, except as such regulations are herein specifically varied or required.

36. The use and development of the property shall be in substantial conformance with the plot plan and floor plan submitted with the application and marked Exhibit "A", except as may be revised as a result of this action.

37. A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Department of City Planning ("DEPARTMENT OF CITY PLANNING") and the Department of Building and Safety for purposes of having a building permit issued at any time during the term of this grant.

38. **Approvals, Verification and Submittals**. Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.

39. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.

40. **Notations on Plans.** Plans submitted to the Department of Building and Safety for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet and shall include any modifications or notations required herein.

41. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

42. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

43. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.

44. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.

45. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees or amendment to any legislation.

46. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.

47. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

48. **Indemnification and Reimbursement of Litigation Costs**

    Applicant shall do all of the following:

    a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

    b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any

judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (b).

e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

General Plan/Charter Findings (Charter Sections 555, 556, and 558)

1. **Charter Section 555: The General Plan may be amended in its entirety, by subject elements or parts of subject elements, or by geographic areas, provided that the part or area involved has significant social, economic, or physical identity.**

   The project site is located in the Central City North Community Plan within the Arts District, which is a neighborhood originally planned and zoned for industrial uses but that is now rapidly transforming to include new office, live-work, commercial, and mixed-use developments within converted industrial space. A variety of different kinds of uses surround the subject property within a half mile radius, including but not limited to; art studios, film studios, bars, breweries, restaurants, creative office spaces, retail uses, large produce and food markets, hotel uses, fitness facilities, public facilities, and mixed-use residential uses.

   Immediately adjacent to the subject property are diverse uses consisting of a government facility located directly north. To the east, across Santa Fe Avenue is a film production company. To the south, across Jesse Street is a digital entertainment studio, catering company, restaurants, and a multi-story mixed-use residential development. To the west, across Mesquit Street is the Los Angeles River and a large cold storage facility.

   The project will redevelop the subject site by removing an existing surface level parking lot and constructing a 14-story office commercial building, with 367 parking spaces, bicycle parking, community event space, commercial ground floor including four (4) different restaurants, pedestrian activated ground floor. Given that the building is located on a street that contains commercial, retail, and live-work uses within converted industrial buildings, where very little manufacturing uses still remain, the removal of a parking lot and the construction of a 14-story commercial office building that will be a community-serving commercial use will contribute to the viability of the live-work and creative office uses near the project site while using the subject sites full potential. If constrained to the limitations of the existing Height District 1 and the Central City North Community Plan footnotes 1 and 6 the subject property would be limited to a 1.5:1 FAR. In adopting the Height District Change and General Plan Amendment to allow for a 4.5:1 FAR, the city finds that based on the above facts, the subject property is a part of the significant economic and physical identity expressed by the development, uses, and land designations in the immediate area and that the building and project site contribute to the physical identity of the Arts District.

   Therefore, the proposed Height District change from M3-1-RIO to M3-2D-RIO and General Plan Amendment from to modify footnotes 1 and 6 of the Central City North Community Plan is consistent with City Charter Sections.

2. **Charter Section 556: The action is in substantial conformance with the purposes, intent, and provisions of the General Plan**.

   General Plan Land Use Designation

   When approving any matter listed in Section 558, the City Planning Commission and the City Council shall make findings showing that the action is in substantial conformance with the purposes, intent, and provisions of the General Plan. If the City Council does not adopt the City Planning Commission's findings and recommendations, the Council shall make its own findings.

The project site is located in the Arts District neighborhood within the Central City North Community Plan, which is one of 35 community plans comprising the Land Use Element of the General Plan. The Arts District is a unique community in that it is a mix of industrial, commercial, live-work, retail, dining, media entertainment, and creative office uses. The Community Plan designates the project site for Heavy Manufacturing land uses, corresponding to the M Zone. The site is currently zoned M3-1-RIO.

The initiated General Plan Amendment to re-designate the Height District from Height District 1 to Height District 2 would be consistent with the overarching goals of the Central City North Community Plan in that the project will allow the construction of a 14-story commercial office building that will contribute to facilitating new jobs and work space in the surrounding neighborhood while also providing new community-serving restaurant and creative office uses that will complement similar uses within proximity of the site. As such, the initiated General Plan Amendment and recommended Vesting Zone Change are in substantial conformance with the purpose, intent, and provisions of the General Plan to strengthen the commercial and economic base of the Community Plan Area while preserving its historic resources.

The subject property is located within the Central City North Community Plan which was updated by the City Council on September 7, 2016. The Plan Map designates the entire property for Heavy Manufacturing with corresponding M3 Zone. The property is zoned M3-1-RIO.

The subject property is located one block south of the Artists-in-Residence District also known as the established Arts District neighborhood within the Central City North Community Plan area.

As stated in the Central City North Community Plan, the Artists-in-Residence District is bounded by First Street, the Los Angeles River, Sixth Street, and Alameda Street. This area located just outside Little Tokyo boundaries, is primarily made up of old warehouses now converted to artists' lofts and studios. An MTA Red Line Station is also planned for this area at Santa Fe and Third Street and is part of the Angels Walk Pedestrian District Plan. The Central City North Community plan encourages the continued and expanded development of a thriving artists-in-residence community in the plan and proposed redevelopment areas.

The surrounding area consists of a variety of commercial, residential, industrial, and mixed-use developments. The Arts District neighborhood is known as a commercial neighborhood in the City of Los Angeles. A variety of uses surround the subject property within a half mile radius, including but not limited to; art studios, film studios, bars, breweries, restaurants, creative office spaces, retail uses, large produce and food markets, hotel uses, fitness facilities, public facilities, and mixed-use residential uses.

Over the past recent years there has been an influx of new development in the immediate surrounding area. Within 0.2 miles from the subject site is a recently constructed seven (7)-story development consisting of 320 live/work units located at 695 South Mesquit Street (AMP Lofts). Additionally, there are various large development proposals within proximity to the site, including a 15-story mixed-use hotel with 103 guest rooms approximately 0.2 miles from the subject site located at 2053 East 7th Street and a 30-story mixed-use development consisting of 308 residential units, 236 hotel guest rooms, retail, and office space located within 100 feet from the subject site located at 670 Mesquit Street.

Additionally, immediately adjacent to the subject property are diverse uses consisting of a government facility located directly north. To the east, across Santa Fe Avenue is a film production company. To the south, across Jesse Street is a digital entertainment studio,

catering company, restaurants, and a multi-story mixed-use residential development. To the west, across Mesquit Street is the Los Angeles River and a large cold storage facility.

The subject property is located along Mesquit Street, Jesse Street, and Santa Fe Avenue and is currently developed with a surface parking lot. The properties to the north are bounded by Santa Fe Avenue to the west, Mesquit Street to the east, and 6th Street to the north are predominately designated for Public Facilities and Heavy Manufacturing and are generally zoned PF-1XL-RIO and M3-1-RIO.

The propertied to the east, across Mesquit Street are designated for predominately designated for Public Facilities and Heavy Manufacturing and are generally zoned PF-1XL-RIO and M3-1-RIO. The properties to the south, across Jesse Street are designated for Heavy Manufacturing and zoned M3-1-RIO. The properties to the west, across Santa Fe Avenue are designated for Heavy Manufacturing and zoned M3-1-RIO.

Surrounding properties with the same and similar designations are observed along Mesquit Street, Jesse Street, and Santa Fe Avenue. Therefore, the subject property and the surrounding properties contain a significant physical identity as an area predominately designated for Heavy Manufacturing land uses as an extension of the Arts District neighborhood.

As such, given that the existing zoning is inconsistent with the development standards of the proposed project, the requested Height District change is consistent with the concurrent General Plan Amendment to modify footnotes 1 and 6 which will allow an FAR of 4.5:1 for the subject property. The requests will result in a site that is consistent with surrounding parcels and is in substantial conformance with the purposes, intent and provisions of the General Plan as reflected in the adopted Framework Element and Community Plan.

Land Use Element

Central City North Community Plan. The Community Plan text includes the following relevant land use Goal, Objectives and Policies:

Goal 2: A strong and competitive commercial sector which best serves the needs of the community through maximum efficiency and accessibility while preserving the historic commercial and cultural character of the district

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Policy 2-1.1: Protect commercially planned/zoned areas from encroachment by residential only development.

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Objective 2-4: To enhance the appearance of commercial districts.

Policy 2-4.2: Preserve community character, scale, and architectural diversity.

Objective 3-2: Encourage the continued development and maintenance of the artists-in-residence community in industrial areas of the proposed redevelopment plan areas and of the plan, as appropriate.

The proposed Height District change from M3-1-RIO to M3-2D-RIO and General Plan Amendment from to modify footnotes 1 and 6 of the Central City North Community Plan would allow the project a 4.5:1 FAR. The proposed FAR would result in a site that is consistent with surrounding parcels which are also zoned M3-1-RIO.

The proposed project is located in the Arts District neighborhood within the Central City North Community Plan area. The Arts District neighborhood is known as a commercial neighborhood in the City of Los Angeles. A variety of different kinds of uses surround the subject property within a half mile radius, including but not limited to; art studios, film studios, bars, breweries, restaurants, creative office spaces, retail uses, large produce and food markets, hotel uses, fitness facilities, public facilities, and mixed-use residential uses.

Immediately adjacent to the subject property are diverse uses consisting of: a government facility located directly north. To the east, across Santa Fe Avenue is a film production company. To the south, across Jesse Street is a digital entertainment studio, catering company, restaurants, and a multi-story mixed-use residential development. To the west, across Mesquit Street is the Los Angeles River and a large cold storage facility.

The subject property is located within 1.4 miles from the Little Tokyo Metro Gold Line and approximately 1.8 miles from Union Station which provides transportation routes and services for destinations throughout the entire City of Los Angeles. Additionally, the subject site is located approximately 1.5 miles from the Fashion District, Los Angeles Flower District, Skid Row, and the Toy District which are all major commercial hubs in the City of Los Angeles.

The project is designed with common open space landscaped areas and pedestrian entrances along Mesquit Street and Jesse Street, as well a pedestrian paseo connecting the ground floor. The building facades along Jesse Street have been designed such that these elevations are the front elevations for the project and thus the primary focal point. Furthermore, although the building design of each office floor is similar to one another, the use of articulations breaks up the long flat surfaces where above grade parking and office spaces are situated along the southerly, eastern, and western elevations.

The subject site is currently developed with a surface level parking lot. The development of the proposed project will allow for the construction of a use that will be beneficial and of service to the surrounding community. Additionally, the project will provide office work spaces and retail ground floor which will generate jobs within the buildings. The surrounding area consists of industrial and commercial uses; therefore, the development of the proposed project will be compatible with existing surrounding uses.

Therefore, the project is consistent with the Central City North Community Plan in that the project will implement the abovementioned goals, objectives and policies of the Plan.

The Framework Element

The Framework Element of the General Plan (Framework Element) was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a citywide comprehensive long-range growth strategy and defines citywide polices regarding such issues as land use, housing, urban form, neighborhood design, open

space, economic development, transportation, infrastructure, and public services. The Framework Element includes the following Goals, Objectives and Policies relevant to the instant request:

Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.

Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.

Policy 3.1.4: Accommodate new development in accordance with land use and density provisions of the General Plan Framework Long-Range Land Use Diagram and Table 3-1.

Policy 3.1.5: 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.

Policy 3.2.1: Provide a pattern of development consisting of distinct districts, centers, boulevards, and neighborhoods that are differentiated by their functional role, scale, and character. This shall be accomplished by considering factors such as the existing concentrations of use, community-oriented activity centers that currently or potentially service adjacent neighborhoods, and existing or potential public transit corridors and stations.

Objective 6.2: Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.

Policy 6.2.1: Establish, where feasible, the linear open space system represented in the Citywide Greenways Network map, to provide additional open space for active and passive recreational uses and to connect adjoining neighborhoods to one another and to regional open space resources (see Figure 6-1). This Citywide Greenways Network is hierarchical and is composed of three levels: regional, community, and local/ neighborhood. While these levels are of equal importance, they vary in scale and the degree to which they impact the City at large. Additionally, while these

levels overlap one another, they can still be differentiated and broken down as follows:

a. The regional component of the network is composed of the beaches, the mountains, and the Los Angeles River system - the three most continuous natural features of the urban region and thus the primary elements of the network; river tributaries, arroyos and washes that take storm water to the ocean; rail lines and utility corridors, where feasible without compromising public safety or facility security, that may serve multiple purposes to become connectors to the beaches and the river and link adjacent districts to each other through the network; and all regional parks made accessible from the network. While considering open space improvements of the river and drainages, their primary purpose for flood control shall be considered.

b. The community component is composed of parks and civic open spaces connected to the network, including elements such as community and neighborhood parks, connected by linear, non-motorized transportation linkages such as walking and hiking trails and local bike paths.

c. The local/neighborhood components include pedestrian-supporting streets, open space associated with public facilities such as schools, small parks, and community gardens.

The project will provide approximately 15,547 square feet of open space, including a 3,685 square foot roof deck with garden that will overlook the outdoor courtyard located on the ground floor, 12,261 square feet of ground floor hardscape areas, and 3,286 square feet of ground floor landscaped areas. Both the outdoor courtyard and the roof deck with garden will be equipped with landscaping in the form of planters, benches, shrubbery, flowering plants, other forms of fixed seating, and trees along the permitter of the building. The paseo courtyard will also incorporate hanging plants, shrubs, and grasses. The project will provide a total of 20 new trees with nine (9) planted along Mesquit Street and Jesse Street.

The project will provide a total of 146 bicycle parking spaces including 95 long-term and 51 short-term , which, along with its proximity to the Los Angeles River and the under construction Sixth Street Viaduct Replacement Project that will connect the Arts District neighborhood with Boyle Heights and is located less than 700 feet from the subject property will provide pedestrian and bicycle access, thereby incentivizing accessible pedestrian routes to the LA River while supporting the city's long-term goal of restoring the LA River. The project is located approximately 400 feet from the Los Angeles River and within the River Improvement Overlay District (RIO) which supports the goals of the Los Angeles River Revitalization Master Plan and providing an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area.

The proposed Height District change through a Zone Change is consistent with the concurrent General Plan Amendment to modify footnotes 1 and 6 which will allow for the development of a commercial office building that will provide creative office and ground floor retail/restaurant uses. The project will also generate jobs and subsequently, attract an influx of employees and

customers to an in-demand area. The project will also enhance the pedestrian experience with its modern industrial design and ample landscaping.

The proposed project is located in the Arts District neighborhood within the Central City North Community Plan area. The Arts District neighborhood is known as a commercial neighborhood in the City of Los Angeles. A variety of different kinds of uses surround the subject property within a half mile radius, including but not limited to; art studios, film studios, bars, breweries, restaurants, creative office spaces, retail uses, large produce and food markets, hotel uses, fitness facilities, public facilities, and mixed-use residential uses.

Immediately adjacent to the subject property are diverse uses consisting of a government facility located directly north. To the east, across Santa Fe Avenue is a film production company. To the south, across Jesse Street is a digital entertainment studio, catering company, restaurants, and a multi-story mixed-use residential development. To the west, across Mesquit Street is the Los Angeles River and a large cold storage facility.

Additionally, the Arts District neighborhood is a part of the Downtown Los Angeles Community Plan (DTLA 2040) update. The City Planning Commission recommended approval of the plan on September 9, 2021. The DTLA2040 plan will redesignate the subject site from Heavy Manufacturing to Hybrid Industrial. Hybrid Industrial areas are intended to, “preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0. (DTLA2040).”

The subject property is located within 1.4 miles from the Little Tokyo Metro Gold Line and approximately 1.8 miles from Union Station which provides transportation routes and services for destinations throughout the entire City of Los Angeles. Additionally, the subject site is located approximately 1.5 miles from the Fashion District, Los Angeles Flower District, Skid Row, and the Toy District which are all major commercial hubs in the City of Los Angeles.

Therefore, the requested a Height District change from M3-1-RIO to M3-2D-RIO, as well as a Zone Change to allow the Height District change as required by footnote 6 of the Central City North Community Plan and the requested General Plan Amendment (GPA) would allow the construction of a commercial office building that would be compatible with the existing area as well as the future plans and developments proposed for the immediate surrounding area. Therefore, the Height District change and General Plan Amendment are consistent with the Distribution of Land Use goals, objectives and policies of the General Plan Framework Element.

Goal 3J*:* Industrial growth that provides job opportunities for the City's residents and maintains the City's fiscal viability.

Objective 3.14: Provide land and supporting services for the retention of existing and attraction of new industries.

Policy 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.

Policy 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.

The proposed Height District change from M3-1-RIO to M3-2D-RIO and General Plan Amendment from to modify footnotes 1 and 6 of the Central City North Community Plan would allow the project a 4.5:1 FAR will enhance the surrounding neighborhood and allow for growth where there is sufficient public infrastructure and services that will be beneficial to nearby residents and employees who will utilize the services provided such as the retail ground floor open courtyard area. The subject property is proximate to transit services, commercial uses for shopping and dining, entertainment industry businesses, businesses in the arts, as well as industrial uses.

The requested Height District change through a Zone Change is consistent with the concurrent General Plan Amendment to modify footnotes 1 and 6 which is consistent with the Heavy Manufacturing land use designation.

Therefore, the Height District change, Zone Change, and General Plan Amendment are consistent with the Multi-Family Residential goals, objectives and policies of the General Plan Framework Element.

Air Quality

The Air Quality Element of the General Plan will be implemented by the recommended action herein. The Air Quality Element sets forth the goals, objectives and policies which will guide the city in the implementation of its air quality improvement programs and strategies. The Air Quality Element recognizes that air quality strategies must be integrated into land use decisions and represent the city's effort to achieve consistency with regional Air Quality, Growth Management, Mobility and Congestion Management Plans. The Air Quality Element includes the following Goal and Objective relevant to the instant request:

Goal 5*:* Energy efficiency through land use and transportation planning, the use of renewable resources and less polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.

Objective 5.1*:* It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.

As conditioned, project shall reserve a minimum 15 percent of the roof area for the installation of a solar photovoltaic system, to be installed prior to the issuance of a certificate of occupancy.

Mobility Element

The Mobility Element of the General Plan (Mobility Plan 2035) is not likely to be affected by the recommended action herein. Mesquit Street, adjoining the property to the east, is designated as an Avenue II dedicated to a width of 86 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Jesse Street, adjoining the property to the west, is a Local Street – Standard dedicated to a width of 60 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees. Santa Fe Avenue, adjoining the property to the west, is an Avenue II dedicated to a width of 86 feet and is improved with asphalt roadway, curb, gutter, concrete sidewalks, and street trees.

Policy 3.1: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes - including goods movement - as integral components of the City's transportation system.

Policy 3.8: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.

The project will provide a total of 146 bicycle parking spaces including 95 long-term and 51 short-term, which, along with its proximity to the Los Angeles River and the under construction Sixth Street Viaduct Replacement Project that will connect the Arts District neighborhood with Boyle Heights and is located less than 700 feet from the subject property will provide pedestrian and bicycle access, thereby incentivizing accessible pedestrian routes to the LA River while supporting the city's long-term goal of restoring the LA River. The project is located approximately 400 feet from the Los Angeles River and within the River Improvement Overlay District (RIO) which supports the goals of the Los Angeles River Revitalization Master Plan and providing an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area.

Policy 5.4: Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

As conditioned, a minimum of the 30% EV Ready parking, 10% of the new parking spaces will be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

The site is within walking distance of multiple transit bus stops along Santa Fe Avenue and 7th Street, including, Metro Rapid (Line 720 and 760) and other Metro Bus Lines (Lines 18, 60, 62). The site is also within 500 feet of the proposed location for a stop on Metro Rail Purple and/or Red lines. The subject property is located within 1.4 miles from the Little Tokyo Metro Gold Line and approximately 1.8 miles from Union Station which provides transportation routes and services for destinations throughout the entire City of Los Angeles.

Lastly, the Department of Transportation submitted a Traffic Impact Assessment of the proposed project, dated January 29, 2021, and that determined that traffic impacts from trips generated from the project will be less than significant.

Therefore, the Height District Change, Zone Change, and General Plan Amendment are consistent with Mobility Plan 2035 goals, objectives and policies of the General Plan.

Sewerage Facilities Element

The Sewerage Facilities Element of the General Plan will not be affected by the recommended action. While the sewer system might be able to accommodate the total flows for the proposed project, further detailed gauging and evaluation may 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 will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at that time. Ultimately, this sewage flow will be conveyed to the Hyperion Treatment Plant, which has sufficient capacity for the project.

3. **Charter Finding – City Charter Finding 558. The initiated General Plan Amendment to the Central City North Community Plan will be in conformance with public necessity, convenience, general welfare, and good zoning practice, as described below**.

   Public necessity, convenience, and general welfare of the Central City North Community Plan will be better served by adopting the initiated Height District Change through a Zone Change to change from M3-1-RIO to M3-2D-RIO and General Plan Amendment from to modify footnotes 1 and 6 of the Central City North Community Plan would allow for the replacement of a surface level parking lot with a 14-storry commercial office building that would complement existing surrounding neighborhood and future job-creating office space in an area that is a primarily industrial community.

   Currently there are a variety of different kinds of uses surround the subject property within a half mile radius, including but not limited to; art studios, film studios, bars, breweries, restaurants, creative office spaces, retail uses, large produce and food markets, hotel uses, fitness facilities, public facilities, and mixed-use residential uses. The proposed office commercial building with restaurants at the ground level, will better serve the needs of the current and future community by conveniently offering a variety of uses in close proximity to transit and creating employment opportunities.

   The western half of the project site that fronts Santa Fe Avenue is developed with the recently constructed 640 S. Santa Fe Avenue building, which is a four-story, 107,224 square-foot office and ground floor commercial building with two levels of subterranean parking Produce LA that was recently approved on May 6, 2019 under Case No. DIR-2016-3858-SPR will remain on the subject site and a surface level parking on the eastern portion of the site fronting Mesquit Street is currently developed with a surface level parking lot that serves the adjoining Produce LA building that is proposed to be demolished.

   As such, the project is in conformity with public necessity, convenience, general welfare and good zoning practice given that removing an existing surface level parking lot with a commercial office building that is consistent with the Heavy Manufacturing land use designation and complementary to the uses surrounding the project site.

Height District Change Findings

1. **Pursuant to LAMC Section 12.32.F, the height district change and classifications are necessary because:**

   a. Public Necessity and Convenience: The requested Height District Change for the project is in conformance with public necessity and convenience. The Height District Change would allow an underutilized industrial site to be redeveloped with a commercial office building within the Arts District neighborhood.

      If constrained to the limitations of the existing Height District 1 and the Central City North Community Plan footnotes 1 and 6 the subject property would be limited to a 1.5:1 FAR. In adopting the Height District Change, Zone Change, and General Plan Amendment to allow for a 4.5:1 FAR. In order to maximize the utility of the project site within an in-demand area, a Height District change is necessary to allow a maximum FAR of 4.5:1. The additional floor area will promote healthy economic growth and additional creative office space that is much needed in the community.

      Additionally, the project will include 397 parking spaces and 146 (95 long-term and 51 short-term) bicycle parking spaces, conveniently located on-site for employees and

visitors. This will discourage visitors from parking offsite in the immediate vicinity and surrounding neighborhood. The project will enhance the pedestrian experience by integrating a paseo walkway on the ground floor which will connect sidewalks along Mesquit Street and Santa Fe Avenue. The proposed paseo will also serve as an outdoor courtyard area for visitors and tenants to the building, as it will be generously landscaped, shaded, and equipped with outdoor seating areas. The ground floor open courtyard is intended to be shared and connected with the adjoining four (4)-story Produce LA building to promote a pedestrian friendly experience creating a pedestrian-friendly environment and improved paths of trave. Therefore, granting a Height District Change for the project will provide for the public necessity and convenience by permitting greater utilization of the project site.

b. General Welfare: The proposed project will benefit the general welfare with the development of a commercial office building that will help activate the subject site as the site is currently developed with uses that are not pedestrian friendly. The proposed project will be high quality, aesthetically appealing, and it will provide creative office and ground floor retail/restaurant uses that are in-demand in the surrounding community. The project will help generate jobs and subsequently, attracting an influx of employees and customers. The project will also enhance the pedestrian experience with its modern industrial design and ample landscaping.

   The project will include 146 bicycle parking spaces that will encourage employees and visitors to use alternative modes of transportation and decrease the use of vehicles. These accommodations are specifically made possible through the requested Height District Change allowing the development an FAR of 4.5:1. Therefore, the project is in conformity with the general welfare.

c. Good Zoning Practices: The project conforms with good planning practices by replacing an existing surface level parking lot with a commercial office building that is consistent with the Heavy Manufacturing land use designation and the surrounding community. The proposed project involves 184,629 square feet of office space and 4,325 square feet of retail ground floor including four (4) restaurants with indoor and outdoor seating. The services provided by the project add to the utilization of the site as it is currently underused as a parking lot. The proposed commercial office building will also be a beneficial service to the existing neighborhood by encouraging pedestrian activity at the street level and attracting employees to an in-demand area in the City of Los Angeles.

SITE PLAN REVIEW FINDINGS

4. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and does not conflict with any applicable regulations, standards, and any applicable specific plan.**

   As discussed in finding 1 above, the project is in substantial conformance with the general plan and applicable community plan policies and does not conflict with any applicable standards, regulations, or specific plans. The findings from finding #1 are incorporated by reference here.

5. **That the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on neighboring properties.**

The arrangement of the proposed development is consistent and compatible with existing and future development in neighboring properties. The subject site is located within the Central City North Community Plan along Mesquit Street, Santa Fe Avenue, and Jesse Street. The immediate surrounding properties consist of multi-story commercial and industrial uses.

The proposed project will include the removal of a surface level parking lot and the construction, use, and maintenance of a 188,954 square-foot,14-story, commercial office building with 4,325 square feet of retail ground floor. The project will provide a total of 397 vehicle parking spaces and 146 bicycle parking spaces within five (5) levels of above grade parking, and two (2) levels of subterranean parking.

Height, Bulk and Setbacks

The proposed project has been designed to maintain visual compatibility with the surrounding properties. The project site is located in Height District 1, which allows for unlimited height with a maximum FAR of up to 1.5:1. The change to Height District 2 would allow the development of the underutilized site with uses that are reflective of and complimentary to the ongoing redevelopment of the Arts District. The proposed building is 14-stories tall with a height of 195 feet is compatible with other existing and proposed buildings in the vicinity (such as the proposed adjacent development at 670 Mesquit Street, which would reach a maximum height of 384 feet). Additionally, the project is located approximately 400 feet from the Los Angeles River and within the River Improvement Overlay District (RIO) which supports the goals of the Los Angeles River Revitalization Master Plan and providing an aesthetically pleasing environment for pedestrians and bicyclists accessing the river area.

While the existing and unchanged M3 zone has no setback requirements, the proposed building is set back approximately eight feet, six inches from the property line along Mesquit Street and approximately 16 feet, two inches from the property line along Jesse Street, in accordance with potential right-of-way dedication requirements.

The project's ground floor has been designed to encourage pedestrian activity along Mesquit Street and Jesse Street by providing street level pedestrian uses such as outdoor seating and restaurants where it currently does not exist. The ground floor of the project also includes the integration of a paseo walkway which will connect sidewalks along Mesquit Street and Santa Fe Avenue. The proposed paseo will also serve as an outdoor courtyard area for visitors and tenants to the building, as it will be generously landscaped, shaded, and equipped with outdoor seating areas. The ground floor open courtyard is intended to be shared and connected with the adjoining four (4)-story Produce LA building to promote a pedestrian friendly experience. The design of the building’s ground floor frontage, using floor-to-ceiling glass storefronts, creates inviting spaces that activate the pedestrian experience along Mesquit and Jesse Streets. Pedestrian entrances will be provided from Mesquit and Jesse Streets to the individual ground floor retail/restaurant spaces.

Additionally, the Arts District neighborhood is a part of the Downtown Los Angeles Community Plan (DTLA 2040) update. The City Planning Commission recommended approval of the plan on September 9, 2021. The DTLA2040 plan will redesignate the subject site from Heavy Manufacturing to Hybrid Industrial. Hybrid Industrial areas are intended to, “preserve productive activity and prioritize employment uses, but may accommodate live/work uses or limited residential uses. The building form ranges from Low-Rise to Mid-Rise. Uses include

light industrial, commercial, and office, with selective live/work uses. The residential density generally is limited by floor area. In the Downtown Plan this land use designation has a max FAR range of 3.0-6.0. (DTLA2040)."

As proposed, the height, bulk, and setbacks of the building will be compatible with the existing and future developments in the neighborhood

Off-Street Parking Facilities/Loading Areas

Parking is provided within two levels of subterranean parking, at ground level and on five levels of above grade parking above the ground level. The project's loading and back-of-house areas are also located on the northern end of the ground level and accessed via a driveway with entrances and exits at both Mesquit Street and Santa Fe Avenue. The project provides the required minimum of 397 vehicle parking spaces and an additional 54 parking spaces serving ProduceLA that will be removed when redeveloping the surface parking lot.

Additionally, the project proposes 146 bicycle parking spaces, 95 spaces of which are designated for long-term parking and 51 of which are for short-term parking. Vehicle parking will be replaced with the provided bicycle parking at a ratio of 4:1 to reduce the maximum required vehicle parking from 433 spaces to 397 spaces.

Lighting

Lighting for the proposed project has been conditioned to be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties, the public right-of-way, nor from above. Therefore, the lighting will be compatible with the existing and future developments in the neighborhood.

On-Site Landscaping.

The project will provide approximately 15,547 square feet of open space, including a 3,685 square foot roof deck with garden that will overlook the outdoor courtyard located on the ground floor, 12,261 square feet of ground floor hardscape areas, and 3,286 square feet of ground floor landscaped areas. Both the outdoor courtyard and the roof deck with garden will be equipped with landscaping in the form of planters, benches, shrubbery, flowering plants, other forms of fixed seating, and trees along the permitter of the building. The paseo courtyard will also incorporate hanging plants, shrubs, and grasses. The project will provide a total of 20 new trees with nine (9) planted along Mesquit Street and Jesse Street.

Trash Collection

The project will include centralized on-site trash collection for both refuse and recyclable materials, in conformance with the LAMC. Compliance with these regulations will allow the project to be compatible with existing and future development. Additionally, all trash and recycling areas are conditioned to be enclosed and not visible to the public. Trash collection will occur within a loading zone. The trash room is not visible from the public right-of-way. Therefore, as proposed and conditioned, the project is compatible with existing and future development on neighboring properties.

As described above, the project consists, of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that will be compatible with existing and future development on adjacent and neighboring properties.

6. **That any residential project provides recreational and service amenities in order to improve habitability for the residents and minimize impacts on neighboring properties.**

   The proposed project is for the construction, use, and maintenance of a new commercial office building that will be used for office and retail uses. The project does not have a proposed residential component; therefore, it is not required to provide recreational and service amenities.

Conditional Use Findings - Alcohol

Following (highlighted) is a delineation of the findings and the application of the relevant facts to same:

7. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city or region.**

   The subject property is comprised of five (5) parcels resulting in a through lot with 68,955 square feet of lot area dedications with a depth of approximately 120 feet and having a frontage of approximately 244 linear feet along Mesquit Street and approximately 104 linear feet along Jesse Street. The proposed project involves 184,629 square feet of office space and 4,325 square feet of retail ground floor including four (4) different vendor establishments that will provide 74 indoor seats and 52 outdoor seats for a total of 126 patron seats

   The applicant is requesting a Main Conditional Use permit to allow the sale and dispensing of a full-line of alcoholic beverages for on-site consumption within four (4) restaurants located at the ground level of the proposed 14-story commercial office building.

   The subject property is located within the established Arts District neighborhood within the Central City North Community Plan area. The surrounding area consists of a variety of commercial, residential, industrial, and mixed-use developments. The Arts District neighborhood is known as a commercial neighborhood in the City of Los Angeles. The proposed project would enhance the built environment by bringing new compatible development to the area, and alcohol service would improve the viability and desirability of the proposed restaurants and market. The restaurants and grocery store will also provide a beneficial service for the residents, employees, and visitors to the area, as the availability of alcohol sales is a desirable amenity that is typical of many restaurants and markets. Further, as conditioned, the sale of alcoholic beverage will occur within a controlled environment within the store by trained employees, subject to security measures, limited hours of operation, STAR training, inspections, and evaluations of any nuisance complaints and the appropriateness of the use. The service of alcoholic beverages in food establishments has become accepted as a desirable and expected use that is meant to complement food service. Since alcoholic beverage service is a common and expected amenity with meal service for many patrons, the grant for alcohol sales will be desirable to the public convenience and welfare. The project will provide increased opportunities for quality food and may serve as a central meeting point for the neighborhood. The sale of alcoholic beverages is anticipated to be an ancillary use to the four proposed restaurants. Therefore, as conditioned, the project will enhance the built environment in the surrounding neighborhood and provide a service that is beneficial to the community, city or region.

8. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare and safety.**

The project proposes the removal of a surface level parking lot and the construction, use, and maintenance of a 188,954 square-foot,14-story, commercial office building with 4,325 square feet of retail ground floor. The project will provide a total of 397 vehicle parking spaces and 146 bicycle parking spaces within five (5) levels of above grade parking, and two (2) levels of subterranean parking.

The subject site is bounded by Mesquit Street, Jesse Street, and Santa Fe Avenue in the Arts District neighborhood of Downtown Los Angeles. The proposed four (4) restaurants located at the ground level of the proposed 14-story commercial office building. Historically, the area surrounding the site has been industrial in nature with large warehouses, loading docks, and light manufacturing uses. Over time, new uses have been introduced to the area in response to market trends. Non-industrial uses introduced to the vicinity include new productive uses, such as creative office, retail, live/work units and artists' lofts, artisanal breweries, and art galleries. More recently, media and technology firms from Warner Music to Hyperloop One have begun to establish creative offices in the area. Additionally, over the past recent years there has been an influx of new development in the immediate surrounding area. Within 0.2 miles from the subject site is a recently constructed seven (7)-story development consisting of 320 live/work units located at 695 South Mesquit Street (AMP Lofts). Additionally, there are various large development proposals within proximity to the site, including a 15-story mixed-use hotel with 103 guest rooms approximately 0.2 miles from the subject site located at 2053 East 7th Street and a 30-story mixed-use development consisting of 308 residential units, 236 hotel guest rooms, retail, and office space located within 100 feet from the subject site located at 670 Mesquit Street.

Immediately adjacent uses to the subject property are diverse uses consisting of a government facility located directly north. To the east, across Santa Fe Avenue is a film production company. To the south, across Jesse Street is a digital entertainment studio, catering company, restaurants, and a multi-story mixed-use residential development. To the west, across Mesquit Street is the Los Angeles River and a large cold storage facility. As demonstrated, besides industrial uses, the Arts District's productive uses generally include creative offices, retail stores, live/work units and artists' lofts, artisanal breweries, and art galleries.

No evidence was presented at the hearing or in writing that the sale of alcohol will be materially detrimental to the immediate neighborhood. There is a school located 0.7 miles from the subject site (Metropolitan High School). The project has been designed in a manner to enhance the public realm and improve the aesthetics and safety of the surrounding area. The inclusion of alcohol uses will allow for added vibrancy within the project, which is appropriate for a mixed-use transit priority project. The establishment serving alcohol will be carefully controlled and monitored, while being compatible with immediately surrounding uses that are industrial and/or mixed-use buildings. The proposed project will provide a place for residents and visitors to eat, drink, and socialize; as such, the sale of alcoholic beverages is a normal part of restaurant operation and an expected amenity.

Additionally, the conditions recommended herein will ensure that the establishment will not adversely affect or further degrade the surrounding neighborhood, or the public health, welfare, and safety. Approval of the conditional use will contribute to the success and vitality of the commercial development and help to reinvigorate the site and vicinity. Since the alcohol sales will be incidental to food service and community space, permitting alcohol sales on the site will not be detrimental to the development of the community.

Thus, as conditioned, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety. Furthermore, this grant also includes conditions of approval intended to address alcohol-related issues to safeguard public welfare and enhance public convenience, such as proper employee training. In addition, as each operator comes in, they will be required to file a plan approval to allow for the Zoning Administrator to review the floor plan and impose any other conditions as deemed appropriate.

The location of the project's alcohol-sale would continue to add to the diversification of commercial activities being conducted in the area and would not adversely affect the surrounding neighborhood. As mentioned, the alcohol-sales would be compatible and complement the surrounding live/work and mixed-use projects in the Arts District. The proposed hours of operation are reasonable and the sale of alcohol is incidental to food sales at the restaurants. Therefore, as conditioned, and based on the limited hours of operation, the limited scope, and size of the convenient store and its mode and character, the project's location will continue to be compatible with and will not adversely affect or further degrade adjacent properties of the public health, welfare, and safety.

9. **The project substantially conforms with the purpose, intent and provisions of the General Plan, the applicable community plan, and any specific plan.**

The elements of the General Plan establish policies that provide for the regulatory environment in managing the city and for addressing concerns and issues. The majority of the policies derived from these Elements are in the form of Code Requirements of the Los Angeles Municipal Code (LAMC). Except for the entitlement described herein, the project does not propose to deviate from any of the requirements of the LAMC.

The Land Use element of the city's General Plan divides the city into 35 Community Plans. The subject site is located within the Central City North Community Plan with a land use designation Heavy Manufacturing. The restaurants with the sale of a full line of alcoholic beverages is consistent with this zone and land use designation.

The subject property is located in the M3-1-RIO Zone with a land use designation of Heavy Manufacturing within the Central City North Community Plan. The Central City North Community Plan text is silent in regards to alcohol sales. In such cases, the Zoning Administrator must interpret the intent of the Plan. The Central City North Community Plan serves to address a number of issues and opportunities present in the area and recognizes the importance of retaining a viable and vibrant commercial sector. The restaurants are consistent with this zone and land use designation. Additionally, the project is consistent with the following objectives and policies of the Community Plan:

Objective 2-2 *To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.*

Policy 2-1.2

Protect commercially planned/zoned areas from encroachment by residential only development.

Policy 2-1.3

Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.

Policy 2-2.3

Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.

Policy 2-4.1 *Require that any proposed development be designed to enhance and be compatible with adjacent development.*

The project will allow an existing underutilized site with a lack in pedestrian activity to provide a service to the surrounding community by allowing the proposed restaurants to provide an additional service of a full-line of alcoholic beverages. The request to serve and sell alcohol at the site will be consistent with these objectives and policies through the creation of a mix of commercial uses that would attract a variety of consumers and tenants, actively promoting the area as a key economic center of the community. The project maintains a desirable commercial service within an area that allows for such uses. The project follows an established pattern of zoning and land use that is consistent and compatible with other properties and uses in the surrounding area, which is a walkable and accessible through public transit which includes a variety of commercial uses. The conditional authorization for the sale of alcoholic beverages is allowed through the approval of the City Planning Commission subject to certain findings. The required findings in support of the Central City North Community Plan have been made herein. Thus, the project substantially conforms with the purpose, intent, and provisions of the General Plan and the Community Plan.

10. **The proposed use will not adversely affect the welfare of the pertinent community.**

The requested Main Conditional Use will not adversely affect the welfare of the community. The subject property is zoned M3-1-RIO, which allows for commercial uses. The subject site bounded by Mesquit Street, Jesse Street, and Santa Fe Avenue enhances the character of the area and provides a beneficial service to the local community as a convenient location for nearby residents, employees, and visitors alike to dine with the option to buy alcoholic beverages. The proposed 14-story commercial development with retail and restaurants on the ground floor will positively impact the financial health of the property and improve the economic vitality of the area via increased tax revenue.

Surrounding properties are developed with a mix of residential, commercial retail/restaurant and commercial office uses. Properties to the north, adjoining the subject property, are zoned PF-1XL-RIO with a land use designation of Public Facilities and are developed with a Los Angeles Department of Water and Power substation facility. Properties to the east, across Mesquit Street, are zoned M3-1-RIO and OS-1XL-RIO with land use designations of Heavy Manufacturing and Open Space and are developed with warehouse uses, a railyard and the Los Angeles River located behind the warehouses. Properties to the south, across Jesse Street, are zoned M3-1-RIO with a land use designation of Heavy Manufacturing and are developed with live/work and community serving multi-story developments. Properties to the west across Santa Fe Avenue are zoned M3-1-RIO with a land use designation of Heavy Manufacturing and developed with multi-story office commercial uses with surface level parking lots.

The area surrounding the site is a mix of commercial, industrial and residential buildings. The request for on-site alcohol sales will be compatible with the surrounding uses, providing a place for on-site employees, nearby residents, visitors, and shoppers to eat, drink, socialize, and shop. The request for off-site alcohol sales will create convenience for nearby residents. This all contributes to the continued vitality of the neighborhood.

Alcoholic beverage service is an expected amenity for many patrons and approval of this grant would increase the available options for desirable dining and social experiences for patrons. The establishments will also benefit the city through the generation of additional sales tax revenue, fees, and employment opportunities.

Diversity amongst uses is common in the immediate surrounding area, and while there are no residential dwelling units and other sensitive uses located in close proximity to the subject site, the establishments open to the public serving alcoholic beverages will be part of a controlled and monitored development.

In addition, numerous conditions have been imposed to integrate the use into the community as well as protect community members from adverse potential impacts.

Additional conditions have been recommended for consideration by the California Department of Alcoholic Beverage Control that regulate the sale of alcoholic beverages to prevent adverse impacts to the neighborhood. Other conditions imposed will maintain the order and ensure cleanliness of the project and its surroundings. Therefore, the granting of the request will not adversely impact the welfare of the pertinent community.

11. **The granting of the application will not result in an undue concentration of premises for the sale or dispensing for consideration of alcoholic beverages, including beer and wine, in the area of the City involved, giving consideration to applicable State laws and to the California Department of Alcoholic Beverage Control's guidelines for undue concentration; and also giving consideration to the number and proximity of these establishments within a one thousand foot radius of the site, the crime rate in the area (especially those crimes involving public drunkenness, the illegal sale or use of narcotics, drugs or alcohol, disturbing the peace and disorderly conduct), and whether revocation or nuisance proceedings have been initiated for any use in the area.**

According to the California Department of Alcoholic Beverage Control (ABC) licensing criteria there are eight (8) establishments with Type 20 (Off-Sale Beer and Wine) license, three (3) establishments with Type 21 (Off-Sale General) license, nine (9) Type 41 (On-Sale Beer and Wine – Eating Place) license, two (2) establishments with Type 42 (On-Sale Beer and Wine-Public Premises, 29 establishments with Type 47 (On-Sale General-Eating Place) license, and seven (7) establishments with Type 48 (On-Sale General Public Premises) licenses allocated in the subject census tract (Census Tract 2060.31).

Within 1,000 feet from the subject site there is no other alcohol-selling establishments with an alcohol license from the California Department of Alcoholic Beverage Control (ABC).

According to statistics provided by the Los Angeles Police Department's Central Los Angeles Division Unit, within the Crime Reporting District. 159, which has jurisdiction over the subject property, a total of 264 crimes and arrests were reported in 2020, including 220 for Part I Crimes and 44 Part for II Arrests, compared to the citywide average of 141 crimes and arrests, and compared to the High Crimes average of 169 crimes for the same reporting period. It is not uncommon to have increased concentrations of crimes in a dense, urban area that is a regional and internationally known center and destination.

Alcohol-related Part II crimes reported by LAPD include, Narcotic Drug Laws (15), Liquor Laws (3), Public Drunkenness (0), Disturbing the Peace (0), Disorderly Conduct (4), and Driving Under the Influence (1).

Given the project's location within a dense employment and residential center, the census tract's crime statistics related to alcohol are minimal and the issuance of an additional licenses

to serve alcohol on-site is not anticipated to create a law enforcement problem. Furthermore, the requested entitlement for alcohol sales that are incidental to restaurant patronage is not anticipated to adversely affect crime rates, given the nature of the use which will primarily involve alcohol being consumed by patrons of the restaurants. The service of a full line of alcoholic beverages as a service of the four proposed restaurants, will both provide a unique service to workers, visitors, and residents. The project will also continue to enhance the physical environment and, as conditioned, will not negatively impact the area. As four (4) proposed restaurants and surrounding establishments with alcohol licenses in the immediate and surrounding community, the project alone is unlikely to have a significant impact on local crime. The City Planning Commission has also incorporated numerous operational conditions to the grant that address noise, safety, and security to ensure the proposed use is conducted with due regard for surrounding properties and to reduce any potential crime issues or nuisance activity. Therefore, the granting of the request herein will not result in undue concentration.

12. **The proposed use will not detrimentally affect nearby residentially zoned communities in the area of the City involved, after giving consideration to the distance of the proposed use from residential buildings, churches, schools, hospitals, public playgrounds and other similar uses, and other establishments dispensing, for sale or other consideration, alcoholic beverages, including beer and wine.**

The project site is zoned for commercial uses and will continue to be a utilized as such with the market store use. The following sensitive uses are located within a 1,000-foot radius of the site:

Sensitive Uses

City Light Church	801 East 4th Place
Saint Francis Xavier Church Japanese Catholic Center	222 South Hewitt Street
Zanshuji Soto Mission	123 South Hewitt Street
Centenary United Methodist Church	300 South Central Avenue
Motion City Church	400 Alameda Street
Grace Life LA	948 East 2nd Street
Southern California Institute of Architecture	960 East 3rd Street

Alcohol Uses

Angel City Brewery	714 East 3rd Street
Umami Burger	738 East 3rd Street
Sausage Grill	800-804 East 3rd Street
Max Karaoke	333 South Alameda Street #215,216,218
Manna Korean BBQ	333 South Alameda Street
Tsurumaru Udo	333 South Alameda Street
X Lanes	333 South Alameda Street
The Pho Shop	333 South Alameda Street
Shojin	333 South Alameda Street
Little Tokyo	333 South Alameda Street
Sushi Go 55	333 South Alameda Street
Hana Ichimonme	333 South Alameda Street
Inko Nito Restaurant	225-227 South Garey Street

Pali Wine Company	811 Traction Avenue
Art District Brewing Company	828 Traction Avenue
4th St. Beverage Inc	843 East 4th Street
Eighty Two	707 East 4th Place

Consideration has been given to the distance of the subject establishment from the above-referenced sensitive uses. The grant has been well conditioned, which would protect the health, safety, and welfare of the surrounding neighbors. The potential effects of excessive noise or disruptive behavior have been considered and addressed by imposing conditions related to noise and loitering. Furthermore, the proposed use will not detrimentally affect nearby residential properties and other sensitive uses because the urban environment mostly contains mixed-use buildings with residents that both expect and desire more commercial developments. While the sale of alcoholic beverages is important to the restaurants or retailers that will be located within the proposed project's tenant spaces, their sale and service will be incidental to primary operations and, as such, no detrimental effects should be expected from the proposed project.

This project will contribute to the neighborhood and will serve the neighboring residents and the local employees as well as visitors. Therefore, as conditioned, the project will not detrimentally affect residentially zoned properties or any other sensitive uses in the area.

ADDITIONAL MANDATORY FINDINGS

13. Pursuant to CEQA Guidelines Sections 15162 and 15164, in consideration of the whole of the administrative record, that the project was assessed in Mitigated Negative Declaration, No. ENV-2020-6829-MND as adopted on December 22, 2021, (“Mitigated Negative Declaration”), and no subsequent EIR, negative declaration, or addendum is required for approval of the project.

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

Public Hearing Summary

An initial joint Public Hearing Officer Hearing and Deputy Advisory Agency was held telephonically for Case No. CPC-2020-6828-GPA-ZC-HD-SPR-MCUP and Case No. VTT-83288 on September 22, 2021. The hearing was attended by the applicant, the applicant's representatives, and three (3) members of the general public including a representative from the Coalition for Responsible Equitable Economic Development (Creed LA).

1. Attendees

   The hearing was attended by the applicant, the applicant's representatives, and a representative from the Coalition for Responsible Equitable Economic Development (Creed LA).

2. Applicant Testimony

   The applicant's representative, presented the proposed project via PowerPoint and discussed the following:

   - The project's location in a transitioning neighborhood.
   - Description of the requests.
   - Produce LA completion.
   - The design of the project and how it meets the character of the surrounding area.
   - Existing site conditions and project scope.
   - Proposed projects underway in the area, such as the 6th street viaduct project.
   - Currently introduced greenery in the area.
   - Access to communal space on 6th level and views of the roof deck garden.
   - Screening of parking levels is the same as the office floors façade.
   - The applicant requested to waive BOE conditions requiring the project to dedicate street width on the streets where the Produce LA is developed.
   - The proposed project compatibility with DTLA2040.

3. Subdivision Committee

The subdivision committee requested that the Vesting Tentative Tract Map Staff Recommendation Report be revised to have the correct formatting for Street Lighting's conditions. Bureau of Engineering described the existing conditions of the project site to be suited for Heavy Manufacturing uses including the use of large trucks.

4. Public Testimony

There was a total of three (3) members of the public that attended the hearing. Two (2) members called in support of the project. One attendee gave a public comment in support of the project who is supportive of new job opportunities in the area. A second member of the project gave a public comment in support as the project has a beautiful design and believes will help improve and expand the area.

Lastly, a representative from CREED LA gave a public comment regarding concerns over the project including, ensuring minimizing environmental impacts and ensure community benefits. CREED LA also stated that the organization would review all documents related the subject proposed project.

No identified members of the Arts District/Little Tokyo Neighborhood Council spoke at the public hearing.

5. Applicant Response

The applicant responded to the Bureau of Engineering's conditions. The applicant's argument for waiving BOE's conditions is due to previously imposed dedications from BOE for the Produce LA project that were complied with to build the constructed four (4)-story Produce LA building along Jesse Street and Santa Fe Avenue. The applicant went over future proposals for the area and how future uses will be pedestrian oriented and therefore, the project should not be required to implement narrower sidewalks.

6. Closing Comments

The Deputy Advisory Agency announced that the Vesting Tentative Tract Map would be held under advisement until the Mitigated Negative Declaration comment period ends.

7. Additional Communications

After the hearing Planning received a Public Communications Request from the Coalition for Responsible Equitable Economic Development (Creed LA) as well as comments for the Mitigated Negative Declaration document.

EXHIBIT A
Plans



655 MESQUIT

655 Mesquit Street, Los Angeles, CA 90021

09.01.2021

ENTITLEMENT PLAN SET

PROJECT DIRECTORY

CLIENT
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NOT FOR CONSTRUCTION

ISSUE DATES

NO.	DATE	REVISION

655 MESQUIT
655 Mesquit Street, Los Angeles, CA 90021

COVER SHEET

The plans and specifications prepared by Ehrlich Yanai Rhee Chaney Architects, LLP are protected from unauthorized modification, reuse and/or release under California Business & Professions Code section 5536.4, Health & Safety Code Section 19851(a), and Education Code Section 17316.

JOB NUMBER: 692

DATE: 09.01.2021

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VICINITY MAP (SCALE 1" = 300')

SITE INFORMATION

ADDRESS: 655 Mesquit St, Los Angeles CA 90021
APN: 5164-015-022

EXISTING ZONING INFORMATION

M3-1-RIO
ZI-2358 River Implementation Overlay District (RIO)
ZI-2129 State Enterprise Zone: East Los Angeles

PROPOSED ZONING INFORMATION

M3-2D-RIO
ZI-2358 River Implementation Overlay District (RIO)
ZI-2129 State Enterprise Zone: East Los Angeles

USES

PROPOSED USES: Commercial Office, Retail, Parking, Community Event Space

SITE FAR

Total Site Area:	68,893 SF	*Site area after all ROW dedications*
655 Mesquit Site Area:	27,667 SF	
Produce LA Floor Area :	107,224 SF	
Proposed 655 Mesquit Floor Area:	188,954 SF	
Retail Floor Area:	4,325 SF	
Office Floor Area:	184,629 SF	
TOTAL Proposed Site Floor Area:	296,178 SF	
Produce LA FAR	1.56:1	
655 Mesquit FAR	2.74 : 1	
Total Proposed FAR on Entire Property:	4.30 : 1	

BUILDING FLOOR AREA

LEVEL 1	
Area	12,424 SF
LEVEL 2	
Area	139 SF
LEVEL 3	
Area	139 SF
LEVEL 4	
Area	139 SF
LEVEL 5	
Area	139 SF
LEVEL 6	
Area	682 SF
LEVEL 7	
Area	22,142 SF
LEVEL 8	
Area	21,866 SF
LEVEL 9	
Area	21,940 SF
LEVEL 10	
Area	21,858 SF
LEVEL 11	
Area	21,938 SF
LEVEL 12	
Area	21,857 SF
LEVEL 13	
Area	21,673 SF
LEVEL 14	
Area	21,870 SF
ROOF	
Area	148 SF
PROJECT TOTAL FLOOR AREA	188,954 SF

FLOOR AREA. (Amended by Ord. No. 182,386, Eff. 3/13/13.) The area in square feet confined within the exterior walls of a Building, but not including the area of the following: exterior walls, stairways, shafts, rooms housing Building-operating equipment or machinery, parking areas with associated driveways and ramps, space dedicated to bicycle parking, space for the landing and storage of helicopters, and Basement storage areas.

Areas under projections intended for use and occupancy shall be included as floor area.

SETBACKS AND BUILDING HEIGHT

M3-2D-RIO, ZI-2358, ZI-2129
Allowable building Height (M3 Zone, Height District 2): Unlimited
Proposed building height: 195'

Required Setbacks:		Provided Setbacks:	
Front:	0'	Front (Mesquit St.):	8' 6"
Side:	0'	Side (Jesse St, Paseo):	16' 2", 10' 10"
Rear:	0'	Rear:	20' 0"

PARKING

VEHICLE PARKING

Displaced surface Parking: 54 stalls (Former 'Produce LA' Surface Parking - DIR-2016-3858-SPR)
Office Required Parking Ratio: 2 stalls per 1,000 SF per Zi-2129 Enterprise Zone- LAMC 12.21a4(x)(3)
Retail Required Parking Ratio: 2 stalls per 1,000 SF per Zi-2129 Enterprise Zone- LAMC 12.21a4(x)(3)

*For a non-residential building, up to 20% of the code required parking can be reduced and replaced with bicycle parking at a ratio of 1 car to 4 bike spaces.

TOTAL FLOOR AREA: 188,954 sf
RETAIL FLOOR AREA: 4,325 sf / 500 sf per stall = 9 Stalls Required
OFFICE FLOOR AREA: 184,629 sf / 500 sf per stall= 370 Stalls Required

379 Total Stalls Required

+54 Stalls Displaced (Former 'Produce LA' Surface Parking)
=433 Stalls Required

*- 36 stalls as provided by surplus bicycle parking
=397 Stalls Required
Note: 397 Stalls Provided

Required ADA stalls: 9
Required EV spaces (30% of total): 120
Required EV charging stations (10% of total): 40

Maximum allowed compact stalls: 40%
Provided compact stalls: 155/397 = 39%

Provided tandem stalls: 100
Note: Tandem stalls will require parking attendant

PARKING PROVIDED

ADA	
LEVEL 1	6
LEVEL 2	3
	9

COMPACT	
LEVEL P2	18
LEVEL P1	20
LEVEL 1	1
LEVEL 2	23
LEVEL 3	23
LEVEL 4	23
LEVEL 5	23
LEVEL 6	24
	155

STANDARD	
LEVEL P2	34
LEVEL P1	31
LEVEL 1	1
LEVEL 2	30
LEVEL 3	34
LEVEL 4	34
LEVEL 5	34
LEVEL 6	35
	233

PROJECT TOTAL STALLS	397

BICYCLE PARKING

GREEN BUILDING CODE:
Short Term (5% of motor vehicle stalls) = 22 stalls
Long Term (5% of motor vehicle stalls) = 22 stalls

LOS ANGELES MUNICIPAL CODE:
Office:
Short Term (1:10K sf) 184,629 sf = 19 stalls
Long Term (1:5K sf) 184,629 sf = 40 stalls

Retail:
Short Term (1:2K sf) 4,325 sf = 3 stalls
Long Term (1:2K sf) 4,325 sf = 3 stalls

Total: Short Term = 21 stalls; Long Term = 43 stalls

Note: If more than 20 long-term bicycle parking spaces are provided, a workspace of 100 square feet shall be provided adjacent to the long-term bicycle parking to allow bicyclists to maintain their bicycles. However, where long-term bicycle parking is provided in more than one location, a single workspace may be provided adjacent to the location with the greatest number of long-term bicycle parking spaces.

BICYCLE PARKING PROVIDED
Short Term Parking – 51 provided in L1 and at exterior
Long Term Parking - 95 provided in P1 Bike Room
Bike Maintenance – 100 sf allocated within P1 Bike Room

*Surplus bicycle parking is provided at a ratio of 4:1 to replace required parking stalls. See below for bicycle parking provisions.
Surplus Bicycle Parking: 90
=36 vehicular stall credits proposed

LOADING

LAMC SEC.12.21C6d: The required loading space shall have ... a minimum area of 800 square feet where the gross floor area of all buildings is between 100,000 and 200,000 square feet, and shall be increased by an additional 200 square feet for each additional 200,000 square feet or fraction thereof of gross floor area in the building

TOTAL FLOOR AREA (Including Produce LA): 296,198 SF
REQUIRED LOADING AREA: 1,000 SF
PROVIDED LOADING AREA: 1,200 SF

EHRLICH
YANAI
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ISSUE DATES

NO.	DATE	REVISION

655 MESQUIT
655 Mesquit Street, Los Angeles, CA 90021

PROJECT DATA

The plans and specifications prepared by Ehrlich Yanai Rhee Chaney Architects, LLP are protected from unauthorized modification, reuse and/or release under California Business & Professions Code section 5536.4, Health & Safety Code Section 19851(a), and Education Code Section 17316.

JOB NUMBER: 692

DATE:

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ALTA/NSPS LAND TITLE SURVEY

LEGAL DESCRIPTION:

(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER No. 00075809-994-LT2-JC DATED JUNE 30, 2017)

THE LAND REFERRED TO HEREIN BELOW IS SITUATED LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

LOT A OF TRACT NO. 8772, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE CALIFORNIA, AS PER MAP RECORDED IN BOOK 159, PAGE(S) 21 AND 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

LOTS 97, 98, 113 AND 114 OF THE GOODWIN TRACT, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA A, AS PER MAP RECORDED IN BOOK 11, PAGE(S) 42 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

THAT CERTAIN PARCEL OF LAND SITUATE IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF LOT 93 OF THE GOODWIN TRACT, AS PER MAP RECORDED IN BOOK 11, PAGE 42, MISCELLANEOUS RECORDS OF MAPS, OF SAID COUNTY, AND A PORTION OF THE UNNUMBERED LOT IN THE WINGERTER TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 52 OF SAID MISCELLANEOUS RECORDS, LYING NORTHERLY OF LOT 261 OF SAID WINGERTER TRACT, AND LYING SOUTHERLY OF LOT 94 OF SAID GOODWIN TRACT, SAID PARCEL OF LAND BEING DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID LOT 93, DISTANT WESTERLY 49.48 FEET FORM THE NORTHEAST CORNER THEREOF, SAID POINT ALSO BEING THE SOUTHEASTERLY CORNER OF THAT CERTAIN STRIP OF LAND DESCRIBED AS PARCEL NO. 1 IN DEED DATED DECEMBER 28, 1928, RECORDED IN BOOK 7386, PAGE 165, OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE OF 345 FEET RADIUS CONCAVE NORTHWESTERLY 58.09 FEET TO A POINT ON THE SOUTH LINE OF SAID UNNUMBERED LOT DISTANT WESTERLY 91.76 FEET FROM THE SOUTHEAST CORNER THEREOF; THENCE WESTERLY ALONG SAID SOUTH LINE OF THE UNNUMBERED LOT, BEING ALSO THE NORTH LINE OF SAID LOT 261 OF SAID WINGERTER TRACT 27.62 FEET TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF PARCEL NO. 2 OF SAID RECORDED DEED; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF SAID PARCEL NO. 2 ALONG THE ARC OF A CURVE OF 264.53 FEET RADIUS CONCAVE NORTHWESTERLY 62.89 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 93, BEING THE MOST EASTERLY CORNER OF SAID PARCEL NO. 2; THENCE EASTERLY ALONG SAID NORTH LINE 21.33 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PORTION WITHIN THE LINES OF TRACT NO. 8772, AS PER MAP RECORDED IN BOOK 159, PAGES 21 AND 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4:

AN IRREGULAR SHAPED PARCEL OF LAND IN THE CITY OF LOS ANGELES, IN COUNTY OF LOS ANGELES STATE OF CALIFORNIA, BEING PORTIONS OF LOTS 93 94 OF THE GOODWIN TRACT, AS PER MAP RECORDED IN BOOK 11, PAGE 42 OF MISCELLANEOUS RECORDS, OF SAID COUNTY, AND PORTIONS AN UNNUMBERED LOT OF THE WINGERTER TRACT AND OF LOT 261 OF THE WINGERTER TRACT, AS PER MAP THEREOF RECORDED IN BOOK 15, PAGE 52 OF SAID MISCELLANEOUS RECORDS, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 261, BEING THE NORTHWEST CORNER OF JESSE STREET AND MESQUITE STREET, AS SAID STREETS ARE SHOWN ON MAP OF SAID WINGERTER TRACT; THENCE NORTHERLY ALONG THE WESTERLY LINE OF MESQUITE STREET, 111.50 FEET TO A POINT IN THE EASTERLY LINE OF SAID LOT 94, THENCE WESTERLY AT RIGHT ANGLES 3.61 FEET TO A POINT IN A LINE, THE NORTHEASTERLY PROLONGATION OF SAID LINE, MAKING A SOUTHWESTERLY ANGLE OF 28° 40' WITH SAID WESTERLY LINE OF MESQUITE STREET; THENCE SOUTHWESTERLY ALONG SAID LINE 54.00 FEET TO A POINT IN THE ARC OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 318.96 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE, TANGENT TO LAST COURSE, A DISTANCE OF 69.20 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID LOT 261, SAID SOUTHERLY LINE BEING THE NORTHERLY LINE OF JESSE STREET; THENCE EASTERLY ALONG SAID NORTHERLY LINE 55.97 FEET TO THE POINT OF BEGINNING.

EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON AND MINERAL SUBSTANCES LYING NOT LESS THAN 100 FEET BELOW THE SURFACE OF SAID LAND, WITHOUT THE RIGHT TO GO UPON THE SURFACE OF SAID LAND FOR THE PURPOSE EXTRACTING SAID OIL, GAS OR OTHER HYDROCARBON AND MINERAL SUBSTANCES, NOR FOR ANY PURPOSE IN CONNECTION THEREWITH, BUT WITH THE RIGHT TO EXTRACT AND REMOVE SAID OIL GAS AND OTHER HYDROCARBON AND MINERAL SUBSTANCES BY MEANS OF SLANT-DRILLED WELLS LOCATED ON ADJACENT LAND, OR BY ANY OTHER MEANS WHICH SHALL NOT REQUIRE ENTRY UPON THE SURFACE OF SAID LAND, AS RESERVED IN DEED FROM SANTA FE LAND IMPROVEMENT COMPANY, A CORPORATION, RECORDED JULY 27, 1954 AS INSTRUMENT NO. 1300, IN BOOK 45159, PAGE 356, OFFICIAL RECORDS.

PARCEL 5:

LOTS 93, 94 AND 95 OF GOODWIN TRACT, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE(S) 42 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH LOTS 230, 261 AND THAT UNNUMBERED LOT ADJOINING SAID LOT 261 ON THE NORTH OF THE WINGERTER TRACT, AS PER MAP RECORDED N BOOK 15, PAGE 52 OF MISCELLANEOUS RECORDS OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING WITHIN THE LINES OF LOT A OF TRACT NO. 8772, AS PER MAP RECORDED IN BOOK 159, PAGES 21 AND 22 OF MAPS, RECORDS OF SAID COUNTY.

ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO KITTLE MANUFACTURING COMPANY IN DEED RECORDED IN BOOK" 16305, "PAGE 272 OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 93 OF SAID GOODWIN TRACT, DISTANT WESTERLY THEREON 49.68 FEET FORM THE NORTHEAST CORNER THEREOF, SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT CERTAIN STRIP OF LAND DESCRIBED AS PARCEL 1 IN DEED RECORDED IN BOOK 7386, PAGE 165 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHWESTERLY ALONG A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 345.00 FEET AN ARC DISTANCE OF 58.09 FEET TO A POINT IN THE SOUTH LINE OF SAID UNNUMBERED LOT OF SAID WINGERTER TRACT, DISTANT WESTERLY THEREON 91.76 FEET FROM THE SOUTHEAST CORNER THEREOF; THENCE WESTERLY ALONG SAID SOUTH LINE 27.62 FEET TO ITS INTERSECTION WITH THE SOUTHEAST LINE OF PARCEL 2 IN SAID ABOVE-MENTIONED DEED; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF SAID PARCEL 2 BEING A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 254.53 FEET AN ARC DISTANCE OF 62.89 FEET TO A POINT IN THE NORTH LINE OF SAID LOT 93; THENCE EASTERLY ALONG SAID NORTH LINE 21.33 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING SOUTHERLY AND SOUTHEASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE EAST LINE OF SAID LOT 94 OF SAID GOODWIN TRACT, DISTANT NORTHERLY THEREON 111.50 FEET FROM THE SOUTHEAST CORNER OF SAID LOT 261 OF SAID WINGERTER TRACT; THENCE WESTERLY AT RIGHT ANGLES WITH SAID EAST LINE 3.61 FEET TO A POINT IN A LINE, THE NORTHEASTERLY PROLONGATION THEREOF MAKING A SOUTHWESTERLY ANGLE OF 28° 40' 00" WITH SAID EAST LINE; THENCE SOUTHWESTERLY ALONG SAID LINE 54.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 318.96 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE 69.20 FEET TO A POINT IN THE SOUTH LINE OF SAID LOT 261.

EXCEPT ALL MINERALS LYING BELOW A DEPTH OF 100 FEET BENEATH THE NATURAL SURFACE OF THE ABOVE-DESCRIBED LAND, INCLUDING, WITHOUT LIMITING THE GENERALITY THEREOF, OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS WELL AS METALLIC OR OTHER SOLID MINERALS, PROVIDED THAT SANTA FE SHALL NOT HAVE THE RIGHT TO GO UPON OR USE THE SURFACE OF SAID LAND, OR ANY PART THEREOF, FOR THE PURPOSE OF DRILLING FOR, MINING, OR OTHERWISE REMOVING, ANY OF SAID MINERALS SANTA FE HEREBY RESERVES THE RIGHT TO, REMOVE ANY OF SAID MINERALS FROM SAID LAND BY MEANS OF WELLS, SHAFTS, TUNNELS, OR OTHER MEANS OF ACCESS TO SAID MINERALS WHICH MAY BE CONSTRUCTED, DRILLED OR DUG FROM OTHER LAND, PROVIDED THAT THE EXERCISE OF SUCH RIGHTS BY SANTA FE SHALL IN NO WAY INTERFERE WITH OR IMPAIR THE USE OF THE SURFACE OF THE LAND HEREBY CONVEYED OR OF ANY IMPROVEMENTS THEREON OR THEREIN, AS RESERVED BY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, BY DEED RECORDED NOVEMBER 15, 1990 AS INSTRUMENT NO. 90-1919011, OFFICIAL RECORDS.

APN: 5164-015-022

EXCEPTIONS:

(PER CHICAGO TITLE COMPANY PRELIMINARY REPORT ORDER No. 00075809-994-LT2-JC DATED JUNE 30, 2017)

1. WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS.

2. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

   PURPOSE(S): PUBLIC STREET, ROAD OR HIGHWAY
   RECORDING DATEMARCH 14, 1989
   RECORDING NO: 89-394838, OF OFFICIAL RECORDS
   AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

   SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED JANUARY 16, 1991, AS INSTRUMENT NO. 91-69387, OF OFFICIAL RECORDS.

3. COVENANT AND AGREEMENT WHEREIN THE OWNERS AGREE TO HOLD SAID LAND AS ONE PARCEL AND NOT TO SELL ANY PORTION THEREOF SEPARATELY. SAID COVENANT IS EXPRESSED TO RUN WITH THE LAND AND BE BINDING UPON FUTURE OWNERS.

   RECORDING DATE:JANUARY 28, 1997
   RECORDING NO: 97-143128, OF OFFICIAL RECORDS REFERENCE IS MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   NOT PLOTTED -- BLANKET IN NATURE

4. AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF SAID LAND FOR

   PURPOSE(S): PUBLIC STREET
   RECORDING DATEMAY 04, 2007
   RECORDING NO: 2007-1088731, OF OFFICIAL RECORDS
   AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT

   SAID OFFER WAS ACCEPTED BY RESOLUTION, A CERTIFIED COPY OF WHICH WAS RECORDED FEBRUARY 01, 2013, AS INSTRUMENT NO. 2013-170073, OF OFFICIAL RECORDS.

5. A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW,

   AMOUNT: $12,500,000.00
   DATED: DECEMBER 22, 2016
   TRUSTOR/GRANTOR CONTINUUM 640 SANTA FE, LLC, A DELAWARE LIMITED LIABILITY COMPANY TRUSTEE: CHICAGO TITLE COMPANY
   BENEFICIARY: BOULDER ASSOCIATES, INC., A CALIFORNIA CORPORATION
   RECORDING DATE: DECEMBER 22, 2016
   RECORDING NO: 2016-1627186, OF OFFICIAL RECORDS

   BY VARIOUS ASSIGNMENTS, THE BENEFICIAL INTEREST THEREUNDER IS NOW HELD OF RECORD IN: ASSIGNEE:NORTHEAST BANK, A BANKING CORPORATION

   RECORDING DATE: JANUARY 20, 2017
   RECORDING NO: 2017-82569, OF OFFICIAL RECORDS

   NOT PLOTTED -- NO EASEMENT

6. A DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW,

   AMOUNT: $12,000,000.00
   DATED: DECEMBER 22, 2016
   TRUSTOR/GRANTOR CONTINUUM 640 SANTA FE, LLC, A DELAWARE LIMITED LIABILITY COMPANY TRUSTEE: CHICAGO TITLE COMPANY, A CALIFORNIA CORPORATION
   BENEFICIARY: VALUE PRODUCE, A CALIFORNIA CORPORATION
   RECORDING DATE: DECEMBER 22, 2016
   RECORDING NO: 2016-1627187, OF OFFICIAL RECORDS

   SAID DEED OF TRUST RECITES THAT IT IS SUBORDINATE TO THE TRUST DEED RECORDED CONCURRENTLY THEREWITH.

   THIS COMPANY WILL REQUIRE THAT THE ORIGINAL NOTE, THE ORIGINAL DEED OF TRUST AND A PROPERLY EXECUTED REQUEST FOR FULL RECONVEYANCE TOGETHER WITH APPROPRIATE DOCUMENTATION (I.E., COPY OF TRUST, PARTNERSHIP AGREEMENT OR CORPORATE RESOLUTION) BE IN THIS OFFICE PRIOR TO THE CLOSE OF THIS TRANSACTION IF THE ABOVE-MENTIONED ITEM IS TO BE PAID THROUGH THIS TRANSACTION OR DELETED FROM A POLICY OF TITLE INSURANCE.

   ANY DEMANDS SUBMITTED TO US FOR PAYOFF MUST BE SIGNED BY ALL BENEFICIARIES AS SHOWN ON SAID DEED OF TRUST, AND/OR ANY ASSIGNMENTS THERETO. IN THE EVENT SAID DEMAND IS SUBMITTED BY AN AGENT OF THE BENEFICIARY(S), WE WILL REQUIRE THE WRITTEN APPROVAL OF THE DEMAND BY THE BENEFICIARY(S). SERVICING AGREEMENTS DO NOT CONSTITUTE APPROVAL FOR THE PURPOSES OF THIS REQUIREMENT.

   IF NO AMOUNTS REMAIN DUE UNDER THE OBLIGATION A ZERO BALANCE DEMAND WILL BE REQUIRED ALONG WITH THE RECONVEYANCE DOCUMENTS.

   IN ADDITION, WE REQUIRE THE WRITTEN APPROVAL OF SAID DEMAND BY THE TRUSTOR(S) ON SAID DEED OF TRUST OR THE CURRENT OWNERS IF APPLICABLE.

   NOT PLOTTED -- NO EASEMENT

7. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT ENTITLED: INTERCREDITOR AGREEMENT
   RECORDING DATE:DECEMBER 22, 2016
   RECORDING NO: 2016-1627188, OF OFFICIAL RECORDS REFERENCE IS HEREBY MADE TO SAID DOCUMENT FOR FULL PARTICULARS.

   NOT PLOTTED -- NO EASEMENT

8. AN UNRECORDED LEASE WITH CERTAIN TERMS, COVENANTS, CONDITIONS AND PROVISIONS SET FORTH THEREIN AS DISCLOSED BY THE DOCUMENT

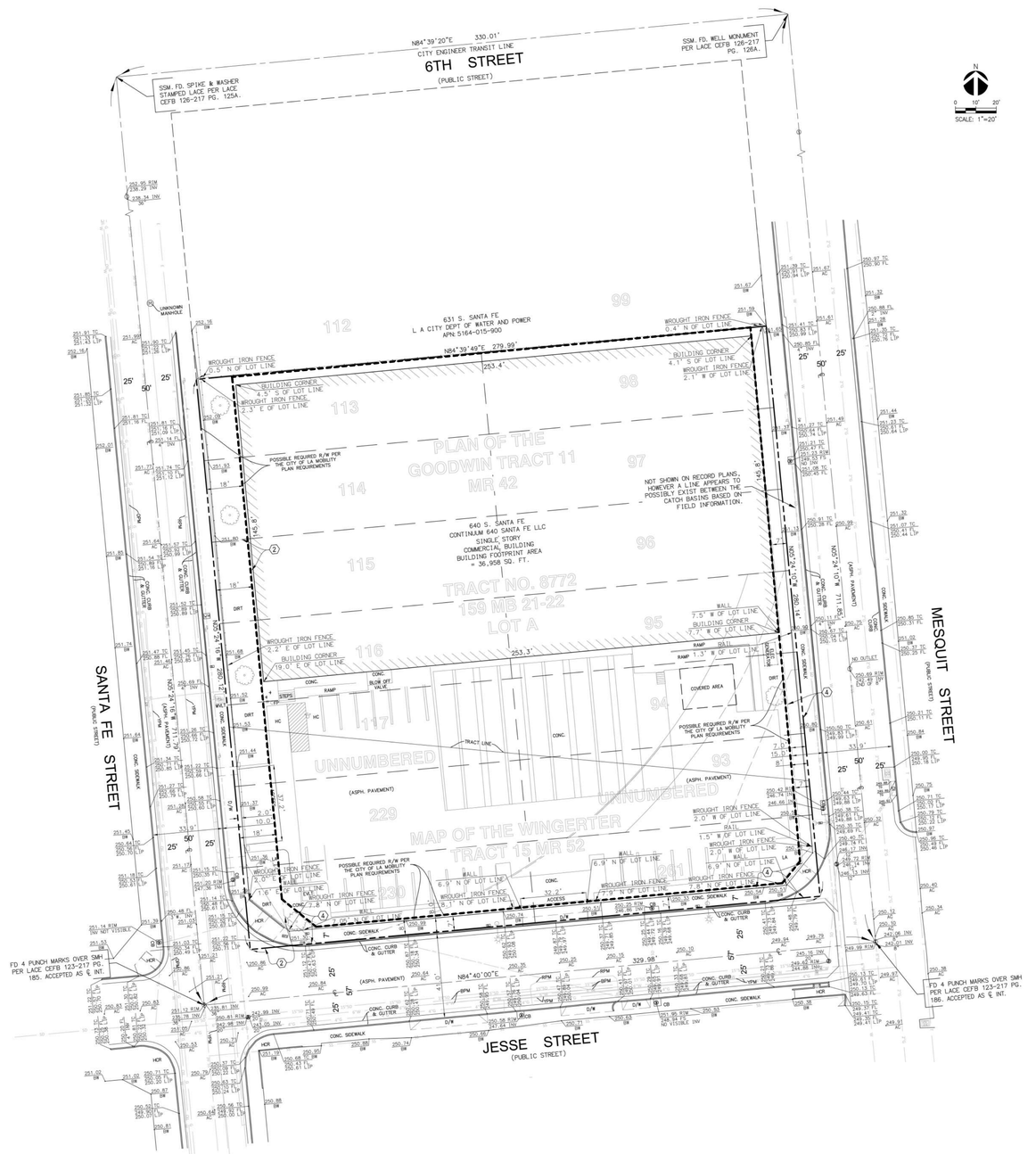
   ENTITLED: SUBORDINATION AGREEMENT
   LESSOR: CONTINUUM 640 SANTA FE, LLC, A DELAWARE LIMITED LIABILITY COMPANY
   LESSEE: V.I.P. MARKETING, INC., A CALIFORNIA CORPORATION
   RECORDING DATE:DECEMBER 22, 2016
   RECORDING NO: 2016-1627189, OF OFFICIAL RECORDS

   THE PRESENT OWNERSHIP OF THE LEASEHOLD CREATED BY SAID LEASE AND OTHER MATTERS AFFECTING THE INTEREST OF THE LESSEE ARE NOT SHOWN HEREIN.

   AN AGREEMENT RECORDED DECEMBER 22, 2016 AS INSTRUMENT NO. 2016-1627189, OFFICIAL RECORDS, WHICH STATES THAT SAID LEASE HAS BEEN MADE SUBORDINATE TO THE DOCUMENT

   ENTITLED: DEED OF TRUST
   RECORDING DATE:DECEMBER 22, 2016
   RECORDING NO: 2016-1627186, OF OFFICIAL RECORDS

   NOT PLOTTED -- NO EASEMENT


N84°39'20"E 330.01'
CITY ENGINEER TRANSIT LINE
6TH STREET
(PUBLIC STREET)
SSM. FD. SPIKE & WASHER STAMPED LACE PER LACE CEFB 126-217 PG. 125A.
SSM. FD. WELL MONUMENT PER LACE CEFB 126-217 PG. 126A.
631 S. SANTA FE
L A CITY DEPT OF WATER AND POWER
APN: 5164-015-900
N84°39'49"E 279.99'
253.4'
PLAN OF THE GOODWIN TRACT 11 MB 42
TRACT NO. 8772
159 MB 21-22
LOT A
640 S. SANTA FE
CONTINUUM 640 SANTA FE LLC
SINGLE STORY
COMMERCIAL BUILDING
BUILDING FOOTPRINT AREA
= 36,958 SQ. FT.
UNNUMBERED
MAP OF THE WINGERTER TRACT 15 MR 52
SANTA FE STREET
(PUBLIC STREET)
MESQUITE STREET
(PUBLIC STREET)
JESSE STREET
(PUBLIC STREET)
(ASPH. PAVEMENT)
CONC. SIDEWALK
CONC. CURB & GUTTER
BUILDING CORNER 4.5' S OF LOT LINE
WROUGHT IRON FENCE 2.3' E OF LOT LINE
WROUGHT IRON FENCE 0.5' N OF LOT LINE
WROUGHT IRON FENCE 0.4' N OF LOT LINE
BUILDING CORNER 4.1' S OF LOT LINE
WROUGHT IRON FENCE 2.1' W OF LOT LINE
BUILDING CORNER 0.6' E OF LOT LINE
WROUGHT IRON FENCE 2.2' E OF LOT LINE
BUILDING CORNER 7.5' W OF LOT LINE
WROUGHT IRON FENCE 7.7' W OF LOT LINE
WROUGHT IRON FENCE 2.0' W OF LOT LINE
WROUGHT IRON FENCE 1.5' N OF LOT LINE
WROUGHT IRON FENCE 2.0' W OF LOT LINE
WROUGHT IRON FENCE 6.9' N OF LOT LINE
WROUGHT IRON FENCE 7.2' N OF LOT LINE
WROUGHT IRON FENCE 7.6' N OF LOT LINE
WROUGHT IRON FENCE 6.9' N OF LOT LINE
WROUGHT IRON FENCE 6.9' N OF LOT LINE
WROUGHT IRON FENCE 7.8' N OF LOT LINE
WROUGHT IRON FENCE 7.1' N OF LOT LINE
WROUGHT IRON FENCE 6.9' N OF LOT LINE
WROUGHT IRON FENCE 6.9



1. AERIAL VIEW NE FROM S SANTA FE AVE & JESSE ST



2. VIEW NE FROM S SANTA FE AVE & JESSE ST



3. VIEW NE FROM S SANTA FE AVE



4. VIEW E FROM S SANTA FE AVE



5. VAERIAL VIEW NW FROM JESSE ST & MESQUIT ST



6. VIEW S FROM NE CORNER OF SITE



7. VIEW W FROM NE CORNER OF SITE



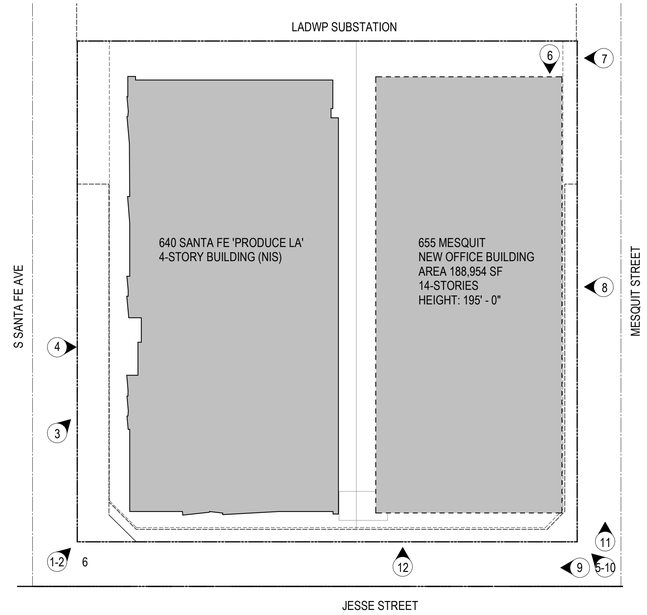
8. VIEW W FROM MESQUIT ST



9. VIEW W FROM JESSE ST & MESQUIT ST



10. VIEW NW FROM JESSE ST & MESQUIT ST



1 INDEX MAP
SCALE: 1" = 40'-0"



11. VIEW N FROM JESSE ST & MESQUIT ST



12. VIEW N FROM JESSE ST

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RHEE
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F 310 838 9737

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655 Mesquit Street, Los Angeles, CA 90021

SITE PHOTOS & INDEX MAP

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JOB NUMBER: 692
DATE: 09.01.2021

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ALTA/NSPS LAND TITLE SURVEY



SCHINUS MOLLE
CALIFORNIA PEPPER TREE



MELALEUCA QUINQUENERVIA
CAJEPUT TREE

JACARANDA MIMOSIFOLIA
JACARANDA TREE

NOTES:

THE TREES NOTED ON THIS PLAN WERE REMOVED FROM THE PROPERTY IN CONJUNCTION WITH THE APPROVAL OF PLANNING CASE DIR-2016-3858-SPR.

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COMMUNITAS DESIGN
landscape architecture + urban design + planning
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LOS ANGELES, CALIFORNIA 90046
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EXISTING TREE PLAN

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JOB NUMBER: 20030

DATE: 10/9/2020

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RENDERED VIEW OF SOUTHEAST CORNER



RENDERED VIEW OF SOUTHWEST CORNER

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RENDERED VIEWS

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RENDERED VIEW OF GROUND FLOOR CORNER AT MESQUIT ST AND JESSE ST



RENDERED VIEW OF EXTERIOR GROUND FLOOR LOBBY AT MESQUIT ST

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CHANEY

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RENDERED VIEWS

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RENDERED VIEW OF NORTHEAST CORNER



RENDERED VIEW OF PASEO BETWEEN 655 MESQUIT AND 640 SANTA FE

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RENDERED VIEWS

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RENDERED VIEW OF COMMUNITY SPACE AT SIXTH FLOOR

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RENDERED VIEWS

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DATE: 09.01.2021

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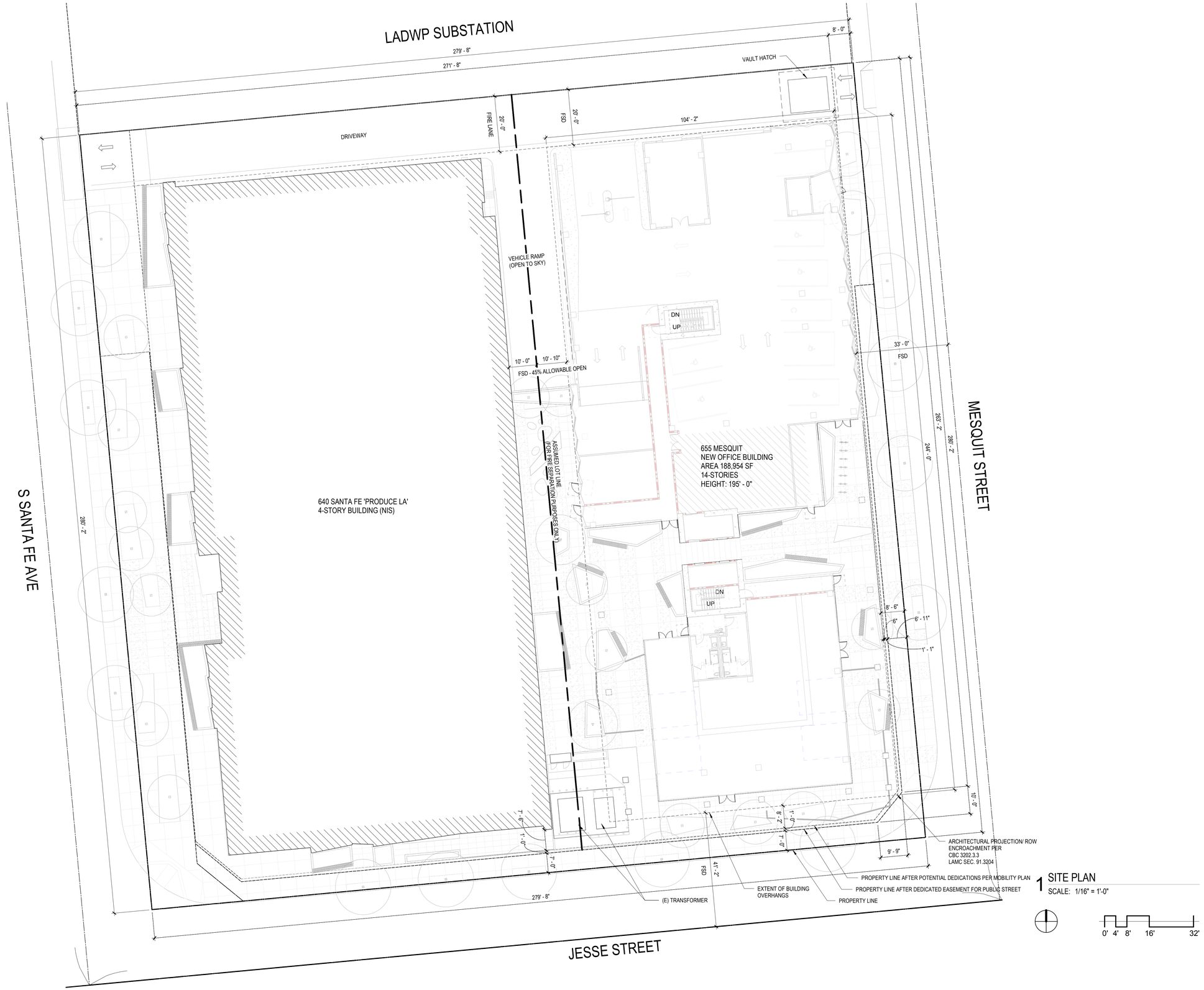

1 SITE PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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SITE PLAN

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JOB NUMBER: 692
DATE: 09.01.2021

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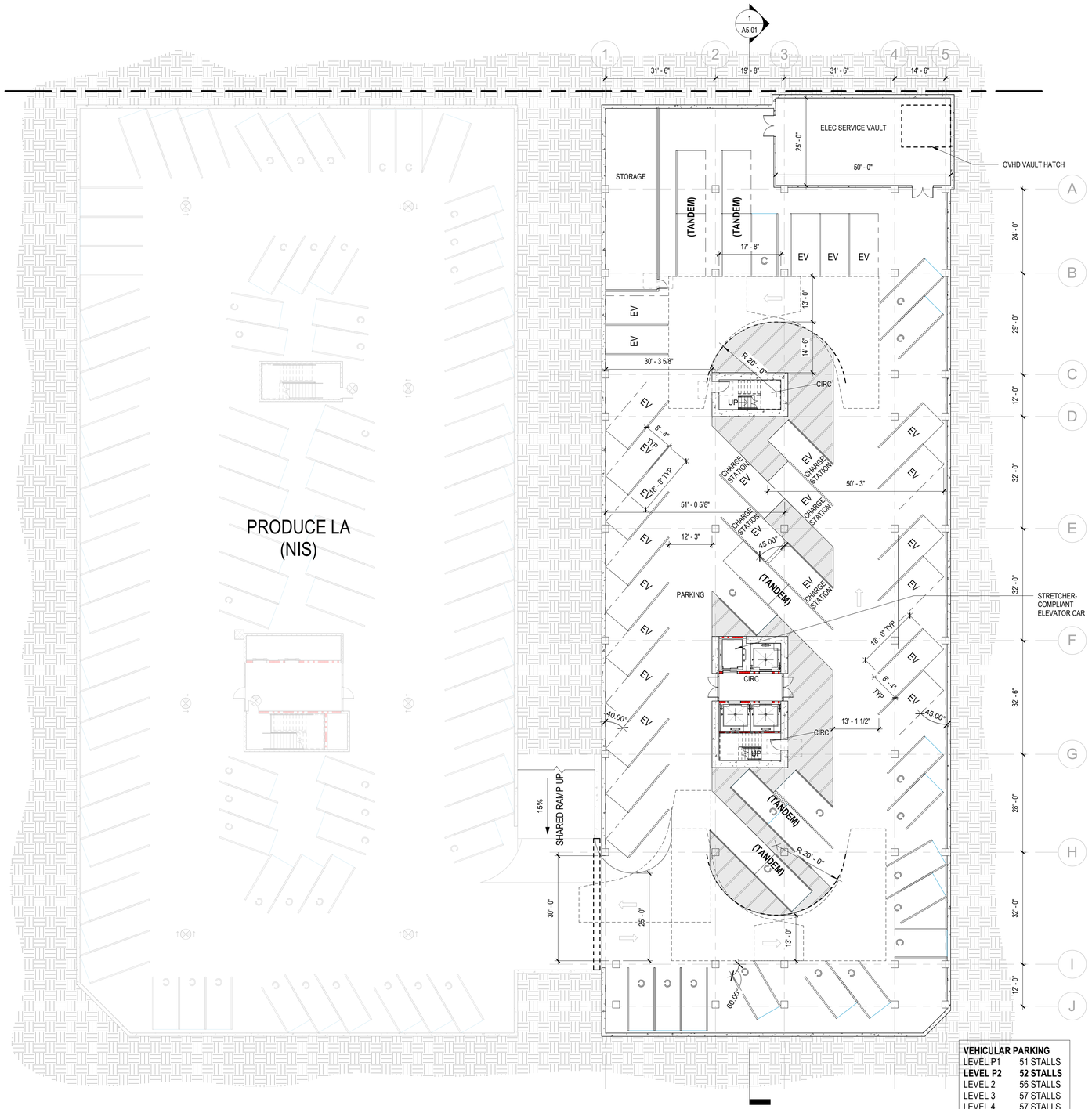

VEHICULAR PARKING	
LEVEL P1	51 STALLS
LEVEL P2	**52 STALLS**
LEVEL 2	56 STALLS
LEVEL 3	57 STALLS
LEVEL 4	57 STALLS
LEVEL 5	57 STALLS
LEVEL 6	59 STALLS

1 LEVEL P2 FLOOR PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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LEVEL P2 FLOOR PLAN

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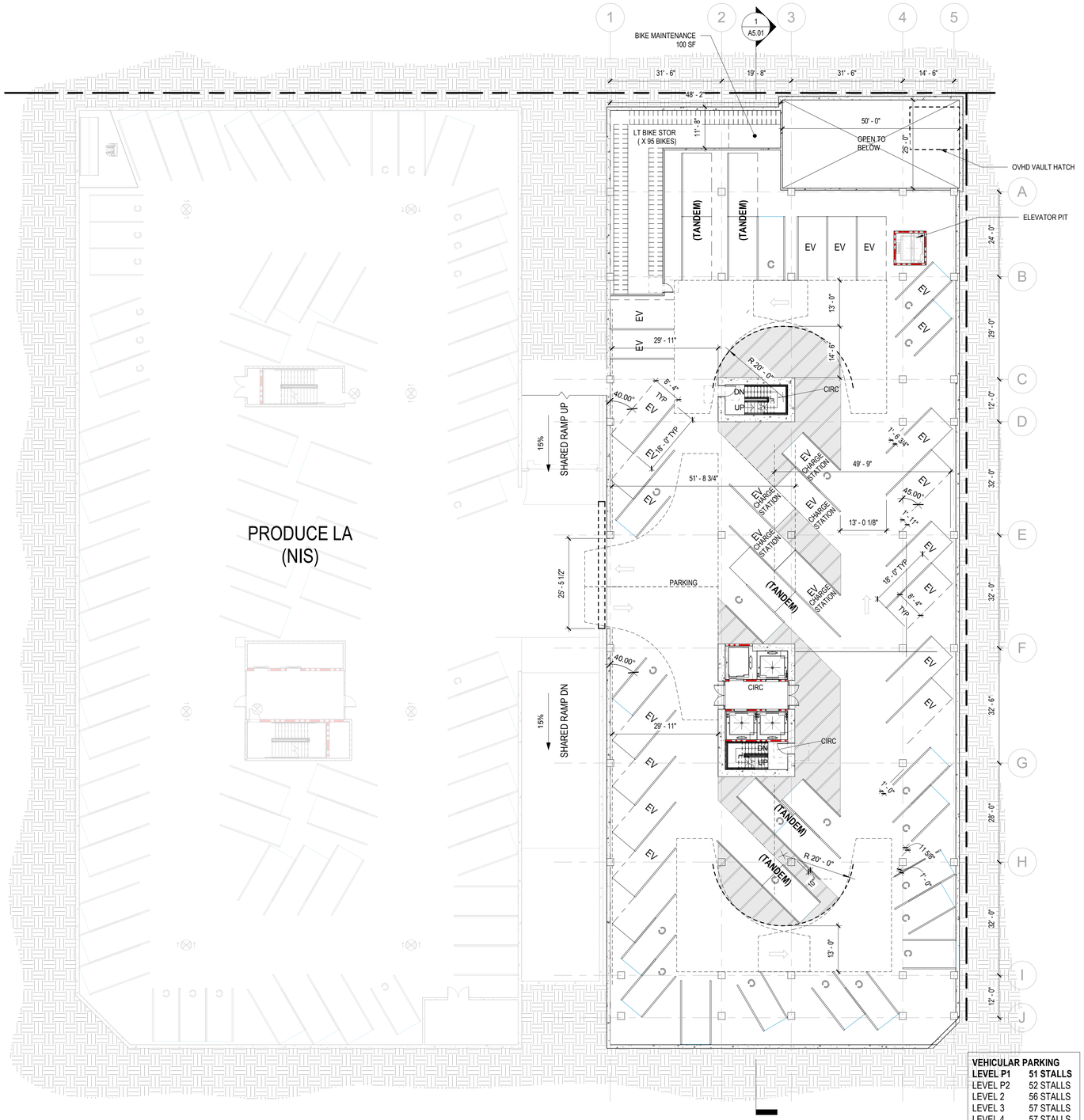

VEHICULAR PARKING	
LEVEL P1	**51 STALLS**
LEVEL P2	52 STALLS
LEVEL 2	56 STALLS
LEVEL 3	57 STALLS
LEVEL 4	57 STALLS
LEVEL 5	57 STALLS
LEVEL 6	59 STALLS

1 LEVEL P1 FLOOR PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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LEVEL P1 FLOOR PLAN

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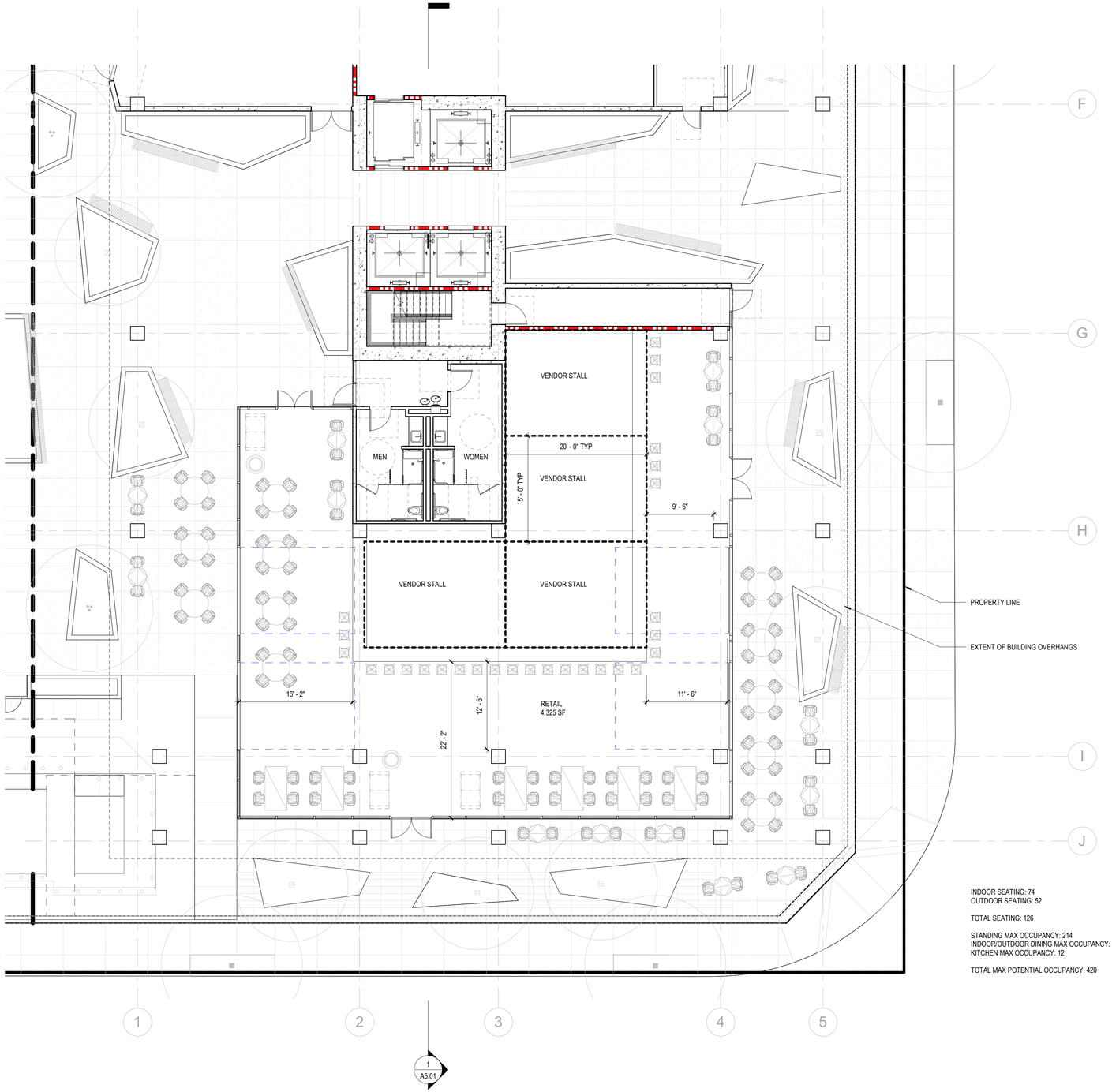

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1 ENLARGED RETAIL PLAN

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

INDOOR SEATING: 74
OUTDOOR SEATING: 52

TOTAL SEATING: 126

STANDING MAX OCCUPANCY: 214
INDOOR/OUTDOOR DINING MAX OCCUPANCY: 194
KITCHEN MAX OCCUPANCY: 12

TOTAL MAX POTENTIAL OCCUPANCY: 420

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ENLARGED GROUND FLOOR RETAIL PLAN

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DATE:

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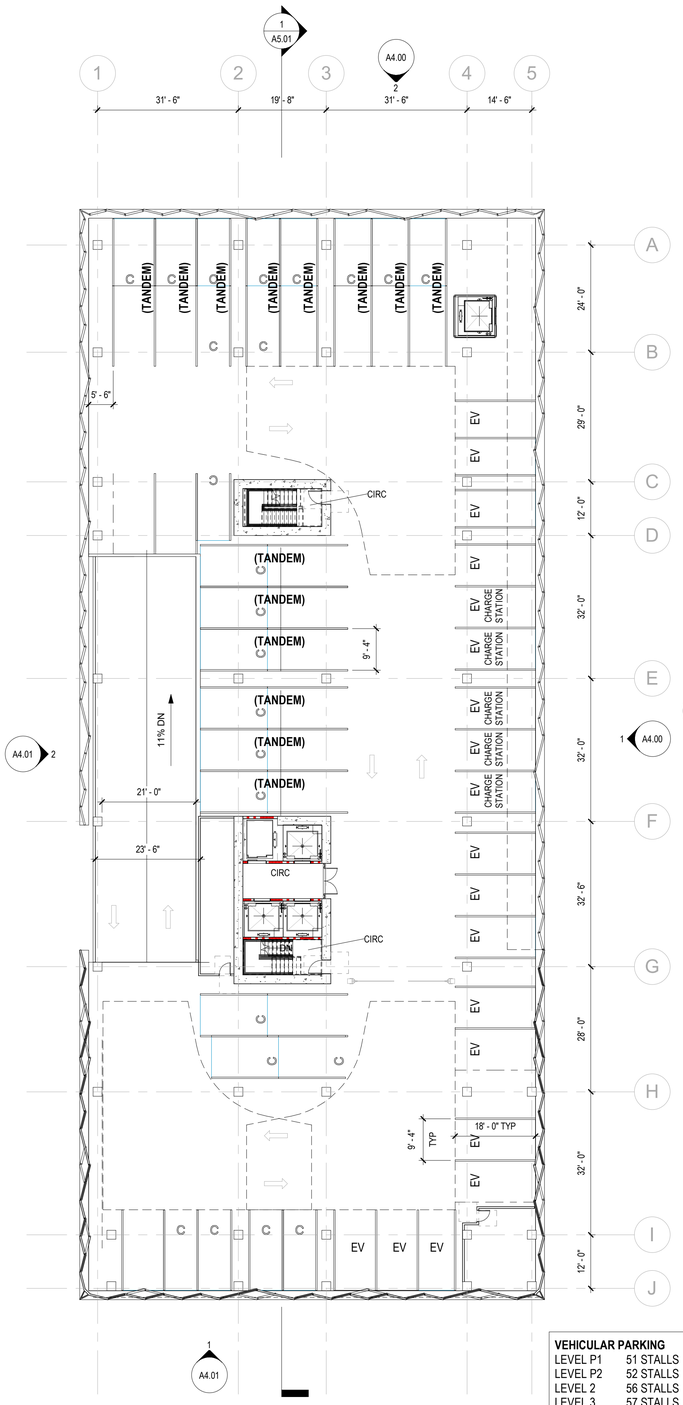
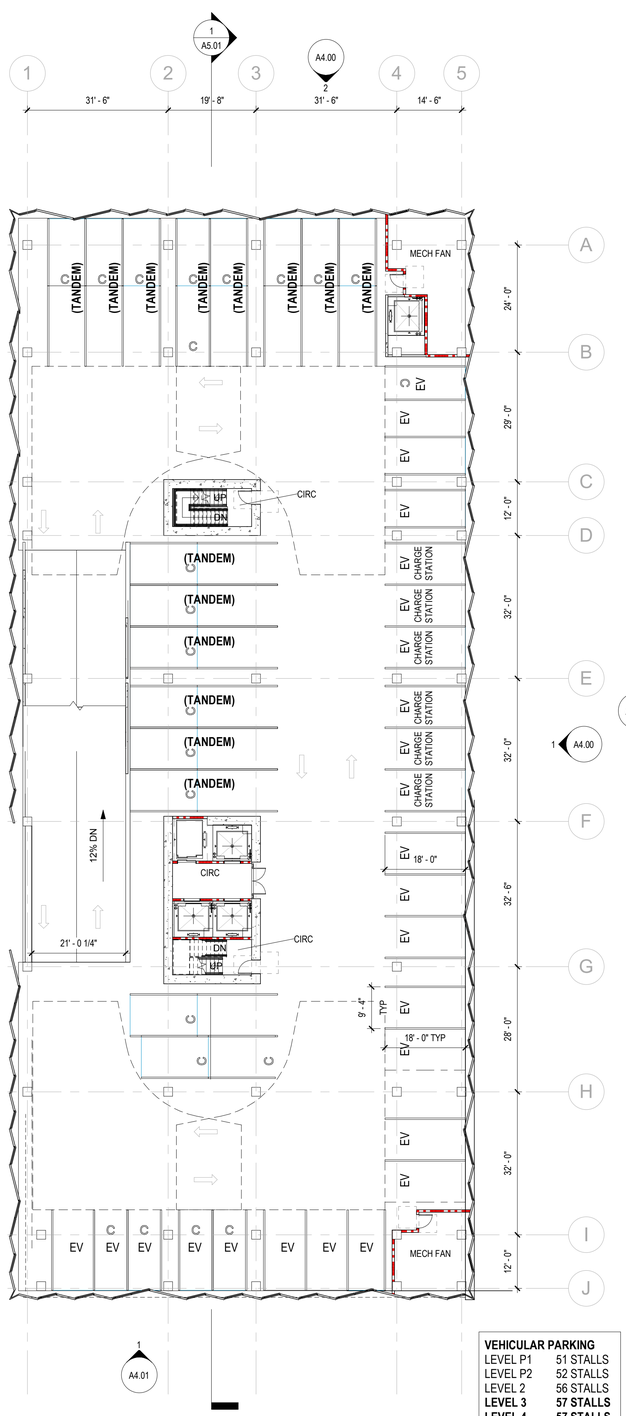


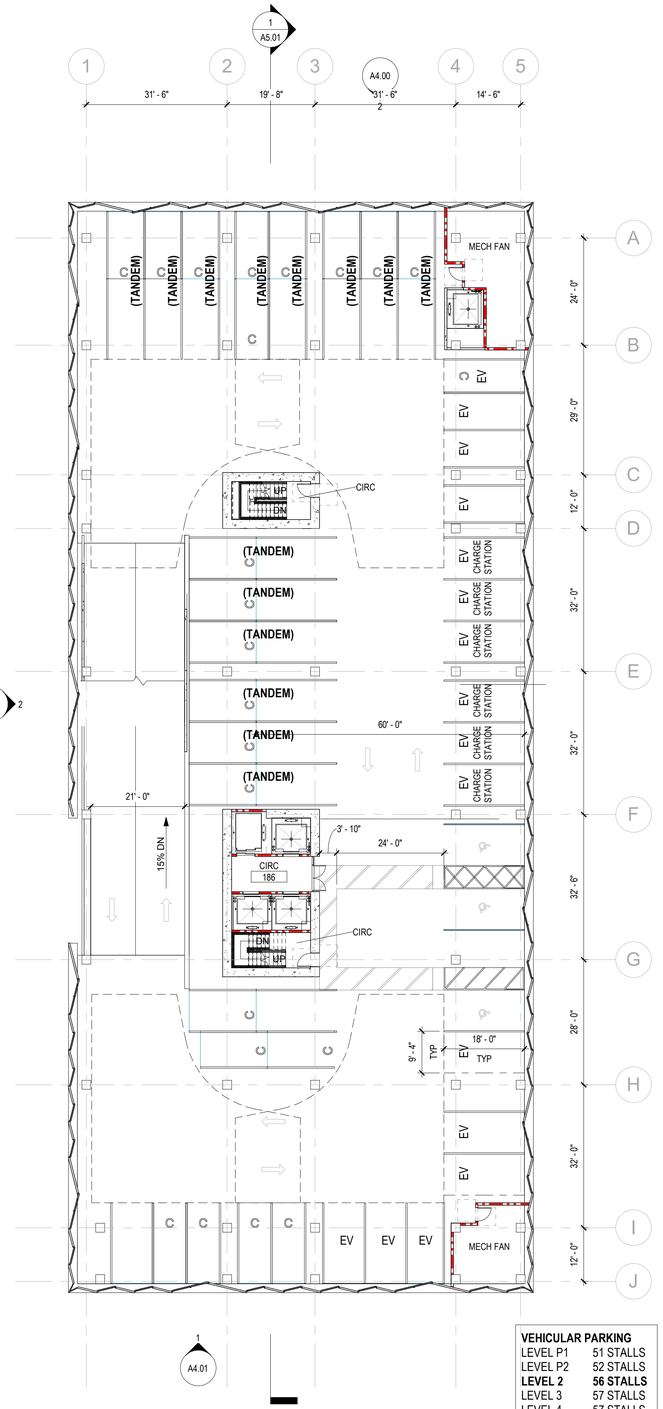
3 LEVEL 6 PARKING FLOOR PLAN
SCALE: 1/16" = 1'-0"

VEHICULAR PARKING	
LEVEL P1	51 STALLS
LEVEL P2	52 STALLS
LEVEL 2	56 STALLS
LEVEL 3	57 STALLS
LEVEL 4	57 STALLS
LEVEL 5	57 STALLS
LEVEL 6	**59 STALLS**



2 LEVEL 3, 4, 5 TYPICAL PARKING FLOOR PLAN
SCALE: 1/16" = 1'-0"

VEHICULAR PARKING	
LEVEL P1	51 STALLS
LEVEL P2	52 STALLS
LEVEL 2	56 STALLS
LEVEL 3	**57 STALLS**
LEVEL 4	**57 STALLS**
LEVEL 5	**57 STALLS**
LEVEL 6	59 STALLS



1 LEVEL 2 PARKING FLOOR PLAN
SCALE: 1/16" = 1'-0"

VEHICULAR PARKING	
LEVEL P1	51 STALLS
LEVEL P2	52 STALLS
LEVEL 2	**56 STALLS**
LEVEL 3	57 STALLS
LEVEL 4	57 STALLS
LEVEL 5	57 STALLS
LEVEL 6	59 STALLS

0' 4' 8' 16' 32'

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LEVEL 2-6 FLOOR PLANS

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DATE: 09.01.21

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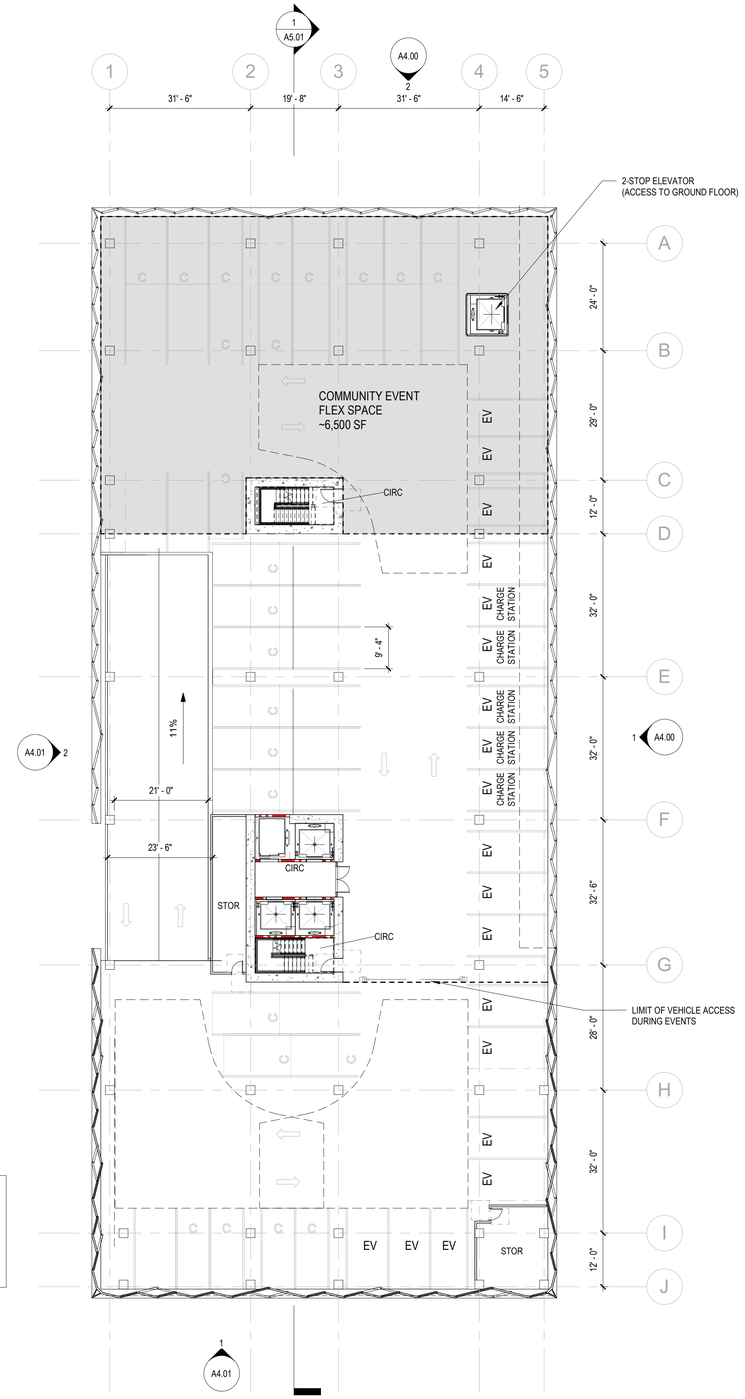

NOTE:

6TH FLOOR OF PARKING GARAGE IS OPEN-AIR/ UNENCLOSED. A LIMITED AREA ON THIS LEVEL IS PROPOSED AS OCCASIONAL COMMUNITY EVENT USE, DURING WHICH THERE WILL BE RESTRICTED VEHICULAR ACCESS AND PARKING ON THE LEVEL.

1 LEVEL 6 PARKING COMMUNITY EVENT FLOOR PLAN

SCALE: 1/16" = 1'-0"

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LEVEL 6 COMMUNITY EVENT PLAN

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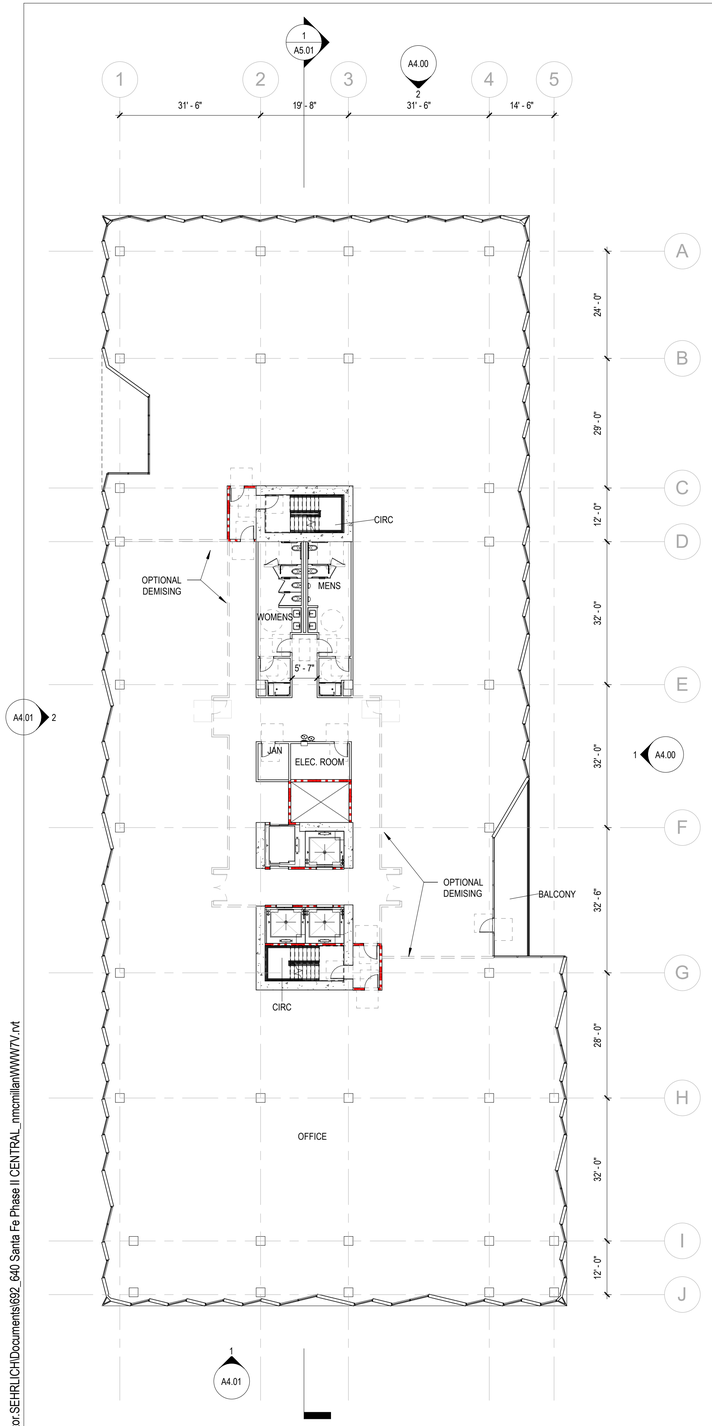
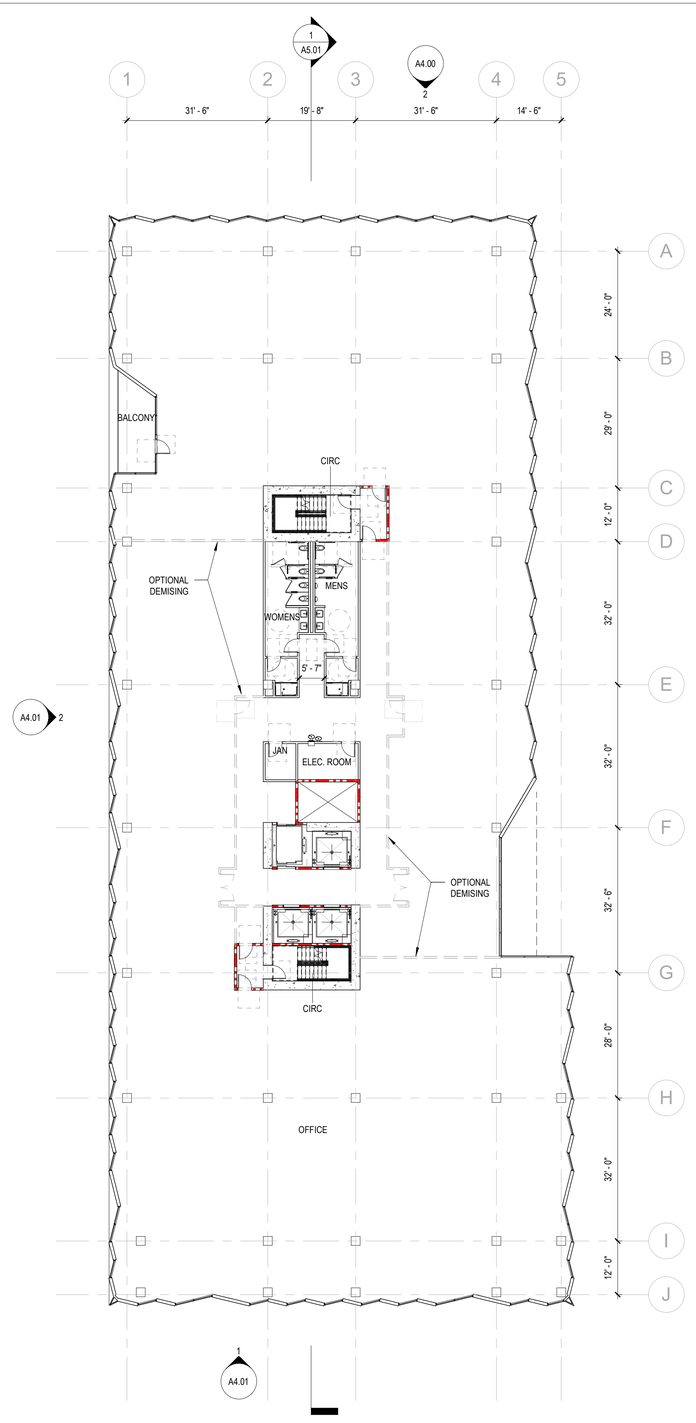
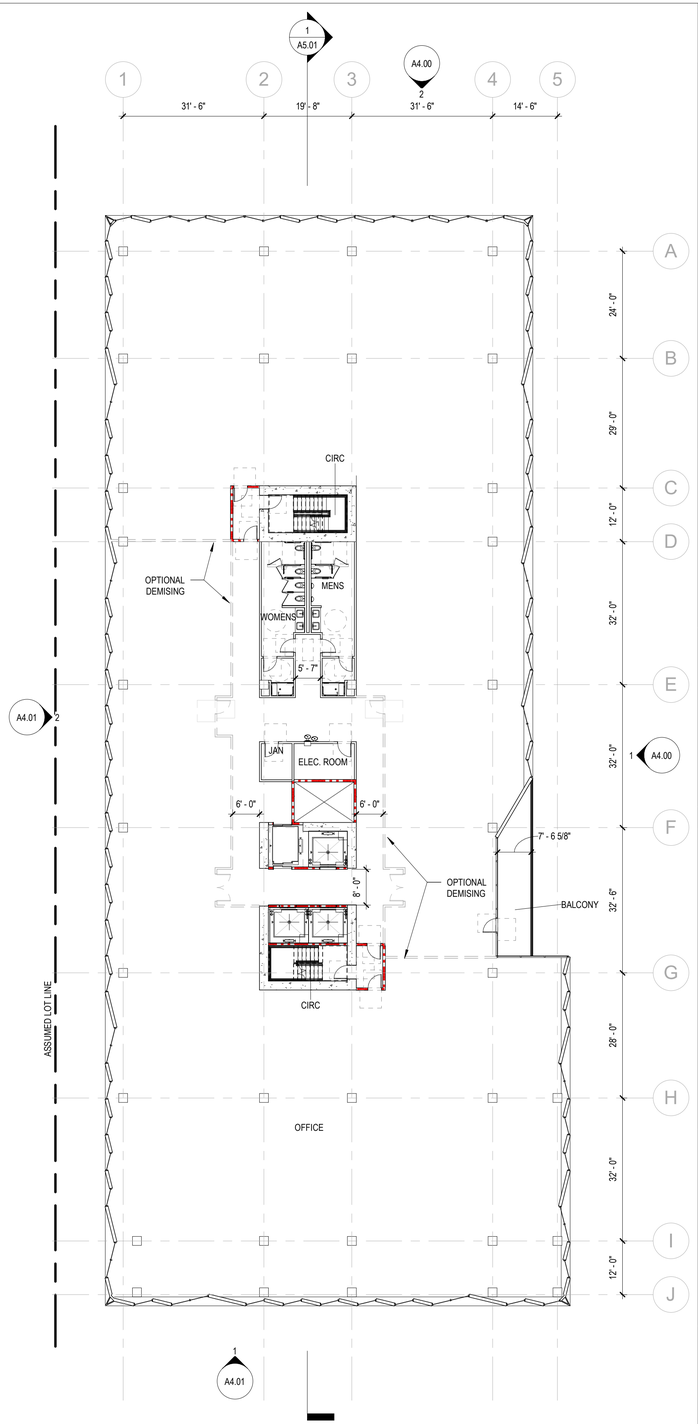


3 LEVEL 9 FLOOR PLAN
SCALE: 1/16" = 1'-0"



2 LEVEL 8 FLOOR PLAN
SCALE: 1/16" = 1'-0"



1 LEVEL 7 FLOOR PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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LEVEL 7, 8, 9 FLOOR PLANS

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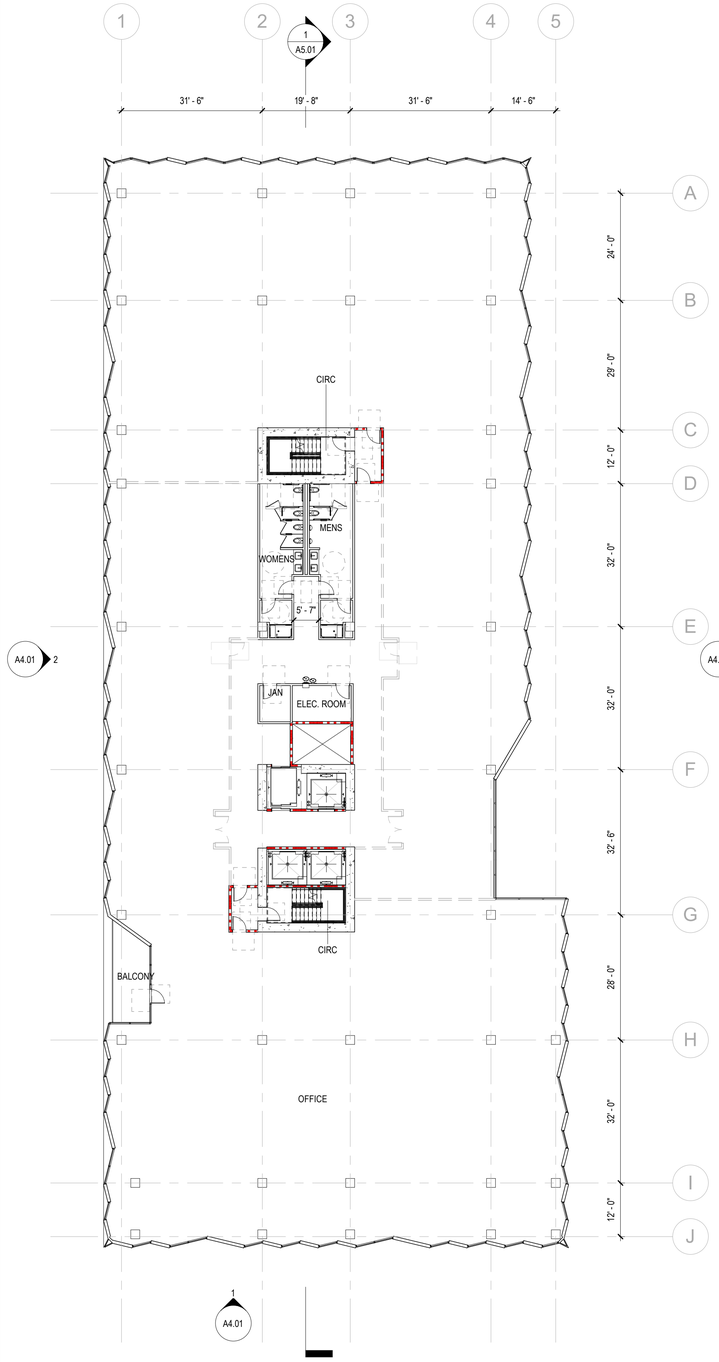
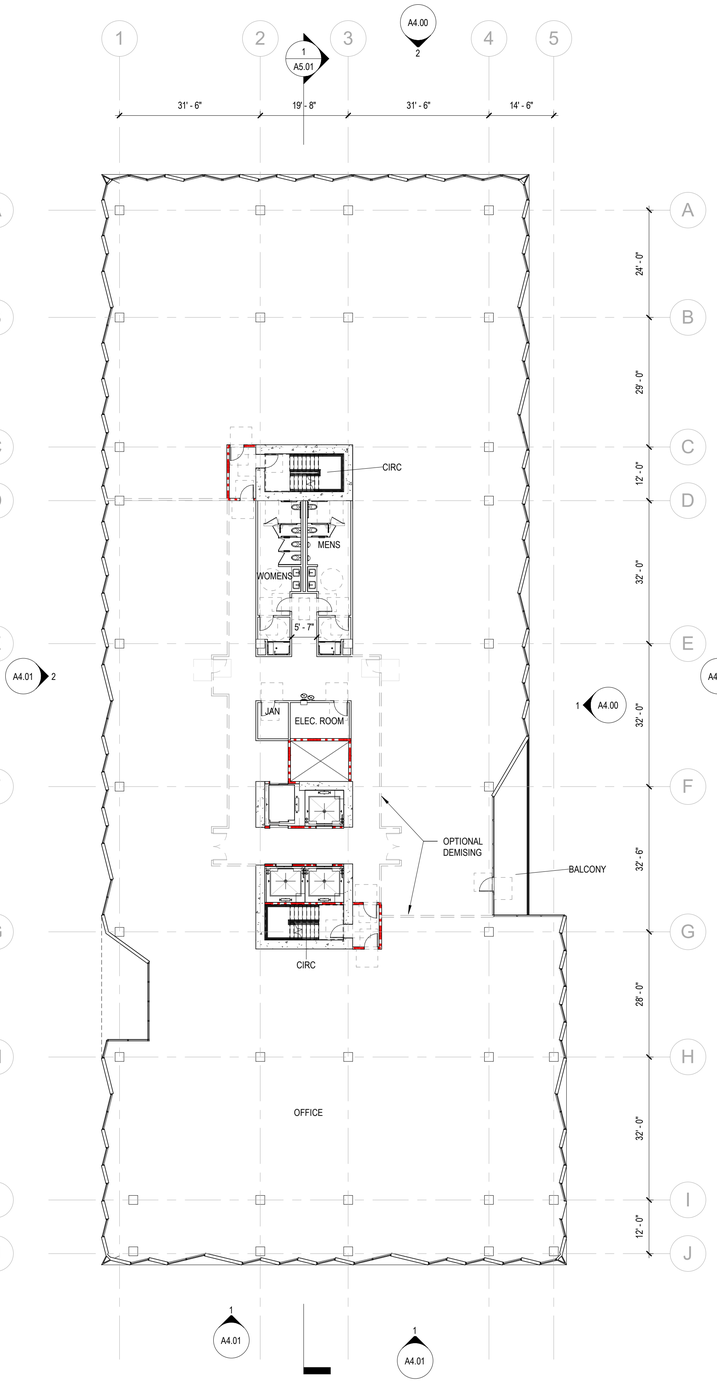
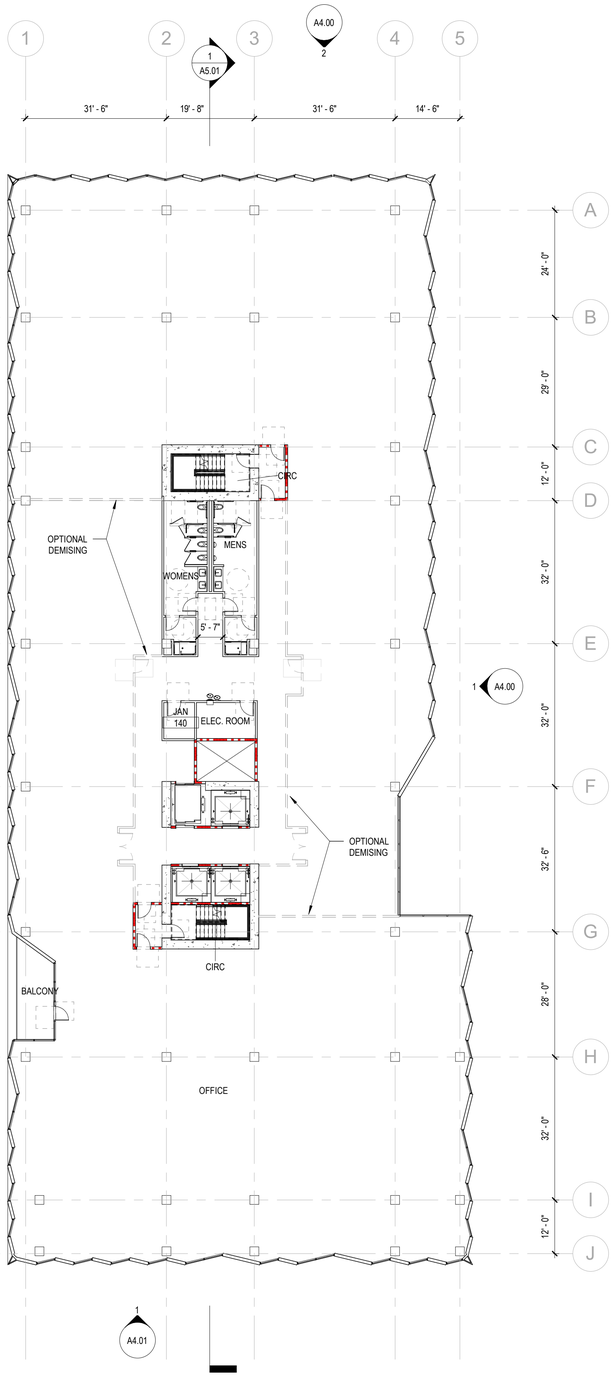


3 LEVEL 12 FLOOR PLAN
SCALE: 1/16" = 1'-0"



2 LEVEL 11 FLOOR PLAN
SCALE: 1/16" = 1'-0"



1 LEVEL 10 FLOOR PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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LEVEL 10, 11, 12 FLOOR PLANS

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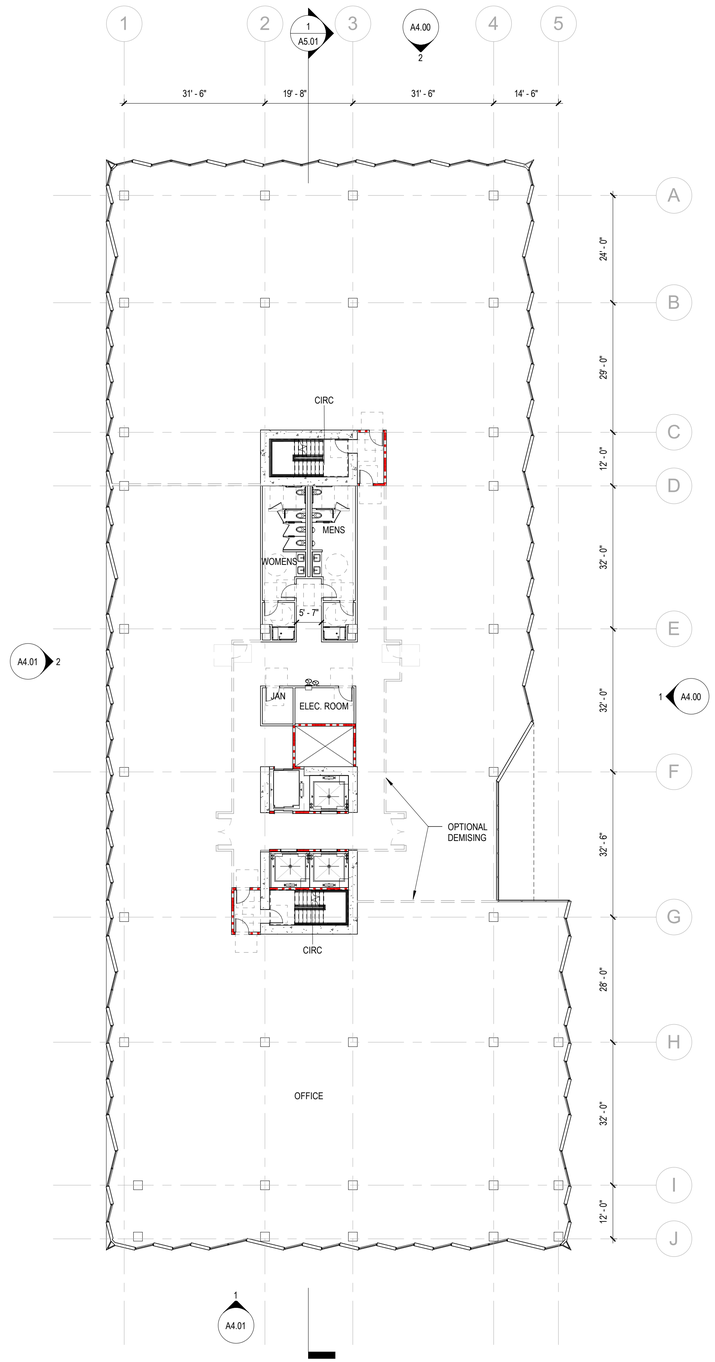
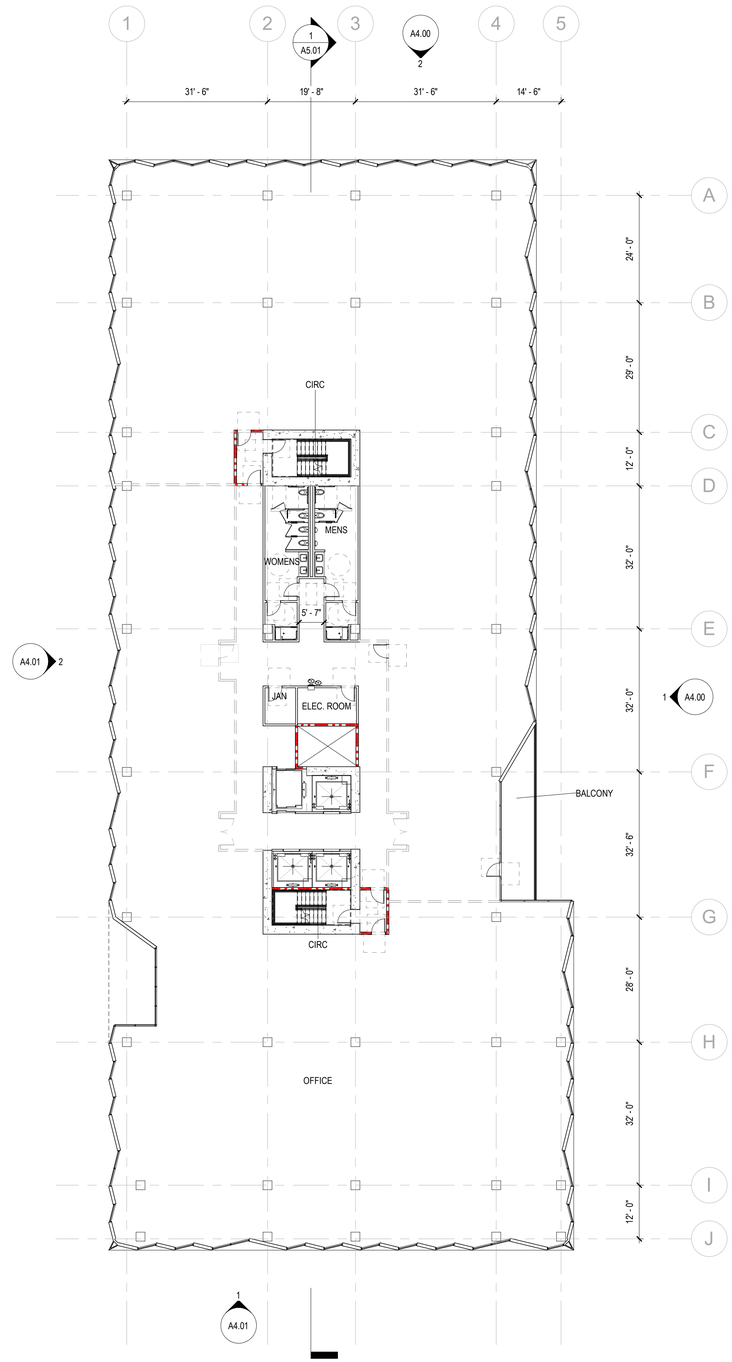


2 LEVEL 14 FLOOR PLAN
SCALE: 1/16" = 1'-0"



1 LEVEL 13 FLOOR PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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LEVEL 13, 14 FLOOR PLANS

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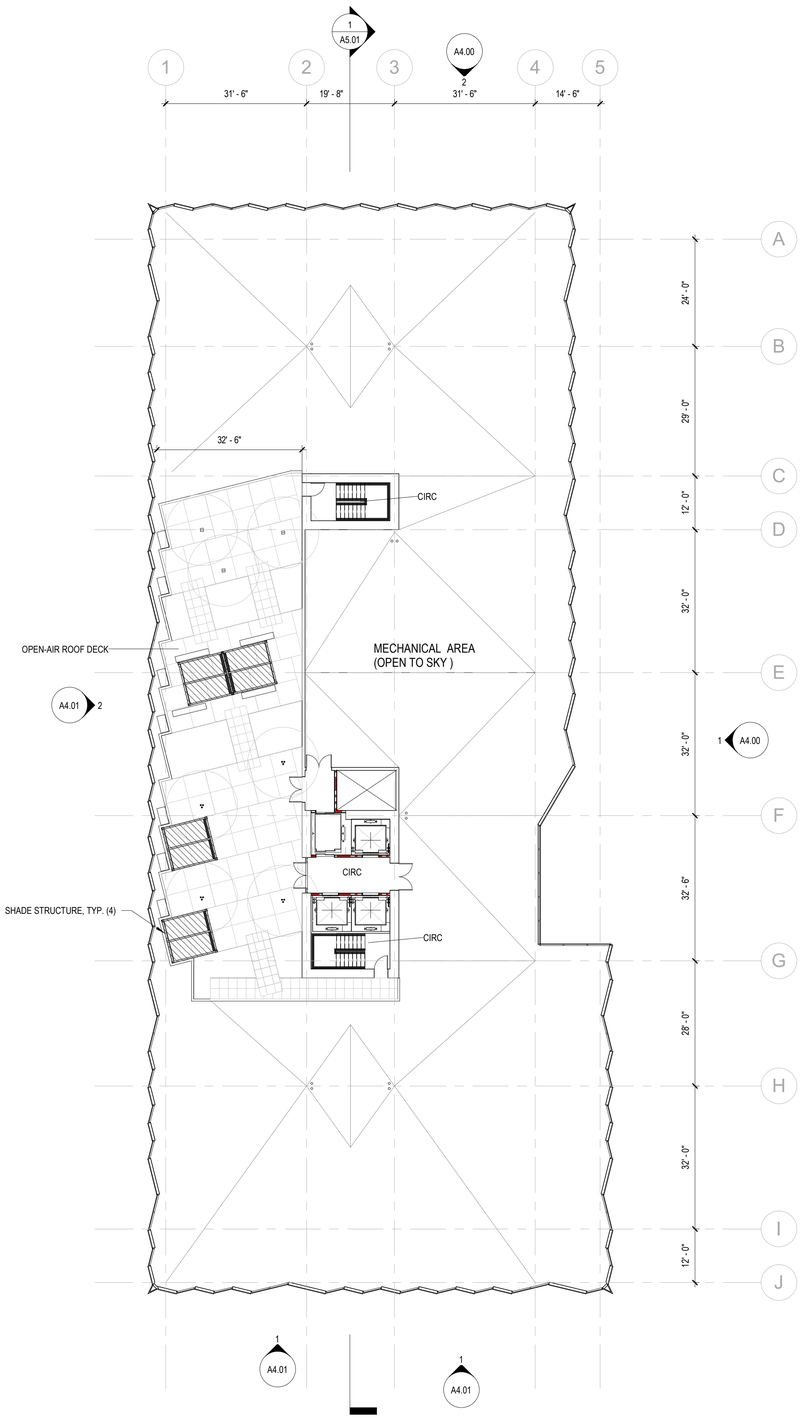

1 ROOF PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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ROOF PLAN

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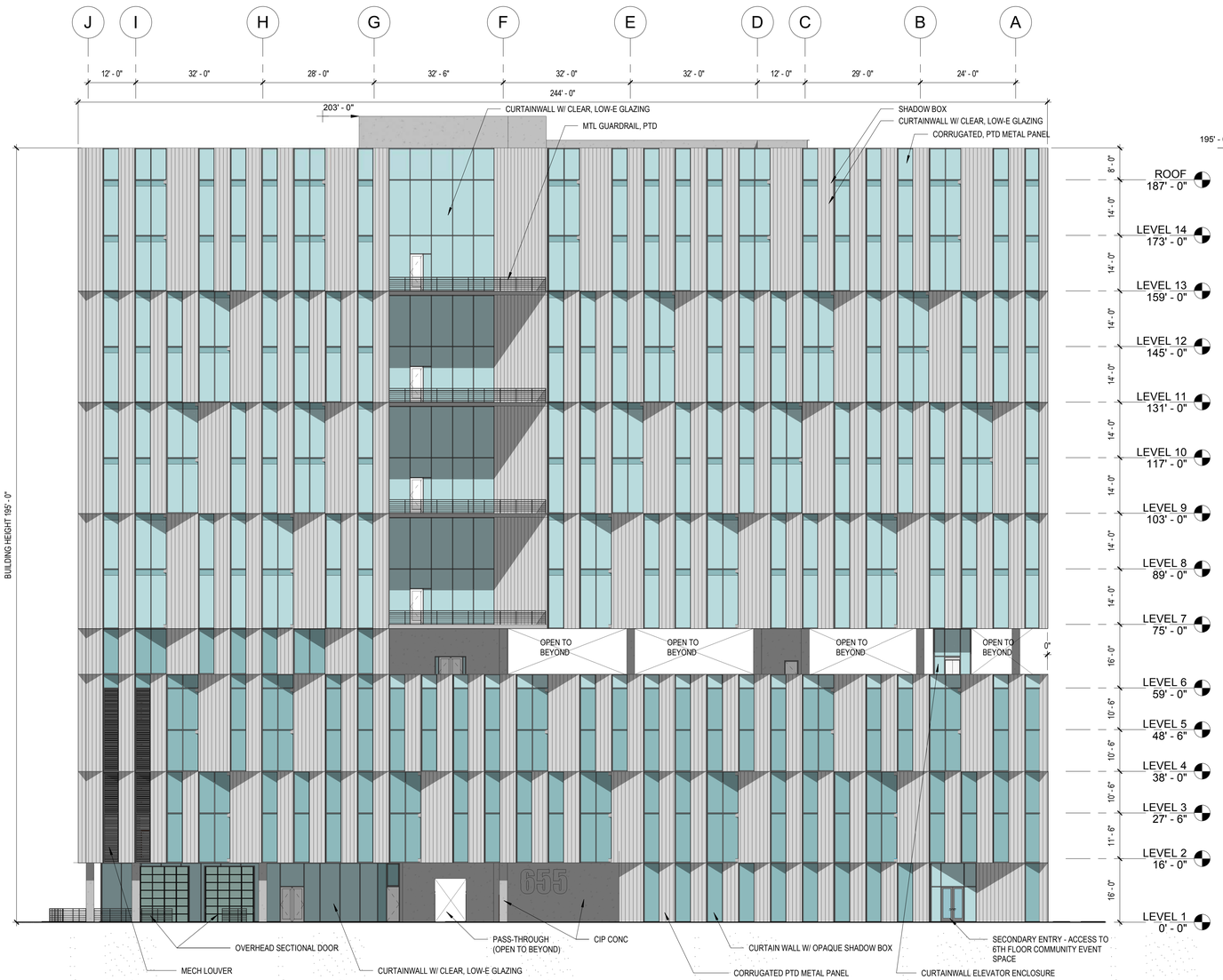
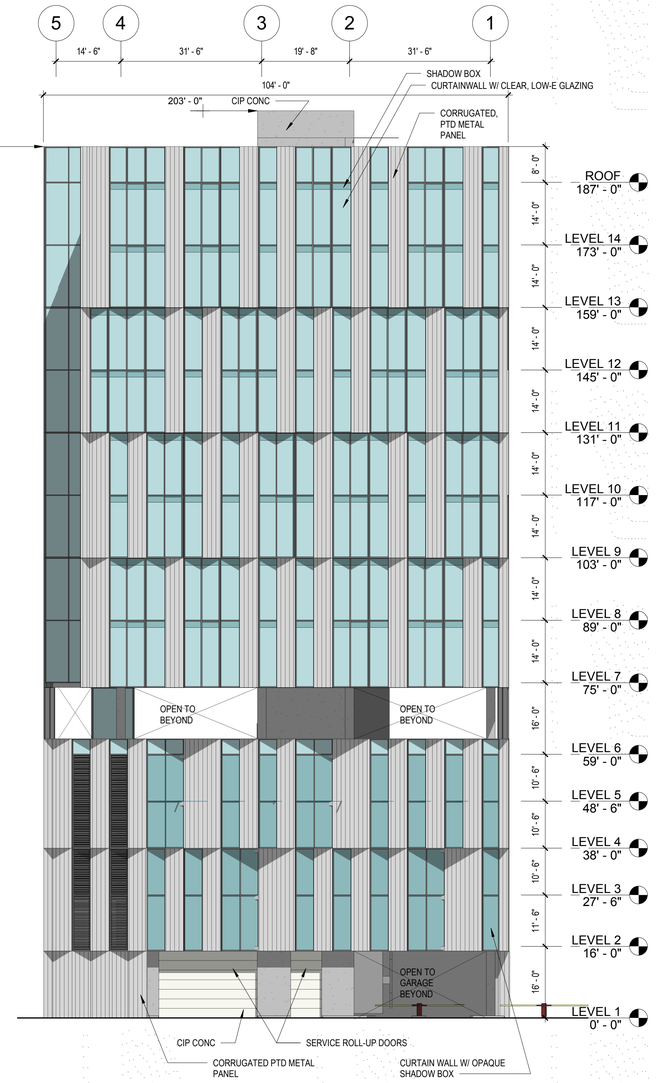


1 EAST ELEVATION
SCALE: 1/16" = 1'-0"



2 NORTH ELEVATION
SCALE: 1/16" = 1'-0"

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EXTERIOR ELEVATIONS

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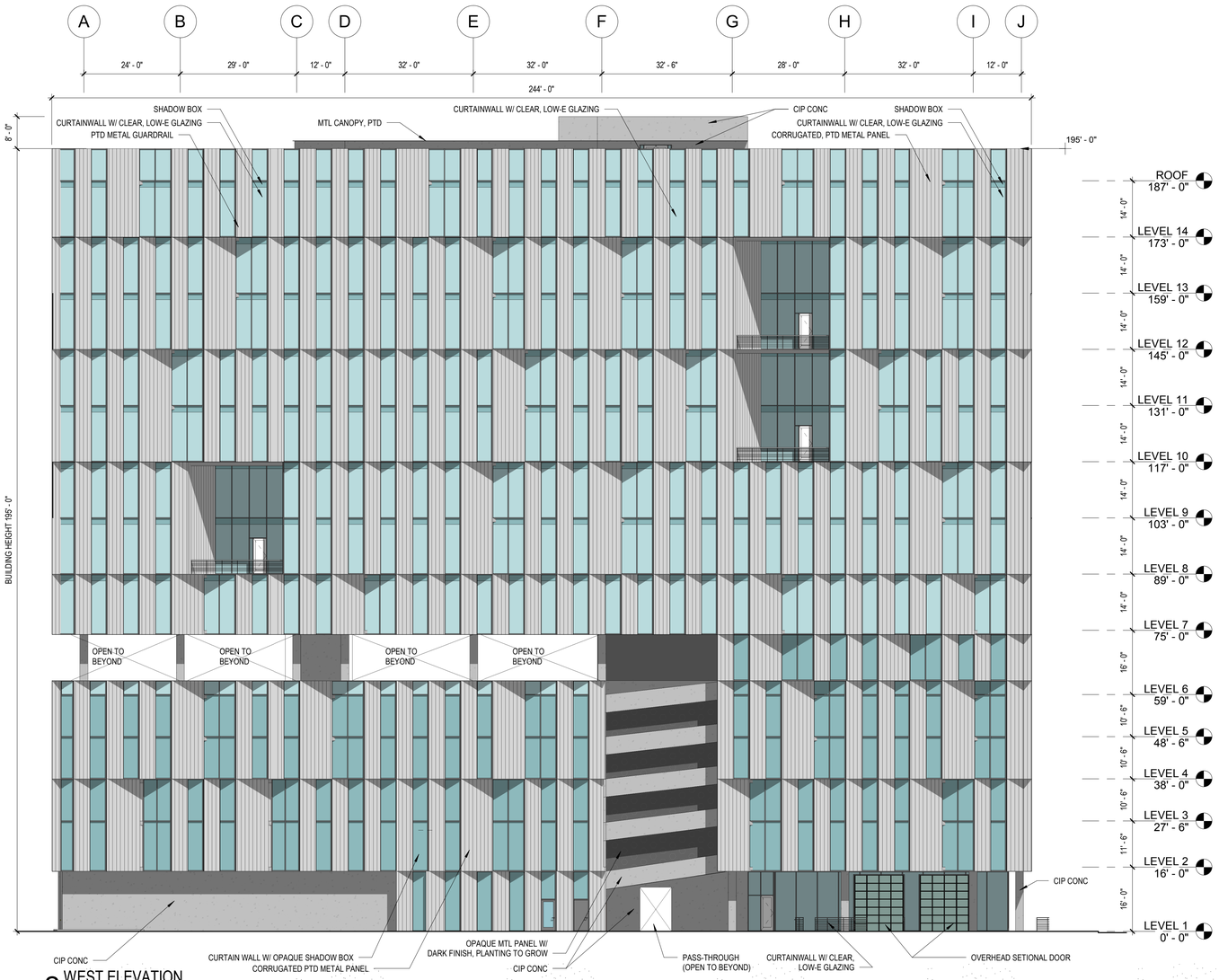
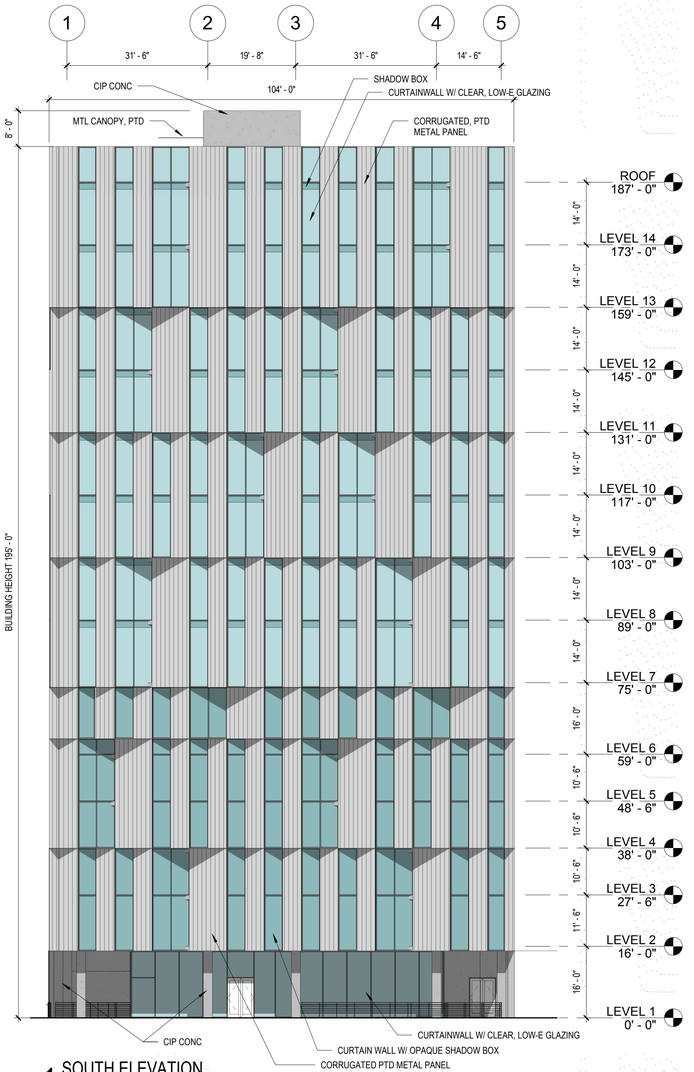


2 WEST ELEVATION
SCALE: 1/16" = 1'-0"



1 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

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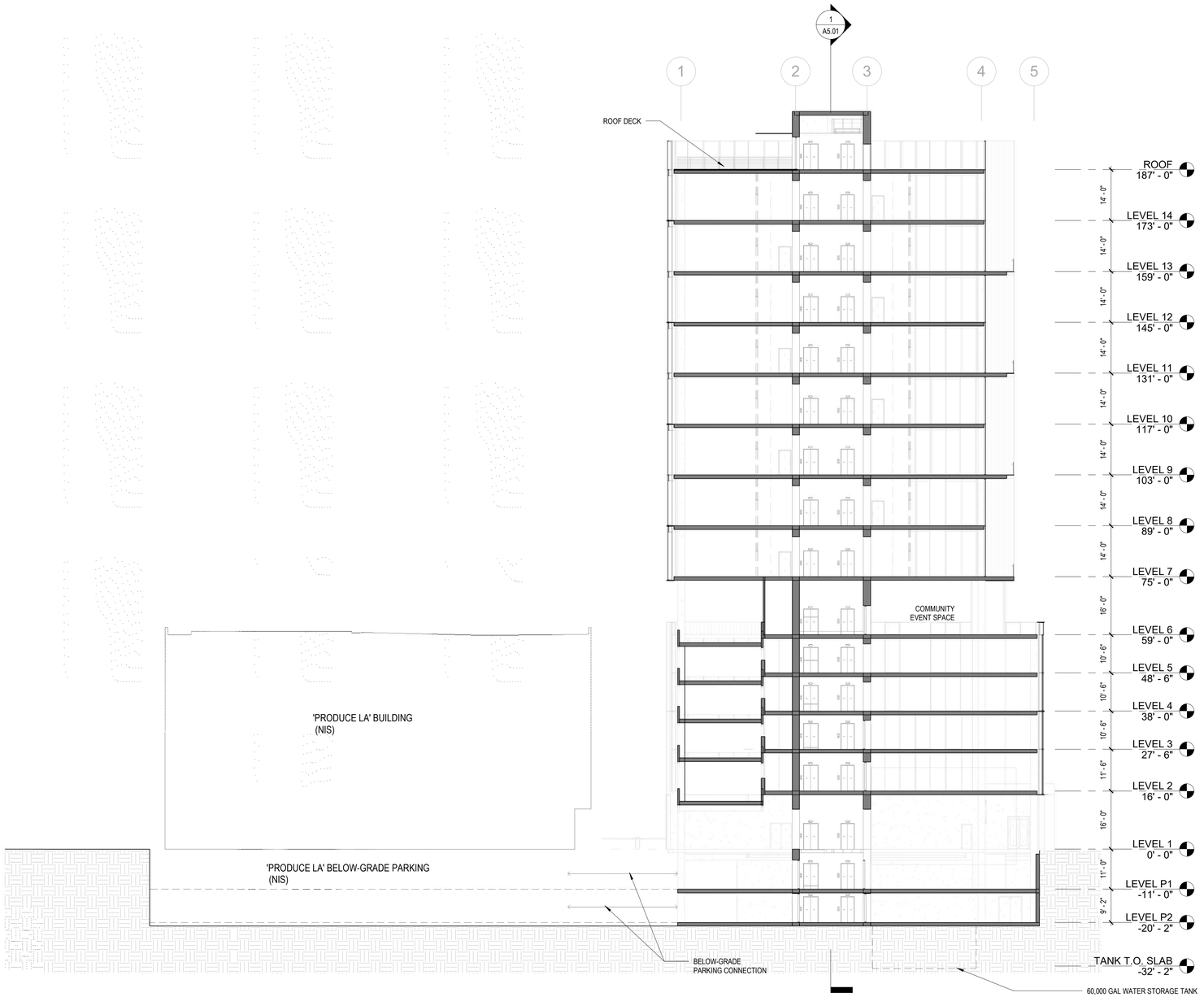

1 TRANSVERSE SECTION
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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DATE:

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1 LONGITUDINAL SECTION
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

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BUILDING SECTIONS

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DATE: 09.01.21

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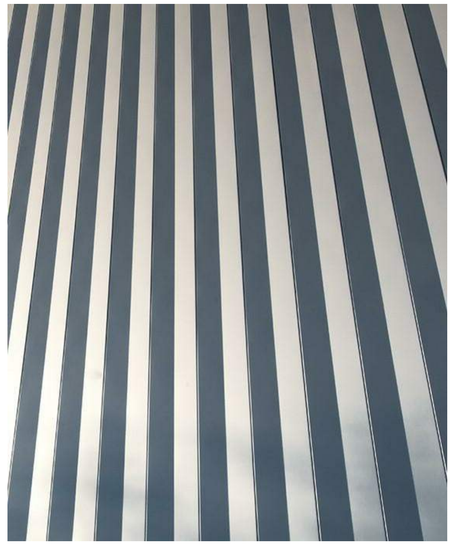
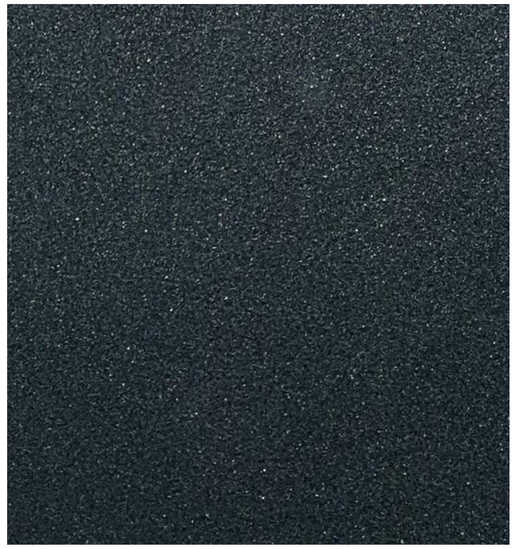
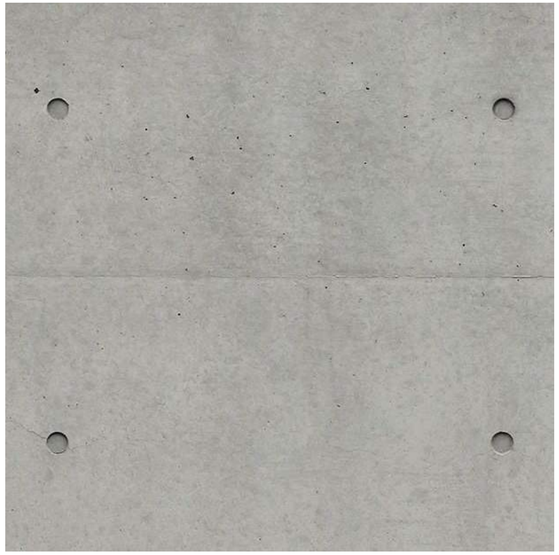


MTL-01 CORRUGATED , PTD METAL PANEL



MTL-02 PTD ALUMINUM CURTAINWALL MULLIONS, MISC. SM FLASHIHG AND BREAKMETAL



CONC-01 ARCHITECTURALLY EXPOSED CAST IN PLACE CONCRETE



GL-01 CLEAR, LOW E- GLASS AT CURTAINWALL

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DATE: 05/26/20

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ILLUSTRATIVE SITE PLAN

0 8 16 32

SCALE: 1/16" = 1'-0"

N

LANDSCAPE REQUIREMENT CHECKLIST:

THE FOLLOWING LANDSCAPE PLANS WERE DEVELOPED IN ACCORDANCE WITH THE FOLLOWING DOCUMENTS:

- CITY OF LOS ANGELES MOBILITY PLAN 2035
- CITY OF LOS ANGELES LANDSCAPE GUIDELINES
- LOS ANGELES COUNTY - LOS ANGELES RIVER MASTER PLAN LANDSCAPING GUIDELINES AND PLANT PALETTES, JANUARY 2004 LAMC

- **CITY OF LOS ANGELES LANDSCAPE ORDINANCE NO. 170.978**:
  a. ALL LOTS APPURTENANT TO OTHER LAND USES SHALL BE PLANTED WITH TREES AT A RATIO OF ONE TREE FOR EVERY FOUR SURFACE PARKING SPACES.

  b. ALL TREES REQUIRED BY THIS GUIDELINE SHALL BE A MINIMUM OF 24" BOX IN SIZE, EXCEPT FOR EXISTING TREES, AND EXCEPT FOR TREES WHOSE PLANTING IN SUCH SIZE WOULD BE HORTICULTURALLY INAPPROPRIATE. IN ORDER TO ENCOURAGE BOTANICAL DIVERSITY, UNUSUAL TREES AVAILABLE ONLY IN SMALLER SIZES MAY BE PLANTED.

- **CITY OF LOS ANGELES LANDSCAPE GUIDELINES:**
  a. AT LEAST ONE TREE, WHICH SHALL NOT BE A PALM, SHALL BE PROVIDED IN THE PROJECT FOR EACH 500 SQUARE FEET OF LANDSCAPED AREA IN THE PROJECT. A MINIMUM OF 100 SQUARE FEET OF UNPAVED AREA SHALL BE PROVIDED AT THE BASE OF EACH TREE, THE SHORTEST DIMENSION OF WHICH SHALL BE 4 FEET MINIMUM, TO ALLOW FOR WATER INFILTRATION AND GAS EXCHANGE.

  b. ALL PLANTED AREAS SHALL BE IRRIGATED IN ACCORDANCE WITH THE PROVISIONS OF SECTION 12.41 OF THE LOS ANGELES MUNICIPAL CODE.

- **CITY OF LOS ANGELES PLANNING DEPARTMENT LANDSCAPE REQUIREMENT:**
  a. OPEN SPACE PLAN AND TABLE: IF REQUIRED FOR NEW RESIDENTIAL PROJECTS OF SIX OR MORE DWELLING UNITS (LAMC 12.21.G) OR AS OTHERWISE REQUIRED BY CODE/ORDINANCE PROVISIONS, OR OTHER DISCRETIONARY ACTION, PROVIDE A GENERAL CONCEPT OF OPEN SPACE AREAS AND SQUARE FOOTAGE REQUIRED. OPEN SPACE AREAS SHALL DESIGNATE PRIVATE OPEN SPACE, COMMON OPEN SPACE, LANDSCAPING OF COMMON OPEN SPACE, AND RECREATION ROOMS (IF PROVIDED). THE OPEN SPACE PLAN AND TABLE CAN BE INCLUDED AS PART OF THE LANDSCAPE PLAN.

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ILLUSTRATIVE SITE PLAN

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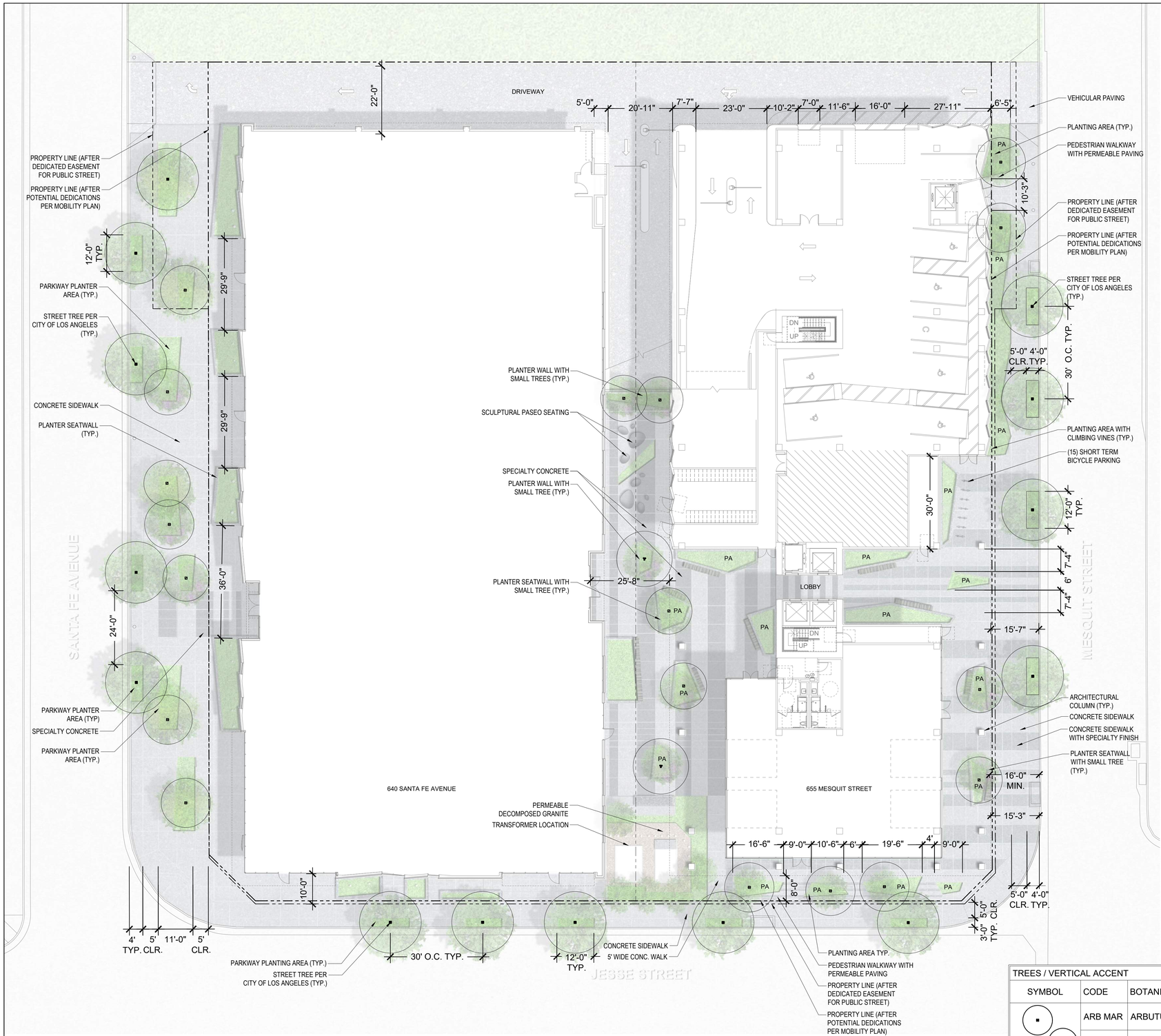

STREET LEVEL SITE PLAN

0 8 16 32

SCALE: 1/16" = 1'-0"

N

OPEN SPACE CALCULATIONS:

SITE AREA:	71,483 SF
SITE AREA (DEDICATED ROW):	68,893 SF
BUILDING 1 AREA:	27,929 SF
BUILDING 2 AREA:	25,417 SF
OPEN SPACE AREA	15,547 SF
HARDSCAPE AREA:	12,261 SF
LANDSCAPE AREA:	3,286 SF

ROOF GARDEN OPEN SPACE CALCULATIONS:

OPEN SPACE AREA	3,685 SF
HARDSCAPE AREA (75%):	2,774 SF
LANDSCAPE AREA (25%):	911 SF

CITY OF LOS ANGELES LANDSCAPE ORDINANCE LANDSCAPE POINT SYSTEM SUMMARY:

LANDSCAPE POINTS REQUIRED: *30 POINTS*

STREET TREES:

• (4) LARGE TREES, 2 PTS. PER TREE	4
• (3) 40' ON CENTER MAX. PER TREE, 2 PTS. PER TREE	6
• PARKWAY PLANTING 3 PTS. PER EACH 50 SQ.FT. (407 SQ. FT.)	8
• STREET TREES PLANTED LARGER THAN 15 GAL. SIZE; 1 PT. FOR EACH 24" BOX; (4) TREES	4

SITE DESIGN:

• PERVIOUS PAVING 3 PTS. PER 100 SF (440 SF TOTAL)	13
• DIRECT HANDICAP ACCESSIBLE PATH TO FRONT ENTRY	5
• FREE-FLOWERING VINES ON WALL	5
TOTAL POINTS PROVIDED:	45 POINTS

PROJECT TREE REQUIREMENTS	QTY.
• (6) TREES TO BE REMOVED: REPLACE 2 TO 1:	12
• (0) CITY OF LA STREET TREES REPLACE 2 TO 1:	0
• (1) TREE REQUIRED PER 500 SF OF LANDSCAPE AREA (3,286 SF)	7
TOTAL TREES REQUIRED:	19

PROJECT TREE COUNT PROVIDED	QTY.
• GROUND LEVEL ON-SITE TREES	13
• ROOF GARDEN TREES:	7
TOTAL TREES REQUIRED:	20

TREES / VERTICAL ACCENT

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME	SIZE	QTY.
	ARB MAR	ARBUTUS UNEDO 'MARINA'	STRAWBERRY TREE	24" BOX	8
	CER OCC	CERCIS OCCIDENTALIS	WESTERN REDBUD TREE	24" BOX	6
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE TREE	24" BOX	6
	PLA RAC	PLATANUS RACEMOSA	WESTERN SYCAMORE	24" BOX	NA
			TOTAL		20

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STREET LEVEL SITE PLAN

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DATE: 10/9/2020

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ROOF LEVEL SITE PLAN

0 4 8 16

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

N

ROOF GARDEN OPEN SPACE CALCULATIONS:

OPEN SPACE AREA	3,685 SF
HARDSCAPE AREA (75%):	2,774 SF
LANDSCAPE AREA (25%):	911 SF

TREES / VERTICAL ACCENT

SYMBOL	CODE	BOTANICAL NAME	COMMON NAME
■ ▼	ARB MAR	ARBUTUS UNEDO 'MARINA'	STRAWBERRY TREE
	OLE EUR	OLEA EUROPAEA 'SWAN HILL'	FRUITLESS OLIVE TREE

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ISSUE DATES

NO.	DATE	REVISION
	10/09/2020	ENTITLEMENT SUBM.

655 MESQUIT
655 Mesquit Street
Los Angeles, CA 90021

ROOF LEVEL SITE PLAN

The plans and specifications prepared by Ehrlich Yanai Rhee Chaney Architects, LLP are protected from unauthorized modification, reuse and/or release under California Business & Professions Code section 5536.4, Health & Safety Code Section 19851(a), and Education Code Section 17316.

JOB NUMBER: 20030

DATE: 10/9/2020

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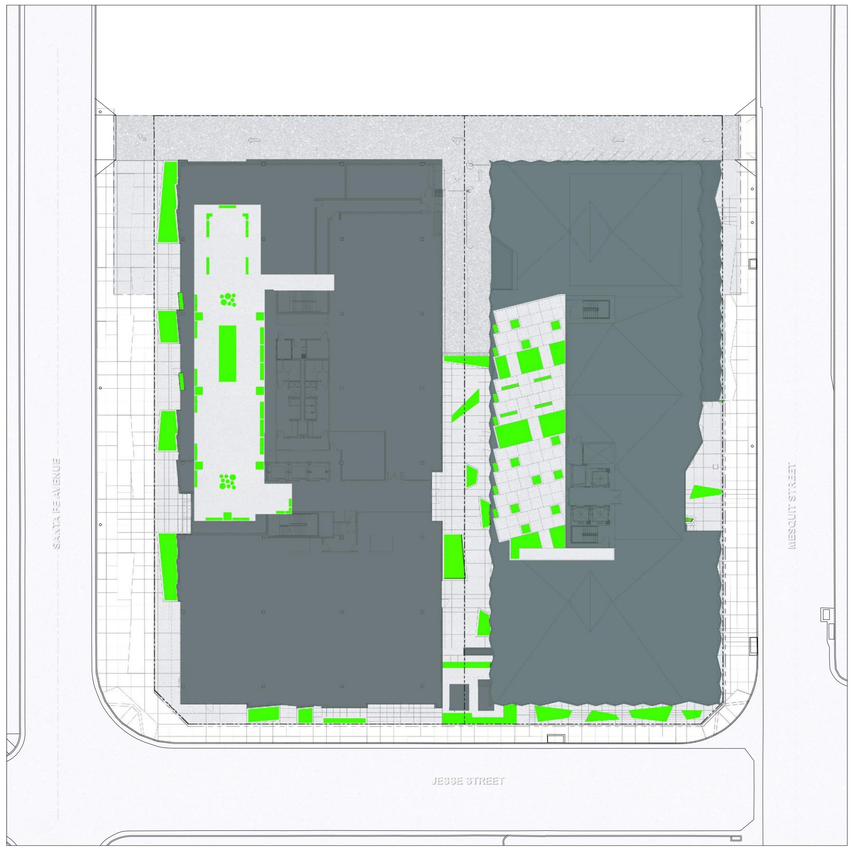


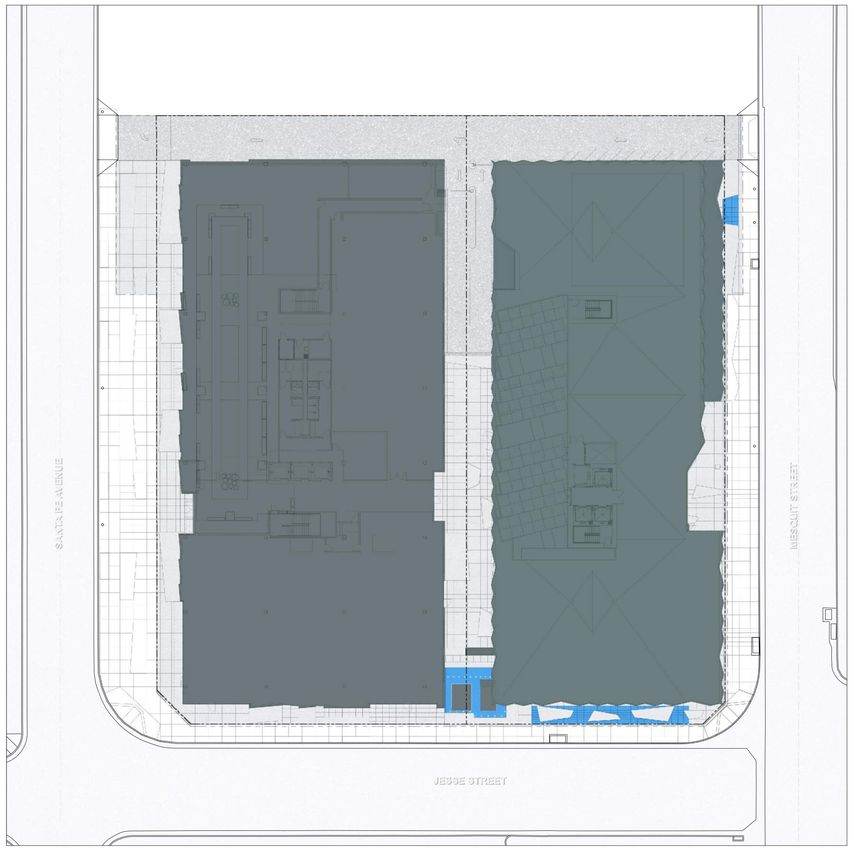
OPEN SPACE DIAGRAM

0 16 32 64
SCALE: 1/32" = 1'-0"

N

OPEN SPACE CALCULATIONS:

SITE AREA:	71,483 SF
SITE AREA (DEDICATED ROW):	68,893 SF
BUILDING 1 AREA:	27,929 SF
BUILDING 2 AREA:	25,417 SF
OPEN SPACE AREA	15,547 SF
HARDSCAPE AREA:	12,261 SF
LANDSCAPE AREA:	3,286 SF



PERVIOUS/IMPERVIOUS DIAGRAM

0 16 32 64
SCALE: 1/32" = 1'-0"

N

PERMEABLE LAND AREA CALCULATIONS:

OPEN SPACE AREA:	15,547 SF
LANDSCAPE AREA:	3,286 SF
HARDSCAPE AREA:	12,261 SF
PERMEABLE PAVING AREA:	641 SF
NON-PERMEABLE PAVING AREA:	11,620 SF

EHRLICH
YANAI
RHEE
CHANEY
ARCHITECTS

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655 MESQUIT
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Los Angeles, CA 90021

OPEN SPACE
CALCULATIONS

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JOB NUMBER: 20030

DATE: 10/9/2020

L0.04

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STREETSCAPE PLANTING
OFF-SITE (RIPARIAN)

TREES


SALIX LAEVIGATA


SALIX GOODDINGII


PLATANUS RACEMOSA

SHRUBS


ACHILLEA MILLEFOLIUM

SHRUBS (continued)


MIMULUS AURANTIACU


CORNUS GLABRATA

GRASSES


ROSA CALIFORNICA


LEUCOSPERMUM VELDFIRE

GRASSES


CAREX PRAEGRACILIS


BOUTELOUA GRACILIS


LEYMUS CONDENSATUS

STREETSCAPE PLANTING
ON-SITE (RIPARIAN)

TREES


ARBUTUS MARINA STANDARD


PLATANUS RACEMOSA


UMBELLULARIA CALIFORNICA

SHRUBS


ACHILLEA MILLEFOLIUM

SHRUBS (continued)


MIMULUS AURANTIACU

GRASSES & RUSHES


CAREX PRAEGRACILIS


LEYMUS TRITICOIDES


JUNCUS PATENS


JUNCUS TORREYI

PLANTING NOTES:

- RIO DISTRICT REQUIRES 75% OF PLANTING BE CALIFORNIA NATIVES.
- LA CITY LANDSCAPE GUIDELINES REQUIRES (2) NATIVE TREES TO BE PLANTED FOR EVERY (1) TREE TO BE REMOVED.
  a. (6) TREES WILL BE REMOVED:
  (12) NEW TREES ARE REQUIRED.
  b. (1) TREE REQUIRED PER 500 SF OF LANDSCAPE AREA:
  (3,286 SF) LANDSCAPE AREA; *(7) NEW TREES REQUIRED.*

TOTAL TREES REQUIRED: 19
TOTAL TREES PROVIDED: 20

- VINE SPECIES INCLUDED FOR STREET LEVEL SCREENING AT PARKING STRUCTURE.

PLANTERS AND ROOF GARDEN
ON-SITE (RIPARIAN/ CHAPARRAL)

TREES


ARBUTUS MARINA STANDARD


CERCIS OCCIDENTALIS


UMBELLULARIA CALIFORNICA

SHRUBS


SALVIA CLEVELANDII


ERIOGONUM PARVIFOLIUM


KECKIELLA CORDIFOLIA


CEONOTHUS SPP.


AGAVE SPP.

GRASSES


MUHLENBERGIA DUBIA


LEYMUS CONDENSATUS


FESTUCA MAIREI


LOMANDRA LONGIFOLIA BREEZE

FERNS


CAREX DIVULSA


POLYSTICHUM MUNITUM


WOODWARDIA FIMBRIATA


IRIS DOUGLASIANA

STREET LEVEL SCREENING/HANGING PLANTERS

VINES


EPIPREMNUM SP


ADIANTUM JORDANII


DICHONDRA ARGENTEA


CLEMATIS LIGUSTICIFOLIA

CISSUS ANTARCTICA

KEY:

- LOW WATER USE
- LOW / MEDIUM WATER USE
- MEDIUM / HIGH WATER USE
- NATIVE PLANT SPECIES
- LARMP PLANT PALETTE
- RIO APPROVED PLANT MATERIAL

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PLANT PALETTE

The plans and specifications prepared by Ehrlich Yanai Rhee Chaney Architects, LLP are protected from unauthorized modification, reuse and/or release under California Business & Professions Code section 5536.4, Health & Safety Code Section 19851(a), and Education Code Section 17316.

JOB NUMBER: 20030

DATE: 10/9/2020

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EXHIBIT B
Environmental Documents

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

Mitigated Negative Declaration

655 Mesquit Street Project

Case Number: ENV-2020-6829-EAF
CPC-2020-6828-GPA-ZC-HD-SPR-MCUP

Project Location: 635 – 657 South Mesquit Street, 632 – 648 South Santa Fe Avenue, and 1585 East Jesse Street, Los Angeles, CA 90021

Community Plan Area: Central City North

Council District: 14

Project Description: 655 Mesquit, LLC (the "Applicant") proposes to redevelop a surface parking lot on the existing 640 S. Santa Fe Avenue site ("Project Site") into a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses ("Project"). The proposed development activities would be limited to the eastern portion of the Project Site fronting Mesquit Street (referred to as the "Development Site" in this IS/MND). The Project Site occupies approximately 68,893 square feet of lot area (1.58 acres) after dedications and is located on the northern side of Jesse Street, between Mesquit Street and Santa Fe Avenue in the Arts District in the City of Los Angeles ("City"). The western half of the Project Site that fronts Santa Fe Avenue is developed with the recently constructed 640 S. Santa Fe Avenue building, which is a four-story, 107,224 square-foot office and ground floor commercial building with two levels of subterranean parking. The Development Site is currently developed as a surface parking lot to serve the 640 S. Santa Fe Avenue building.

The Project would include two levels of subterranean parking and five levels of above grade parking on a portion of the Project Site that is currently improved with a surface parking lot. The height of the new structure would be 195 feet above grade. Vehicular access to the parking would be provided by a two-way driveway shared with the 640 S. Santa Fe Avenue building, running along the northern property line from Santa Fe Avenue through to Mesquit Street. From the driveway, on the interior of the Project Site, access to the two subterranean parking levels would be provided by a ramp shared with the 640 S. Santa Fe Avenue building, and access to the five levels of above grade parking would be provided via an interior ramp within the Project building footprint. The top level of the above-grade parking level is proposed to function as a flexible community space when not in use for parking. Typical events envisioned for the space include farmers markets and community meetings. In total, the Project would provide 397 vehicle parking spaces, 343 of which satisfy code required parking for the Project and 54 of which would serve the 640 S. Santa Fe Avenue Project as replacements for the parking displaced from the existing surface parking lot. Loading space and some handicap accessible parking spaces would be provided at grade. The Project's proposed floor area of 188,954 square feet combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building would create a total proposed floor area of 296,178 square feet for the entire Project Site, resulting in a Floor Area Ratio of 4.3:1.

PREPARED FOR:	**PREPARED BY:**	**APPLICANT:**
The City of Los Angeles Department of City Planning	Parker Environmental Consultants, LLC	655 Mesquit, LLC

September 2021

INITIAL STUDY CHECKLIST
MITIGATED NEGATIVE DECLARATION

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APPENDIX C: GEOTECHNICAL INVESTIGATION

C.1 Leighton Consulting, Inc., Updated Geotechnical Design Report, Proposed Office Building, 640 South Santa Fe Avenue, Los Angeles, California, July 16, 2019.

C.2 City of Los Angeles, Department of Building and Safety, Soils Report Approval Letter (LOG#109262) for Soils Report No. 11649.002, dated August 13, 2019.

C.3 Leighton Consulting, Inc., Addendum Letter to the Geotechnical Design Report, Proposed Office Building, 640 South Santa Fe Avenue, Los Angeles, California, August 26, 2019.

C.4 City of Los Angeles, Department of Building and Safety, Soils Report Approval Letter (LOG#109884) for Soils Report No. 11649.002, September 18, 2019.

APPENDIX D: GREENHOUSE GAS EMISSIONS CALCULATIONS WORKSHEETS

APPENDIX E: ENVIRONMENTAL SITE ASSESSMENTS

E.1: Ninyo & Moore Geotechnical and Environmental Sciences Consultants, Phase I Environmental Site Assessment, 640 South Santa Fe Avenue, Los Angeles CA 90021, March 18, 2016.

E.2: EFI Global, Phase II Environmental Site Assessment Report, 640 South Santa Fe Avenue, Los Angeles CA 90021, June 30, 2016.

APPENDIX F: METHANE ASSESSMENT

Andersen Environmental, Methane Testing and Reporting, 640 South Santa Fe Avenue, Los Angeles, California 90021, May 17, 2016.

APPENDIX G: NOISE MONITORING DATA AND CALCULATIONS WORKSHEETS

APPENDIX H: TRANSPORTATION STUDY

H.1: City of Los Angeles Department of Transportation Correspondence of Approval Re: 655 Mesquit Project Transportation Assessment Study, DOT Case No. CEN-2151082, July 8, 2021.

H.2: The Mobility Group, 655 Mesquit Project, Transportation Assessment Study, April 2021.

APPENDIX I: CULTURAL RECORDS SEARCH

I.1: Natural History Museum of Los Angeles County, Paleontological Resources for the 655 Mesquit Street Project [ENV-2020-6829-EAF], November 17, 2020.

I.2: South Central Coastal Information Center, Record Search Results for the 655 Mesquit Street Project [ENV-2020-6829-EAF], February 8, 2021.

APPENDIX J: UTILITIES AND SERVICE PROVIDER RESPONSE LETTERS

J.1: City of Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division, 655 Mesquit Street Project – Request for Wastewater Service Information, November 25, 2020.

J.2: City of Los Angeles Department of Water and Power, Los Angeles Department of Water and Power, Water and Electricity Connection Services Request 655 Mesquit Street, December 23, 2020.

J.3: Los Angeles Police Department, Crime Prevention Through Environmental Design Section, ENV-2020-6829-EIR 655 Mesquit Street Project, July 20, 2021.

APPENDIX K: U.S. FISH & WILDLIFE SERVICE

Information for Planning and Consultation (IPaC) Resource List, August 5, 2020.

APPENDIX L: LAND USE PLANS/POLICIES CONSISTENCY ANALYSIS TABLES

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640 S. Santa Fe Determination Letter (DIR-2016-3858-SPR), dated May 6, 2019.

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INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION (IS/MND)

Section 1. Introduction

Project Information

Project Title: 655 Mesquit Street Project
Project Location: 635 – 657 S. Mesquit Street, 632 – 648 S. Santa Fe Avenue, and 1585 E. Jesse Street, Los Angeles, CA 90021

Project Applicant: 655 Mesquit, LLC
Mark Falcone, C/O Roger Pecsok
1881 16th Street, Suite 500
Denver, CO 80202

Lead Agency: City of Los Angeles
Department of City Planning
200 N. Spring Street, Room 763
Los Angeles, CA 90012

An application for the proposed 655 Mesquit Street Project ("Project") has been submitted to the City of Los Angeles Department of City Planning for discretionary review. The City of Los Angeles ("City"), as Lead Agency, has determined that the Project is subject to the California Environmental Quality Act ("CEQA"), and the preparation of an Initial Study ("IS") is required.

This Initial Study/Mitigated Negative Declaration ("IS/MND") analyzes and discloses the potential environmental effects that may result from construction, implementation, and operation of the Project. This Initial Study has been prepared in accordance with CEQA (Public Resources Code §21000 et seq.), the State CEQA Guidelines (Title 14, California Code of Regulations, §15000 et seq.), and the City of Los Angeles CEQA Guidelines (1981, amended 2006). Based on the analysis provided within this IS/MND, the City has concluded that the Project will not result in significant impacts on the environment with the incorporation of mitigation measures identified herein. This IS/MND is intended as an informational document and is ultimately required to be adopted by the lead agency prior to Project approval.

1.1 Purpose of an Initial Study

The California Environmental Quality Act was enacted in 1970 with several basic purposes: (1) to inform governmental decision makers and the public about the potential significant environmental effects of proposed projects; (2) to identify ways that environmental damage can be avoided or significantly reduced; (3) to prevent significant, avoidable damage to the environment by requiring changes in projects through the use of feasible alternatives or mitigation measures; and (4) to

disclose to the public the reasons behind a project's approval even if significant environmental effects are anticipated.

An IS is a preliminary analysis conducted by the Lead Agency, in consultation with other agencies (responsible or trustee agencies, as applicable), to determine whether there is substantial evidence that a project may have a significant effect on the environment. If the IS concludes that the Project, with mitigation, may have a significant effect on the environment, an Environmental Impact Report should be prepared; otherwise the Lead Agency may adopt a Negative Declaration or a Mitigated Negative Declaration.

1.2 Organization of the Initial Study

This IS/MND is organized into six sections as follows:

Section 1. Introduction: This Section provides introductory information such as the Project title, the Project Applicant, and the lead agency for the Project.

Section 2. Executive Summary: This Section provides Project information, identifies key areas of environmental concern, and includes a determination whether the Project may have a significant effect on the environment.

Section 3. Project Description: This Section provides a description of the environmental setting and the Project, including project characteristics, related project information and a list of requested discretionary actions.

Section 4. Environmental Checklist: This Section contains the completed Initial Study Checklist and discussion of the environmental factors that would be potentially affected by the Project.

Section 5. Preparers and Persons Consulted: This Section provides a list of consultant team members and governmental agencies that participated in the preparation of the IS.

Section 6. References, Acronyms, and Abbreviations: This Section includes various documents and information used and referenced during the preparation of the IS, along with a list of commonly used acronyms.

1.3 CEQA Process

In compliance with the State CEQA Guidelines, the City, as the Lead Agency for the Project, will provide opportunities for the public to participate in the environmental review process. As described below, throughout the CEQA process, an effort will be made to inform, contact, and solicit input on the Project from various government agencies and the general public, including stakeholders and other interested parties.

1.3.1 Initial Study

At the onset of the environmental review process, the City has prepared this IS to identify the preliminary environmental impacts of the Project. The IS for the Project determined that the Project would not have significant environmental impacts with the incorporation of mitigation measures identified herein.

If this IS/MND is adopted and the Project is approved by the City, then within five days of the action, the City will file a Notice of Determination with the County Clerk. The Notice of Determination is posted by the County Clerk within 24 hours of receipt. This begins a 30-day statute of limitations on legal challenges to the approval under CEQA. The ability to challenge the approval in court may be limited to those persons who objected to the approval of the Project, and to issues that were presented to the lead agency by any person, either orally or in writing, during the public comment period.

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Section 2. Executive Summary

Project Title:	655 Mesquit Street Project
Environmental Case Number:	ENV-2020-6829-EAF
Related Cases:	CPC-2020-6828-GPA-ZC-HD-SPR-MCUP; VTT-83288
Project Location:	635 – 657 South Mesquit Street, 632 – 648 South Santa Fe Avenue, and 1585 East Jesse Street Los Angeles, CA 90021
Community Plan Area:	Central City North
Council District:	14 – Kevin de León
Lead City Agency:	City of Los Angeles Department of City Planning
Staff Contact Name and Address:	Stephanie Escobar 200 N. Main Street, Room 763 Los Angeles CA 90012
Phone Number:	(213) 978-1382
Applicant Name and Address:	655 Mesquit, LLC Mark Falcone, C/O Roger Pecsok 1881 16th Street, Suite 500 Denver, CO 80202
Phone Number:	(720) 946-4649
General Plan Designation:	Heavy Manufacturing
Zoning:	M3-1-RIO

PROJECT DESCRIPTION: 655 Mesquit, LLC (the "Applicant") proposes to redevelop a surface parking lot on the existing 640 S. Santa Fe Avenue site ("Project Site") into a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses ("Project"). The proposed development activities would be limited to the eastern portion of the Project Site fronting Mesquit Street (referred to as the "Development Site" in this IS/MND). The Project Site occupies approximately 68,893 square feet of lot area (1.58 acres) after dedications and is located on the northern side of Jesse Street, between Mesquit Street and Santa Fe Avenue in the Arts District in the City of Los Angeles ("City"). The western half of the Project Site that fronts Santa Fe Avenue is developed with the recently constructed 640 S. Santa Fe Avenue building, which is a four-story, 107,224 square-foot office and ground floor commercial building with two levels of subterranean parking. The eastern portion of the Project Site

fronting Mesquit Street is currently developed as a surface parking lot to serve the 640 S. Santa Fe Avenue building.

The Project would include two levels of subterranean parking and five levels of above grade parking on a portion of the Project Site that is currently improved with a surface parking lot. The height of the new structure would be 195 feet above grade. Vehicular access to the parking would be provided by a two-way driveway shared with the 640 S. Santa Fe Avenue building, running along the northern property line from Santa Fe Avenue through to Mesquit Street. From the driveway, on the interior of the site, access to the two subterranean parking levels would be provided by a ramp shared with the 640 S. Santa Fe Avenue building, and access to the five levels of above grade parking would be provided via an interior ramp within the Project building footprint. The top level of the above-grade parking level is proposed to function as a flexible community space when not in use for parking. Typical events envisioned for the space include farmers markets and community meetings. In total, the Project would provide 397 vehicle parking spaces, 343 of which satisfy code required parking for the Project and 54 of which would serve the 640 S. Santa Fe Avenue building as replacement spaces for the parking displaced on the surface parking lot. Loading space and some handicap accessible parking spaces would be provided at grade. The Project's proposed floor area of 188,954 square feet combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building would create a total proposed floor area of 296,178 square feet for the entire Project Site, resulting in a Floor Area Ratio of 4.3:1.

ENVIRONMENTAL SETTING: The Project Site is identified as Assessor Parcel Number (APN No. 5164-015-022) and encompasses 68,893 square feet of lot area (1.58 acres) after right-of-way dedications. The Project Site is generally bounded by the Los Angeles Department of Water and Power (LADWP) River Switching Station to the north ("LADWP substation"), Mesquit Street to the east, Jesse Street to the south, and Santa Fe Avenue to the west. The western half of the Project Site is occupied by the 640 S. Santa Fe Avenue building, a four-story office and ground floor commercial building with two levels of subterranean parking that fronts Santa Fe Avenue. The proposed Development Site, which is located on the eastern portion of the Project Site fronting Mesquit Street, is currently developed as a surface parking lot to serve the 640 S. Santa Fe Avenue building. The properties surrounding the Project Site are developed with offices, industrial uses, warehousing and storage, and to the east are the Burlington Northern Santa Fe Railway trackage, and the Los Angeles River. (For additional details, see Section 3. Project Description).

Other public agencies whose approval is required (e.g. permits, financing approval, or participation agreement.): N/A

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, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No. The City mailed tribal consultation request letters to eleven tribal representatives on file with the City on April 15, 2021. No responses for consultation were received (see Appendix N).

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code (P.R.C.) Section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per P.R.C. Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that P.R.C. Section 21082.3(c) contains provisions specific to confidentiality.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Less Than Significant Impact With Mitigation" 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
☐ 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 MITIGATED NEGATIVE DECLARATION 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.

Stephanie Escobar	Planning Assistant
PRINTED NAME	**TITLE**
Stephanie Escobar	09/17/2021
SIGNATURE	**DATE**

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) "Negative Declaration: 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.

INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

Section 3. Project Description

A. Project Summary

655 Mesquit, LLC (the "Applicant") proposes to redevelop a surface parking lot on the existing 640 S. Santa Fe Avenue site ("Project Site") into a 14-story use commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses ("Project"). The Project is a commercial development located at 635 – 657 Mesquit Street, 632 – 648 S. Santa Fe Avenue, and 1585 Jesse Street, in the Arts District neighborhood, in the Central City North Community Plan in the City of Los Angeles. The proposed development activities would be limited to the eastern portion of the Project Site fronting Mesquit Street (referred to as the "Development Site"). The Project Site occupies approximately 68,893 square feet of lot area (1.58 acres) after dedications and is located on the northern side of Jesse Street, between Mesquit Street and Santa Fe Avenue in the Arts District in the City of Los Angeles ("City"). The western half of the Project Site that fronts Santa Fe Avenue is developed with the 640 S. Santa Fe Avenue building, which is a four-story, 107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking. The eastern portion of the Project Site fronting Mesquit Street is currently developed as a surface parking lot to serve the 640 S. Santa Fe Avenue building (proposed "Development Site").

The Central City North Community Plan designates the Project Site for Heavy Manufacturing land uses. The Project Site is zoned M3-1-RIO. The Project Site is in a Tier 2 of the Transit Oriented Community Guidelines (TOC) and is located within the River Implementation Overlay District (RIO).

The Project proposes to redevelop a surface parking lot into a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. The Project would include two levels of subterranean parking and five levels of above grade parking on a portion of the Project Site that is currently improved with a surface parking lot. The height of the new structure would be 195 feet above grade. Vehicular access to the parking structure would be provided by a two-way driveway shared with the 640 S. Santa Fe Avenue building, running along the northern property line from Santa Fe Avenue through to Mesquit Street. From the driveway, on the interior of the site, access to the two subterranean parking levels would be provided by a ramp shared with the 640 S. Santa Fe Avenue building, and access to the five levels of above grade parking would be provided via an interior ramp within the Project building footprint. The top level of the above-grade parking level is proposed to function as a flexible community space when not in use for parking. Typical events envisioned for the space include farmers markets and community meetings. In total, the Project would provide 397 vehicle parking spaces, 343 of which satisfy code required parking for the Project and 54 of which would serve the 640 S. Santa Fe Avenue building as replacement spaces for the parking displaced on the surface parking lot. Loading

space and some handicap accessible parking spaces would be provided at grade. The Project's proposed floor area of 188,954 square feet combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building would create a total proposed floor area of 296,178 square feet for the entire Project Site, resulting in a Floor Area Ratio of 4.3:1.

B. Environmental Setting

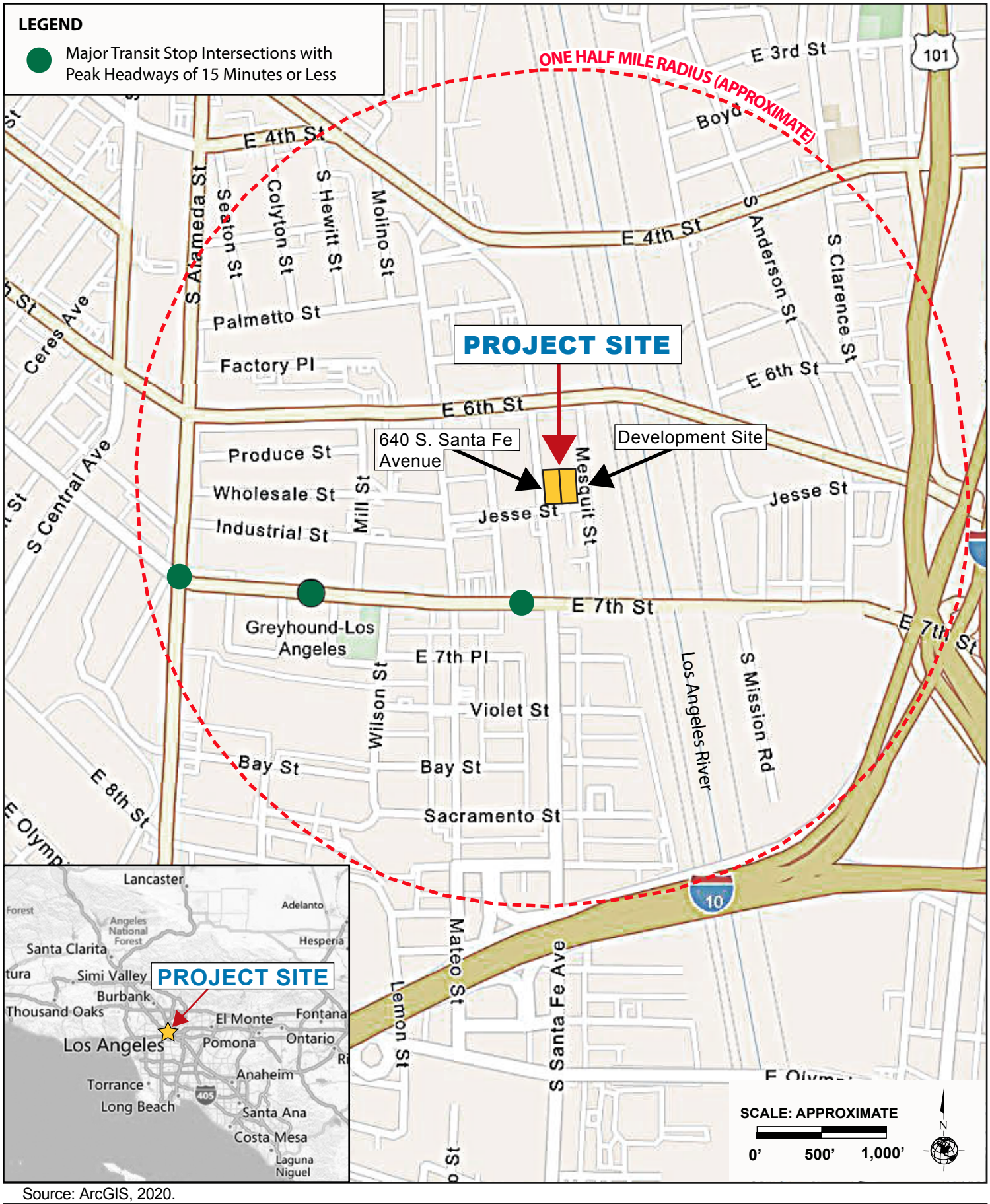
1. Project Location

The Project Site is located in the Central City North Community Plan area within the City of Los Angeles. The Project Site's location within the City of Los Angeles and the greater Los Angeles region is depicted in Figure 3.1, Project Location Map. The Project Site encompasses 22 parcels and includes approximately 71,483 square feet of gross lot area (1.64 acres) and 68,893 square feet of buildable lot area (1.58 acres) after all right-of-way dedications. The Project Site's property addresses, Assessor's Parcel Numbers ("APN"), land use, and lot area are summarized in Table 3.1, Summary of the Project Site, below.

Table 3.1
Summary of the Project Site

Address	APN	Existing Land Use	Lot Area (square feet)
635 S. Mesquit Street 643 S. Mesquit Street	5164-015-022	Eastern Half: Surface parking lot for 640 S. Santa Fe Avenue building Western Half: 640 S. Santa Fe Avenue building	68,893 sf
647 S. Mesquit Street			
640 S. Mesquit Street 651 S. Mesquit Street 638 S. Mesquit Street 638 S. Santa Fe Avenue 648 S. Santa Fe Avenue			
636 S. Santa Fe Avenue			
632 S. Santa Fe Avenue			
17 small parcels with no given address			

Sources: City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed January 2021.



Source: ArcGIS, 2020.

Figure 3.1
Project Location Map

The Project Site is generally bound by the LADWP River Switching Station to the north ("LADWP substation"), Mesquit Street to the east, Jesse Street to the south, and Santa Fe Avenue to the west. Primary regional access to the Project Site is provided by the Hollywood Freeway (US-101) approximately 0.43 mile east of the Project Site, the Santa Monica Freeway (I-10) approximately 0.48 mile to the east and 0.52 mile south of the Project Site as it curves southward, the Interstate 5 Freeway (I-5) approximately 0.53 mile east of the Project Site, and the East Los Angeles Interchange, which is a freeway junction that includes the I-5, I-10, US 101, and SR-60, located approximately 0.54 mile southeast of the Project Site.

Local street access is provided by the grid roadway system surrounding the Project Site. Mesquit Street, which borders the Project Site to the east, is a two-way street providing one travel lane in each direction and street parking. Mesquit Street is classified as a Collector Street in the City's Mobility Plan. Jesse Street, which borders the Project Site to the south, is a two-way street providing one travel lane in each direction and loading zones. Jesse Street is classified as a Collector Street in the City's Mobility Plan. Santa Fe Avenue, which borders the Project Site to the west, is a two-way street providing one travel lane in each direction and street parking on the western side of the street. Santa Fe Avenue is classified as an Avenue II in the City's Mobility Plan. Other major arterial roadways providing access to the Project Site include 6th Street (the portion closest to the Project Site currently under construction for the new 6th Street bridge), located approximately 400 feet north of the Project Site, and 7th Street, located approximately 940 feet south of the Project Site.

Bus service in the Project vicinity is operated primarily by the Los Angeles County Metropolitan Transportation Authority ("Metro"). Specifically, a total of five Metro bus lines serve the nearby Project Site area, including Metro Local lines 18, 60, 62; and Metro Rapid Lines 720 and 760. The Los Angeles Department of Transportation ("LADOT") provides the DASH Downtown A bus line that also serves the nearby Project Site area. These bus lines have stops located within convenient walking distance of the Project Site along 6th Street, 7th Street, Santa Fe Avenue, and other nearby streets with some lines with headways of 15 minutes or less (see Figure 3.1, Project Location Map, above).[1] The regional bus service, Greyhound Lines, Inc., serves the nearby Project Area and has a station located 0.35 mile southwest of the Project Site.

Metro has proposed new Metro B Line (Red) and/or D Line (Purple) station near 6th Street that would provide regional and local transit connections to and from Arts District, Boyle Heights, Little Tokyo and surrounding communities. The station would be located south of LA Metro's Division 20 Rail Yard and would be generally bounded by the 6th Street Bridge to the north, 7th Street to the south, the Los Angeles River to the east, and by Mesquit Street to the west. Additionally, in order to accommodate increased service levels on the B and D Lines, Metro is moving forward with two facility improvements: a new turnback facility in the Division 20 railyard just north of 4th Street and a widening of the heavy rail tunnel south of the US-101 Freeway. The Project is located within one-half mile of the approved Division 20 railyard extension to the B and D Line.[2] There is currently no project timeline for this extension. The Project Site is located east of Downtown Los

[1] *The closest bus stops located at 7th Street and Santa Fe Avenue and 7th Street and Mateo Street are approximately 800 feet and 1,000 feet walking distance from the Project Site, respectively.*

[2] *Los Angeles County Metro, Project Tracker website, https://www.metro.net/interactives/datatables/project/, accessed August 2021.*

Angeles. Therefore, the Project Site is easily accessible and highly connected within the City and the greater Los Angeles area.

2. Existing Conditions

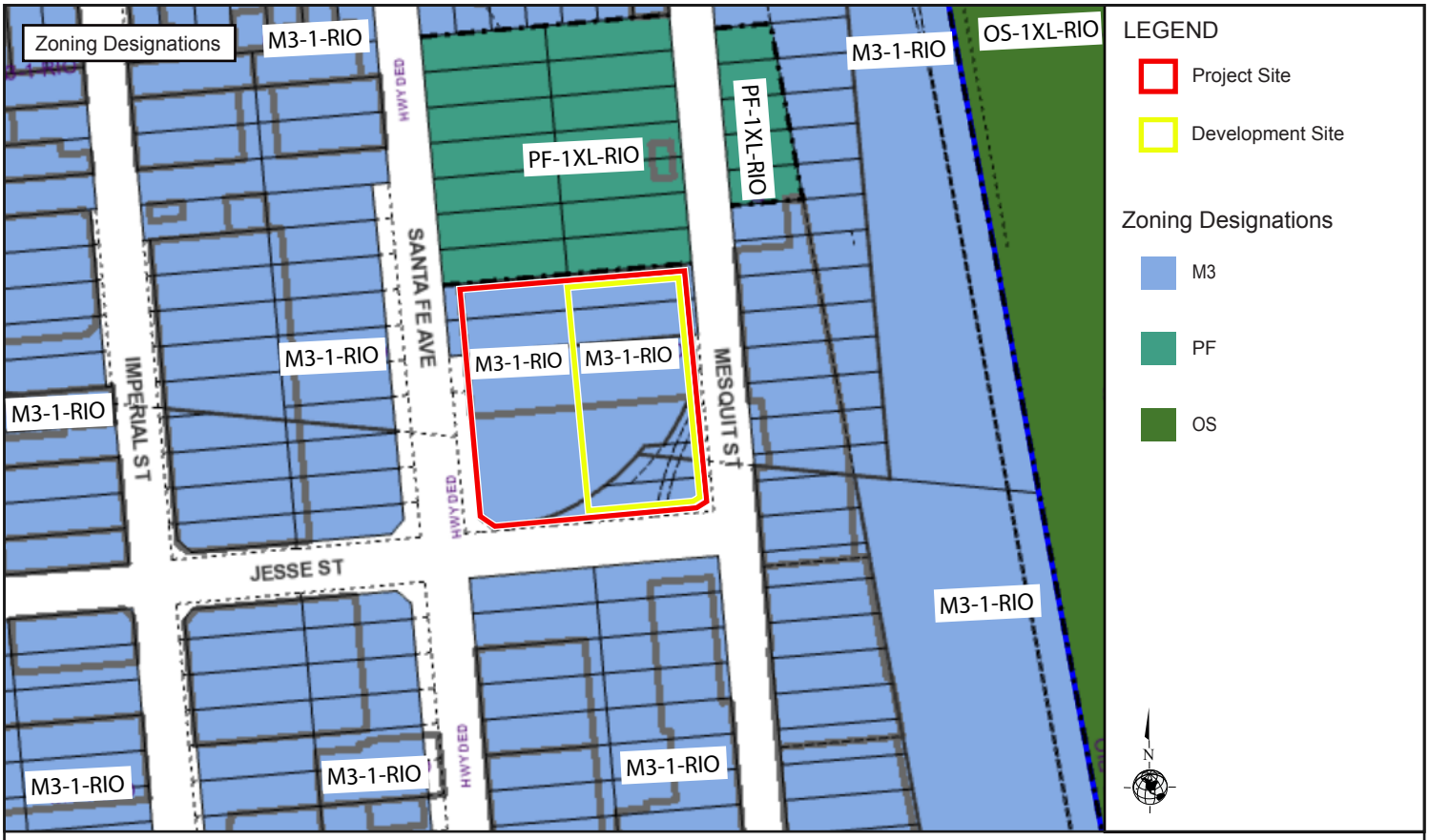
2.1 Zoning and Land Use Designations

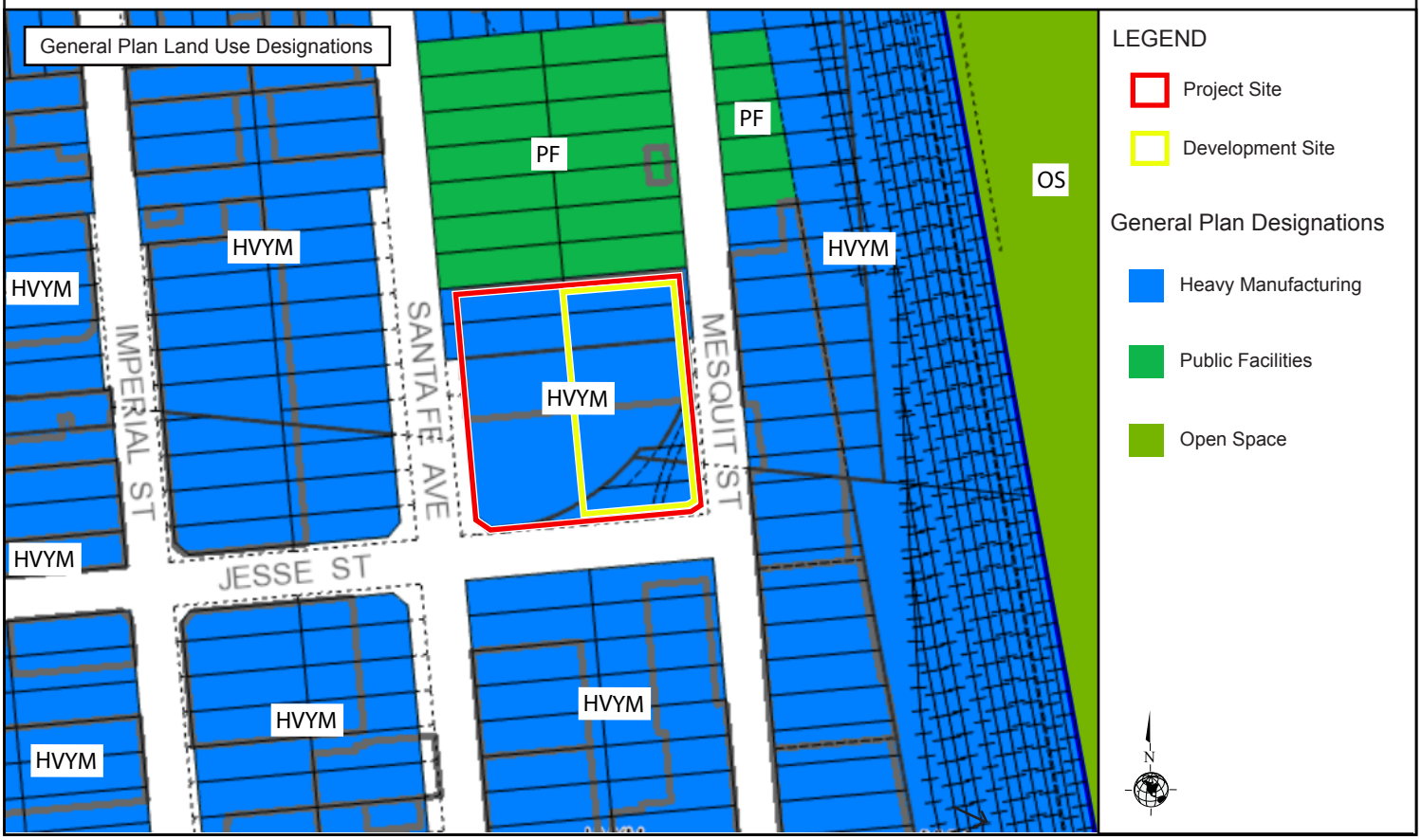
Figure 3.2, Zoning and General Plan Land Use Designations, shows the existing and proposed zoning and land use designations on the Project Site and in the surrounding area. The current zoning designation for the Project Site is M3-1-RIO (Heavy Industrial Zone) with a General Plan land use designation of Heavy Manufacturing. The zones corresponding to the Heavy Manufacturing designation include the M3 zone. The Project Site is located in Height District No. 1, which does not specify a height restriction for the M3 Zone but does limit development to a 1.5:1 FAR. The "RIO" designation identifies the Project Site as being within the River Improvement Overlay District (ZI-2358). The Project Site is also located within the East Los Angeles State Enterprise Zone (ZI-2129).

2.1.1 Central City North Community Plan

The Project Site is located within the Central City North Community Plan area ("Community Plan Area" or "CPA"). The Community Plan area contains 2,005 acres, which is approximately less than one percent of the land within the City. The plan area is adjacent to downtown Los Angeles and bound by the Los Angeles River to the east, the City of Vernon to the south, Alameda Street, Cesar Chavez Avenue, Sunset Boulevard, and Marview Avenue to the west, and Stadium Way, Lilac Terrace, and North Broadway to the north. The Community Plan Area is largely characterized by industrial uses. Commercial and residential uses comprise the northern portion of the Community Plan Area. The CPA encompasses Chinatown, parts of Little Tokyo, and parts of the original Mexican pueblo. The area is comprised of seven subareas, including Figueroa Terrace, Alpine Hill, Chinatown, North Industrial, Government Support, Artists-in-Residence District, and South Industrial.

Within the Community Plan Area, the Project Site is located within the South Industrial subarea. Industrial uses, largely characterized by large warehouses and truck and railroad yards, dominate the South Industrial subarea. Additionally, the northern end of the Alameda Corridor terminates in this area. The Alameda Corridor is an extensive 20-mile transit and commercial corridor along Alameda Street and the Southern Pacific right-of-way that extends from the ports of Long Beach and Los Angeles to Downtown Los Angeles.





Source: ZIMAS, City of Los Angeles, Department of City Planning, 2020; Parker Environmental Consultants, 2020.

Figure 3.2
Zoning and General Plan Land Use Designations

The last update of the Central City North Community Plan was the AB283 Plan Consistency program completed in 1988. Since that time, new issues have emerged, and new community objectives regarding the management of new development and community preservation have evolved. The Community Plan was developed in the context of promoting a vision of the Central City North area as a community that:

- Preserves and enhances the positive characteristics of existing residential neighborhoods while providing a variety of housing opportunities with compatible new housing.
- Improves the function, design, and economic vitality of the commercial corridors.
- Preserves and enhances the positive characteristics of existing uses, which provide the foundation for community identity, such as scale, height, bulk, setbacks, and appearance.
- Maximizes the development opportunities of future transit systems while minimizing any adverse impacts.
- Plans the remaining commercial and industrial development opportunity sites for needed job producing uses that will improve the economic and physical condition of the CPA.

The City of Los Angeles Department of City Planning is currently updating the Central City and Central City North Community Plans with the DTLA 2040 Plan. The DTLA 2040 Plan includes the implementation of the New Zoning Code regulations applicable within the Downtown Plan Area and will provide a collective vision for Downtown's future and include policies, plans, and implementation programs that frame the City's long-term priorities for downtown Los Angeles. The Draft EIR for the DTLA 2040 Plan was published in August 2020. Adoption of the DTLA 2040 Plan is anticipated to occur in late 2021.

2.1.2 River Improvement Overlay District (ZI-2358)

Effectuated by Ordinance Nos. 183,144 and 183,145 in August 2014, the River Improvement Overlay ("RIO") District enables the City of Los Angeles to better coordinate land use development along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries. The RIO District is a proposed special use district that requires new development projects to follow and implement applicable development regulations and design guidelines. The purpose of the RIO District is to support the goals of the Los Angeles River Revitalization Master Plan ("LARRMP").

The Project is located approximately 375 feet from the Los Angeles River within the outer core of the RIO District. The Project would conform to all applicable development regulations for projects in the outer core detailed by the RIO District, as codified in the LAMC in Section 13.17.

The LA River Master Plan 2020

Los Angeles County is currently updating the LA River Master Plan, a comprehensive approach covering all 51 miles of the LA River. The effort was launched to update the original 1996 Master Plan, synthesizing more recent ideas for portions of the River and bringing a comprehensive vision to the transformation of the LA River. As part of this effort, the County of Los Angeles published the Draft LA River Master Plan in January 2021. The Program Environmental Impact

Report (PEIR) for the Draft LA River Master Plan is currently undergoing public review process. Adoption of the Final Program EIR and LA River Master Plan is anticipated to occur in 2021. Although the Draft LA River Master Plan is not yet adopted, the Project's compliance with the applicable plans, policies and guidelines of the Draft LA River Master Plan is addressed where applicable in the land use and planning discussion of the IS/MND.

2.1.3 East Los Angeles State Enterprise Zone (ZI-2129)

Enterprise Zones ("EZs") are specific geographic areas that are designed by City County resolution and have received approval from the California Department of Commerce, with the goal to "provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services." Parking Standards, described in Section 12.21A4(x)(3) of the LAMC, state that projects within EZs may utilize a lower parking ratio (two (2) parking spaces for every one thousand (1,000) square feet of combined gross floor area) for certain land uses, including retail and other related uses, in order to increase the buildable areas of a parcel in older areas of the City where parcels are small.

2.1.4 Transit Priority Area (ZI No. 2452)

In 2013, the State of California enacted Senate Bill 743 (SB 743), which 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." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program 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." Public Resources Code Section 21061.3 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.

The Project Site is an infill site within a Transit Priority Area as defined by Senate Bill 743 (SB 743).[3] The bus service in the vicinity is operated primarily by the Los Angeles County Metropolitan Transportation Authority (Metro) and City Department of Transportation (LADOT). Specifically, as discussed above, there are five Metro bus lines nearby the Project Site area, including Metro Local lines 18, 60, 62; and Metro Rapid Lines 720 and 760. The DASH Downtown A bus line also serves the Project Site area. These bus lines have stops located within convenient walking distance (i.e., 800 - 1,000 feet) of the Project Site along 6th Street, 7th Street, Santa Fe Avenue,

[3] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), Parcel Profile Report, website: www.zimas.lacity.org, accessed March 2021.*

and other nearby streets with some lines with headways of 15 minutes or less (see Figure 3.1, Project Location Map, above).

2.2 Existing Site Conditions

Figure 3.3, Aerial Photograph of the Project Site and Surrounding Land Uses, shows an aerial view of the Project Site and identifies the photograph locations for the Project Site and surrounding land use photographs shown in Figure 3.4, Photographs of the Project Site - Views 1-6, and Figure 3.5, Photographs of the Surrounding Land Uses - Views 7-12. The western half of the Project Site is improved with the 640 S. Santa Fe Avenue building, a four-story, 107,224 square foot, office with ground floor commercial uses with two levels of subterranean parking. The proposed Development Site, which occupies the eastern half of the Project Site, is currently a surface parking lot for the 640 S. Santa Fe Avenue building. The 640 S. Santa Fe Avenue Project in accordance with the approved landscape palate for DIR-2016-3858-SPR, includes approximately 20 trees within the planters in the surface parking lot on the Development Site.

3. Surrounding Land Uses

As shown in Figure 3.2, above, the Project Site is in an industrially zoned “M3” area, and properties immediately bordering the Project Site and the surrounding area are zoned M3-1-RIO with Heavy Manufacturing General Plan land use designations. Immediate surrounding land uses range from one to two stories in height, and land uses in the vicinity range from one to seven stories in height. The adjacent properties to the east, west, and south are zoned M3 with a General Plan land use designation of Heavy Manufacturing consistent with the Project Site. While the majority of the properties in the surrounding area have these zoning and land use designations, the property adjacent to the north of the Project Site, the LADWP substation, is zoned PF with a land use designation of Public Facilities. The Los Angeles River, approximately 375 feet east of the Project Site, is zoned OS with a land use designation of Open Space. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 3.5. Figure 3.3 shows an aerial photograph with the location of all the photographs taken of the Project Site and the surrounding land uses. Below is a description of the existing conditions in the surrounding area.

North: The Project Site is adjacent to the LADWP substation to the north. This property is zoned PF-1XL-RIO with a Public Facilities General Plan land use designation. Refer to Figure 3.5, View 7.

East: The Project Site is adjacent to Mesquit Street to the east. Across Mesquit Street, further east, is a warehouse for Integrated Food Service, which manufactures food products for schools and their distributors. This property is zoned M3-1-RIO with a Heavy Manufacturing General Plan land use designation. Also, directly east, across Mesquit Street, are loading zones and cold storage warehouse buildings. Refer to Figure 3.5, View 12. Further east, the Burlington Northern Santa Fe (“BNSF”) Railway, which is zoned M3-1-RIO with a Heavy Manufacturing land use designation, is located approximately 200 feet east of the Project Site. The Los Angeles River, which is zoned OS-1XL-RIO with an Open Space General Plan

land use designation, is located approximately 375 feet east of the Project Site. Additionally, the Union Pacific Railway, which is zoned OS-1XL-RIO with an Open Space General Plan land use designation, is located approximately 660 feet east of the Project Site.

South: Jesse Street is adjacent to the Project Site to the south. Across Jesse Street to the south are commercial office buildings. These properties are zoned M3-1-RIO with a Heavy Manufacturing General Plan land use designation. Refer to Figure 3.5, Views 9 and 11.

West: Santa Fe Avenue is adjacent to the Project Site to the west. Directly west, across Santa Fe Avenue, is a commercial office building. This property is also zoned M3-1-RIO with a Heavy Manufacturing General Plan land use designation. Refer to Figure 3.5, View 8.



Source: Google Earth, Aerial View, 2018.

Figure 3.3
Aerial Photograph of the Project Site and Surrounding Land Uses



View 1: On the western side of Santa Fe Avenue, looking southeast at the Project Site.



View 2: On the eastern side of Mesquit Street, looking northwest at the Project Site.



View 3: On the eastern side of Mesquit Street, looking west at the Project Site.



View 4: On the northwestern corner of Mesquit Street and Jesse Street, looking northwest at the Project Site.



View 5: On the southern side of Jesse Street, looking northwest at the Project Site.



View 6: On the southeastern corner of Santa Fe Avenue and Jesse Street, looking northeast at the Project Site.

Source: Parker Environmental Consultants, April 27, 2021.

Figure 3.4
Photographs of the Project Site
Views 1-6



View 7: On the western side of Santa Fe Avenue, looking northeast at properties north of the Project Site.



View 8: On the northeastern corner of Santa Fe Avenue and Jesse Street, looking northwest at properties west of the Project Site.



View 9: On the northwestern corner of Santa Fe Avenue and Jesse Street, looking southeast at properties south of the Project Site.



View 10: On the northeastern corner of Santa Fe Avenue and Jesse Street, looking southwest at properties south-west of the Project Site.



View 11: On the eastern side of Mesquit Street, looking southwest and properties south of the Project Site.



View 12: On the western side of Mesquit Street, looking northeast at properties east of the Project Site.

Source: Parker Environmental Consultants, November 3, 2020

Figure 3.5
Photographs of the Surrounding Land Uses
Views 7-12

C. Description of Project

1. Project Overview

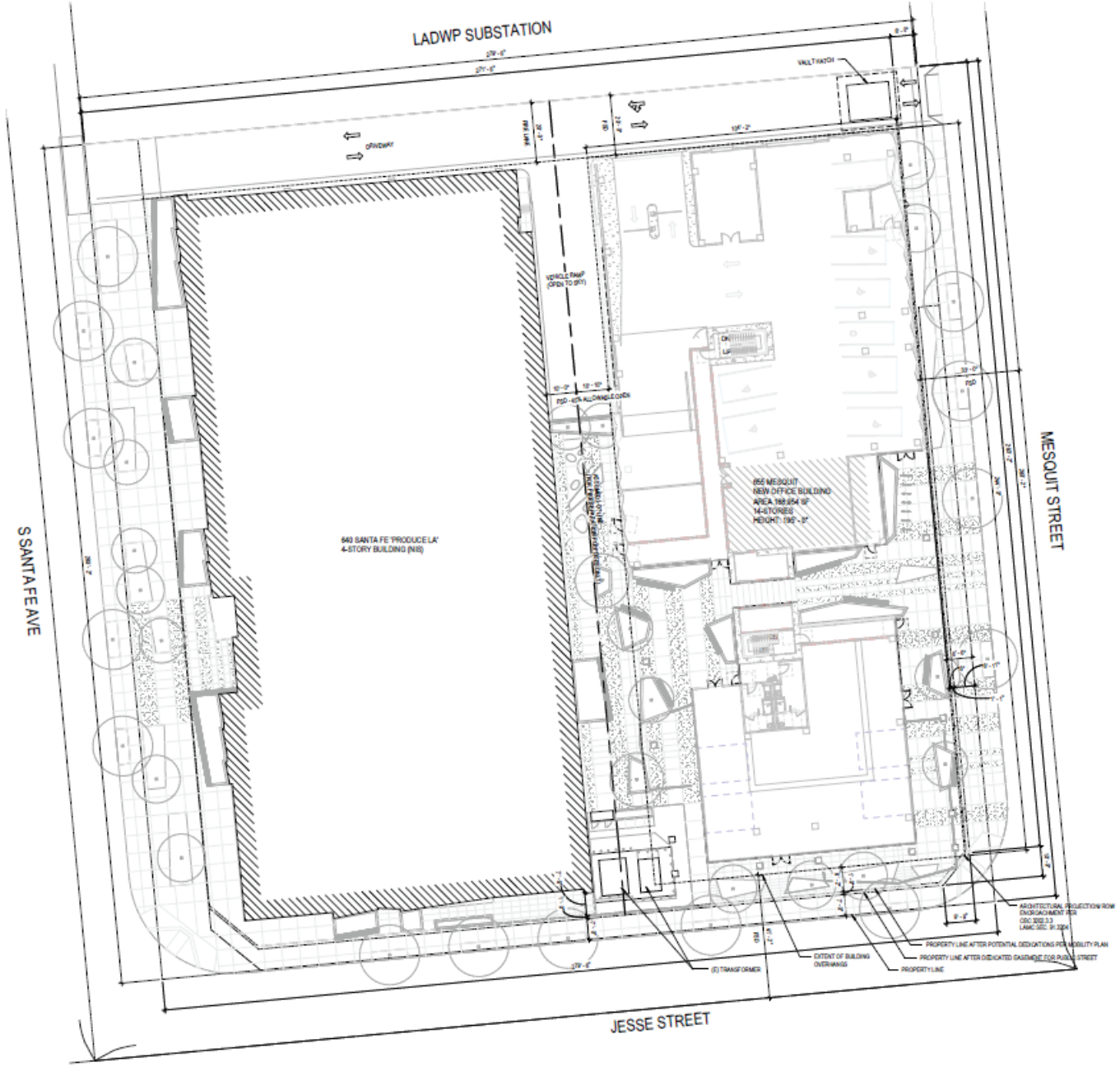
The Project proposes to redevelop a surface parking lot that is located on the eastern portion of the Project Site. The parking lot currently serves the 640 S. Santa Fe Avenue building, an existing 107,224 square foot office, retail and restaurant building, located on the western portion of the Project Site. The Project does not propose to physically alter the existing 640 S. Santa Fe Avenue building. The Project proposes a 14-story commercial building with a total of approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and 4,325 square feet of ground floor commercial space. The proposed Development Site, which is located within the eastern half of the Project Site fronting Mesquit Street, is currently a surface parking lot for the 640 S. Santa Fe Avenue building. The buildable lot area of the Project Site is approximately 68,893 square feet after all right-of-way dedications are applied. The Project, which would create 188,954 square feet of new development, when combined with the existing 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building, would result in a total proposed floor area of 296,178 square feet for the entire Project Site, resulting in a total Floor Area Ratio ("FAR") of 4.3:1.

A summary of the Project is provided in Table 3.2, Proposed Development Program, below. The plan layout of the Project is depicted in Figure 3.6, Site Plan. The floor plans are illustrated in Figures 3.7 through 3.13.

Table 3.2
Proposed Development Program

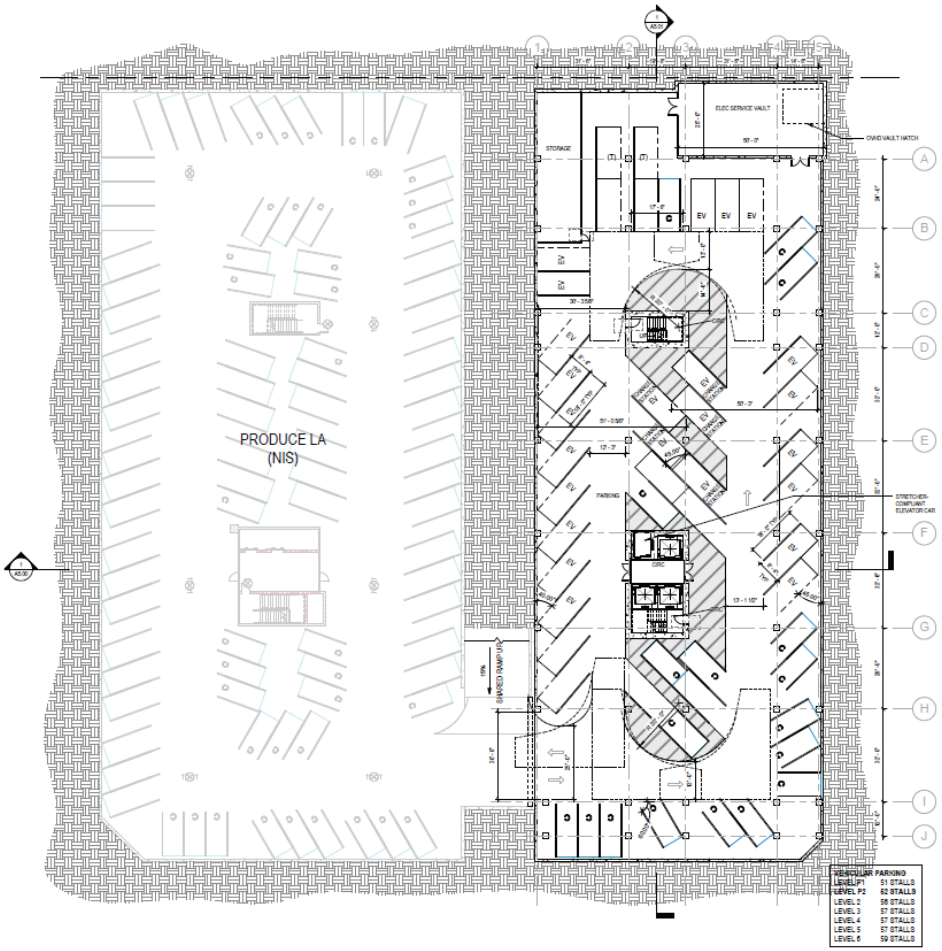
Land Uses	Floor Area
Development Site (eastern half of Project Site)	
Office	184,629 sf
Retail/Restaurant	4,325 sf
Subtotal:	**188,954 sf**
640 S. Santa Fe Avenue [a] (western half of Project Site - existing uses to remain)	
Office	91,235 sf
Retail	9,435 sf
Restaurant	6,554 sf
Subtotal:	**107,224 sf**
Project Site Floor Area TOTAL:	**296,178 sf (4.3:1 FAR)**

Notes: sf = square feet
[a] The 640 S. Santa Fe Avenue building, which occupies the western portion of the Project Site was previously entitled under Case No. DIR-2016-3858-SPR (dated May 29, 2019).
Source: Project information from Ehrlich, Yanai, Rhee, Chaney Architects, October 29, 2020.

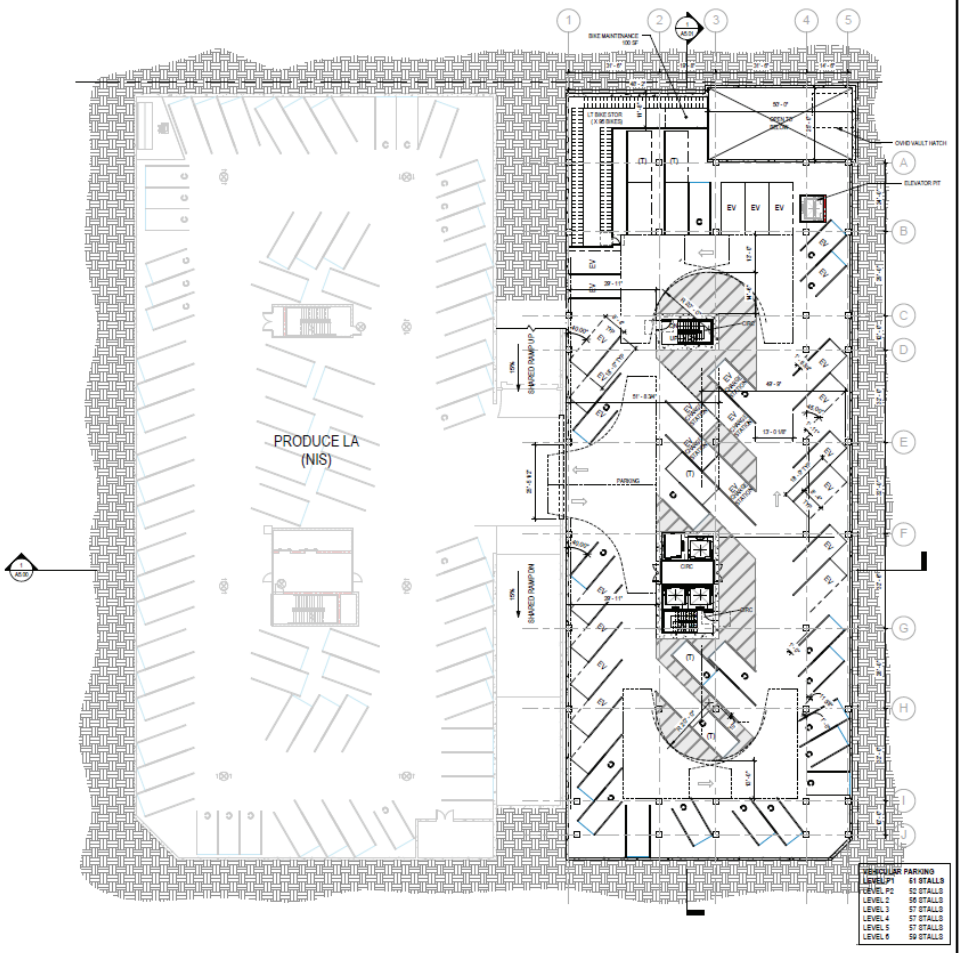


Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.6
Site Plan



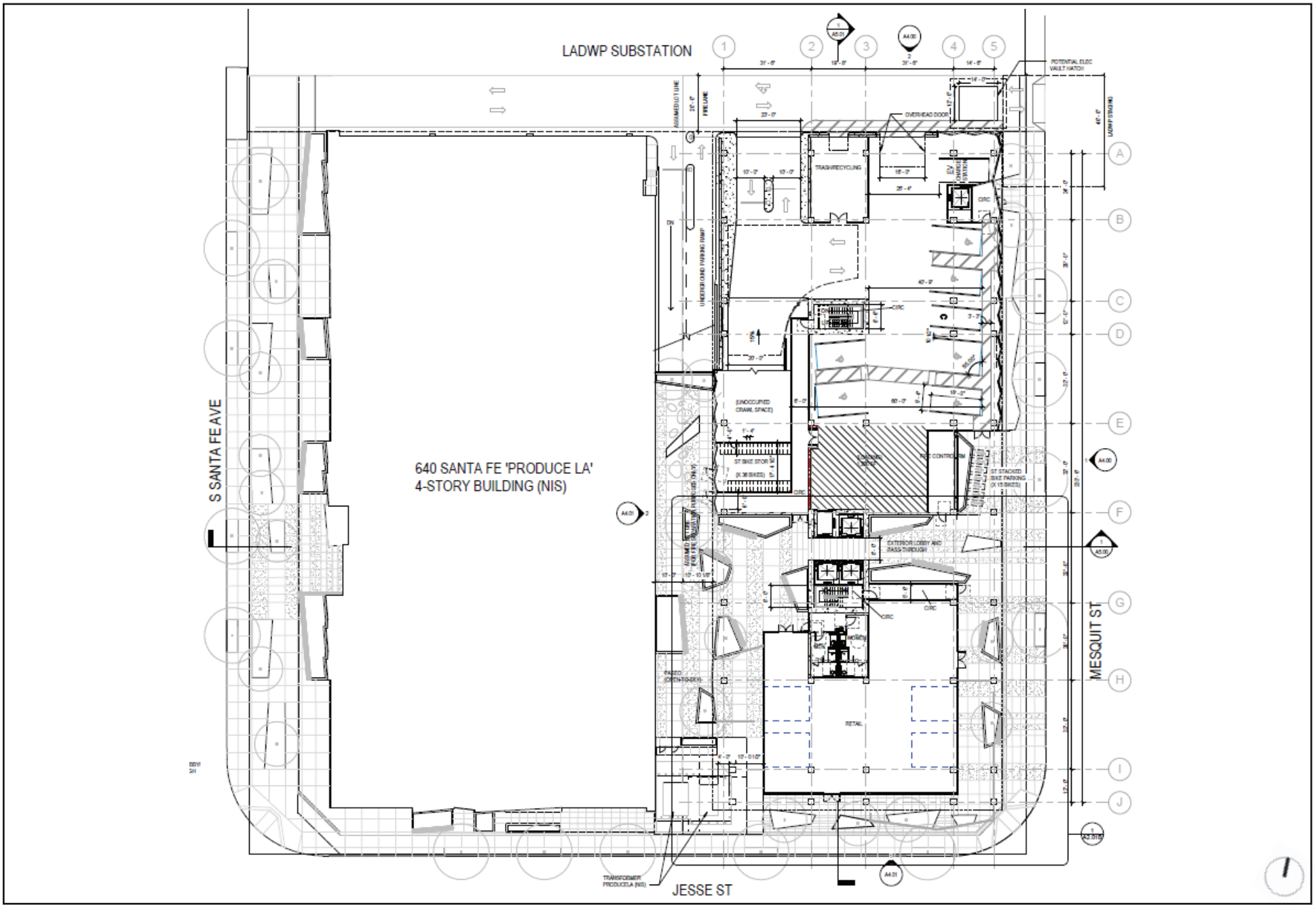
Level P2 Floor Plan



Level P1 Floor Plan

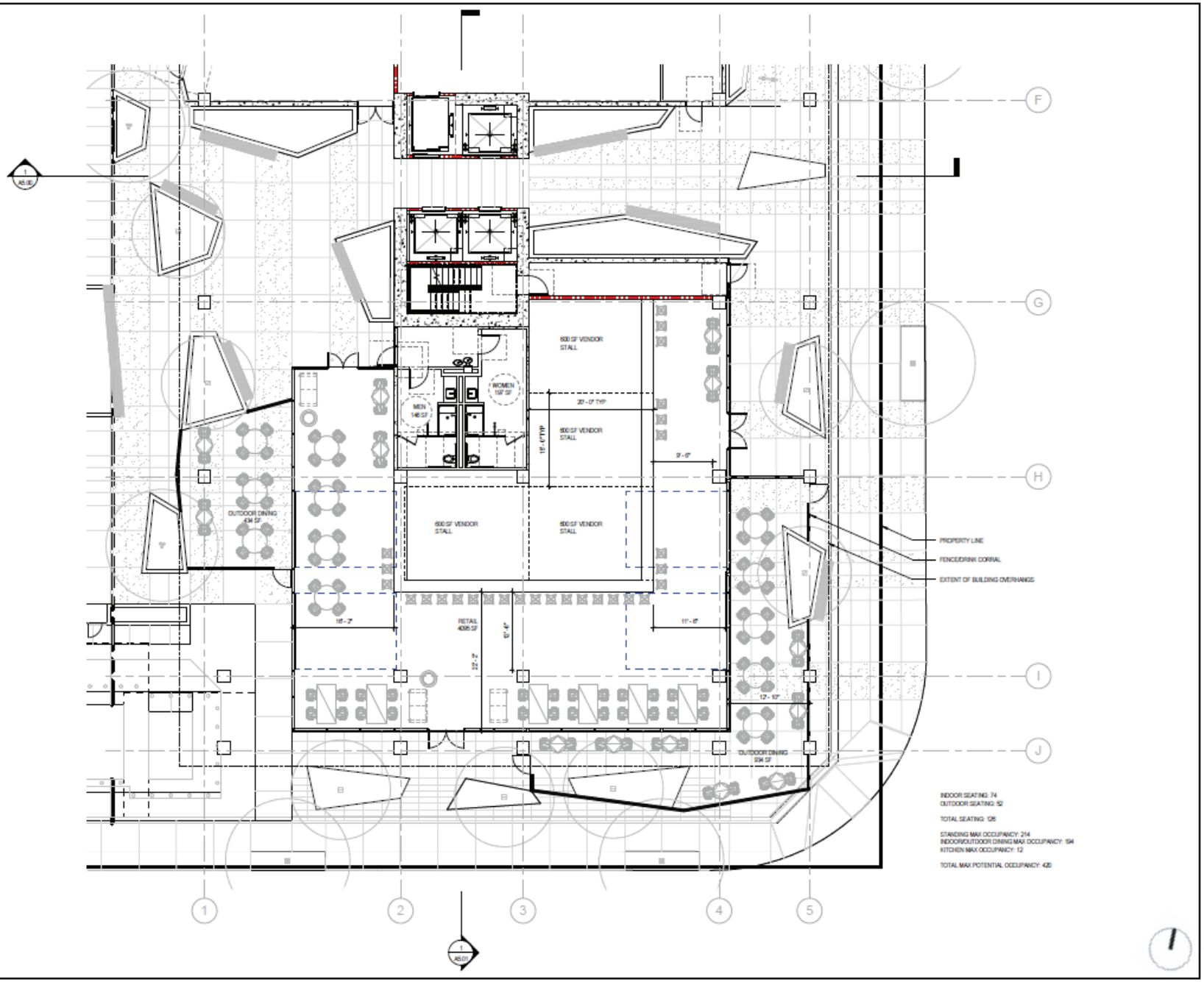
Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.7
Level P1 and P2 Floor Plans



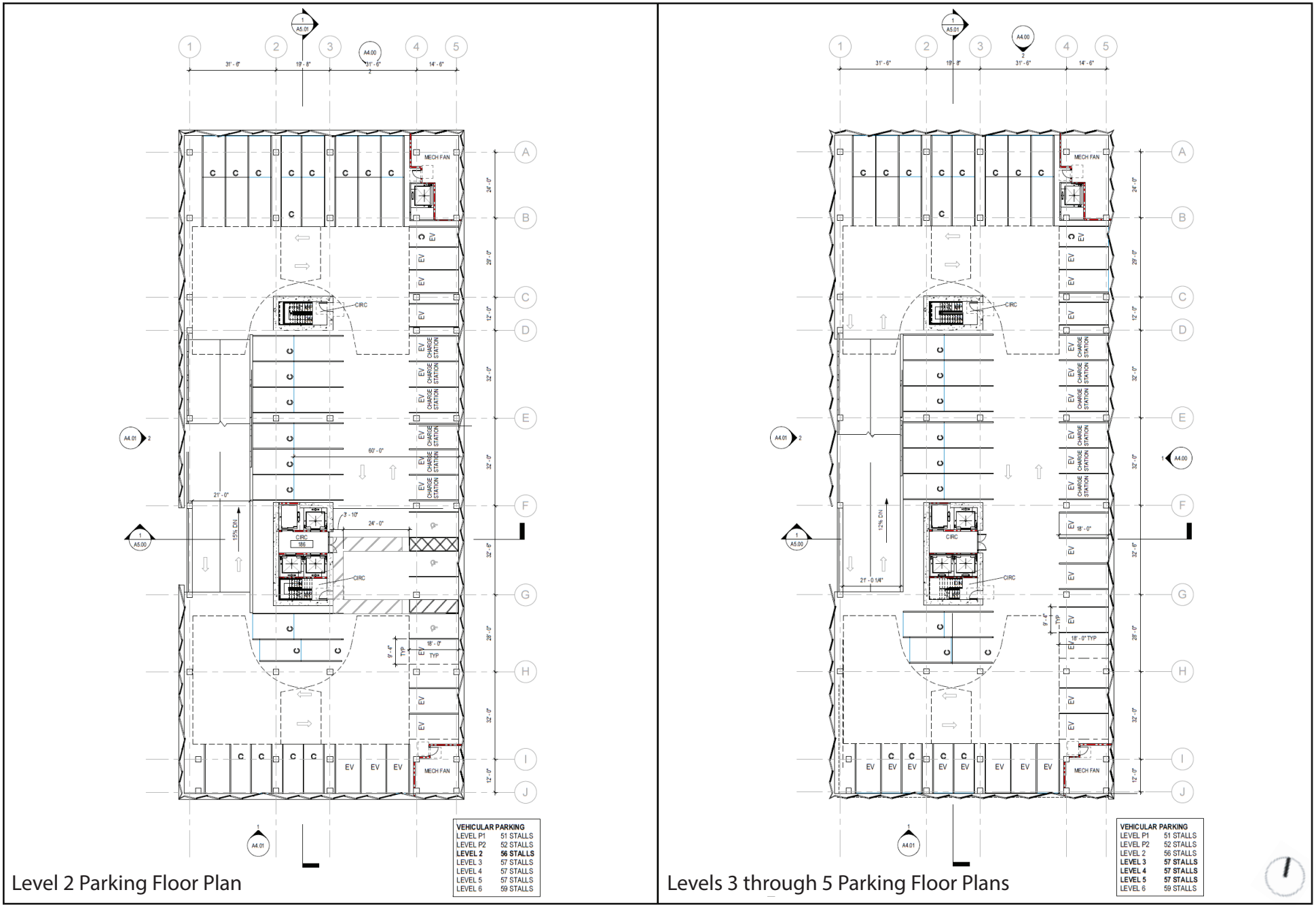
Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.8
Ground Floor Plan



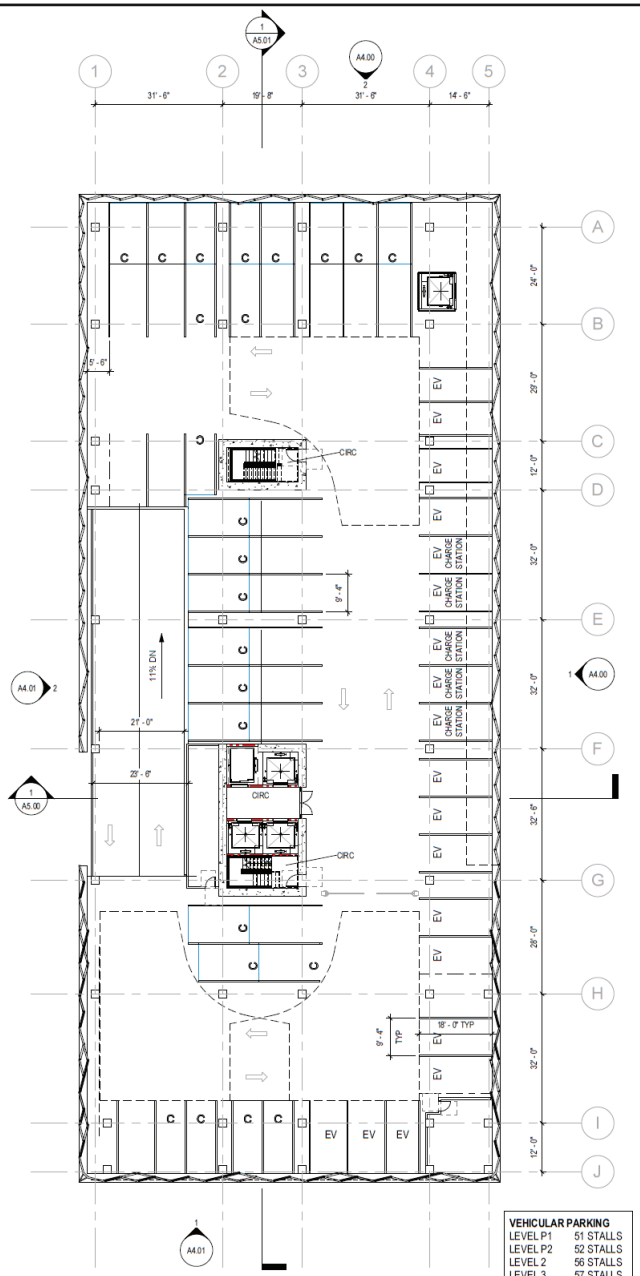
Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.9
Enlarged Retail Floor Plan

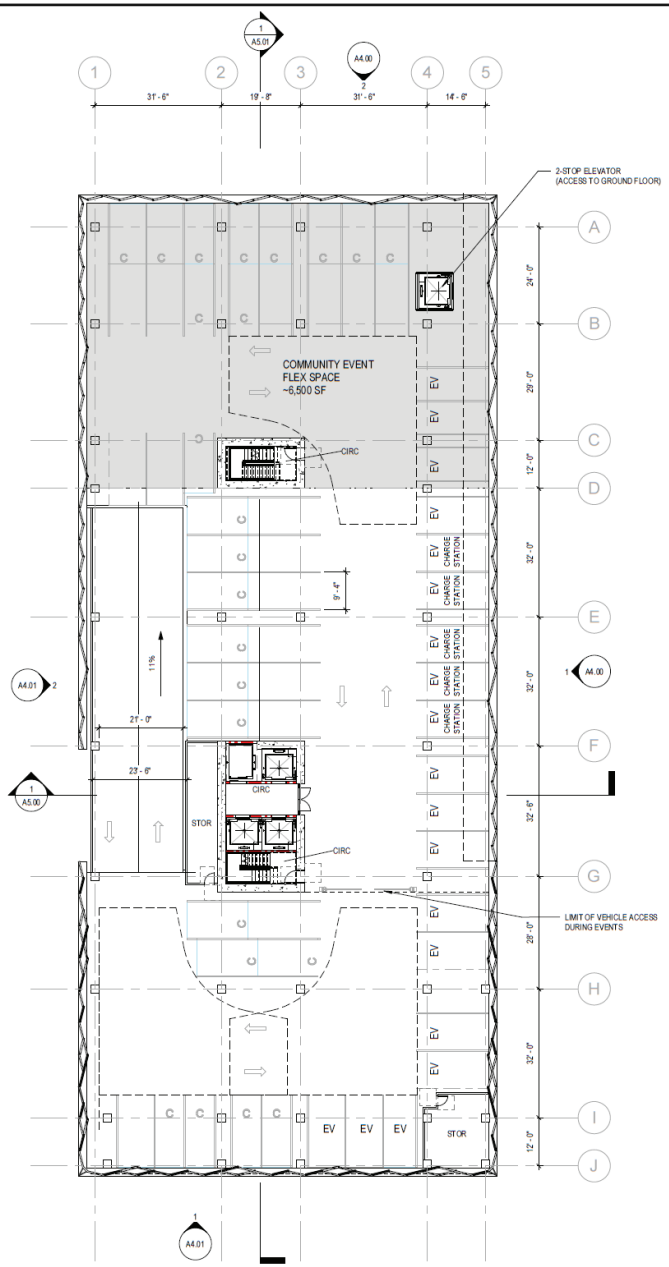


Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.10
Level 2 & Levels 3 through 5 Parking Floor Plans



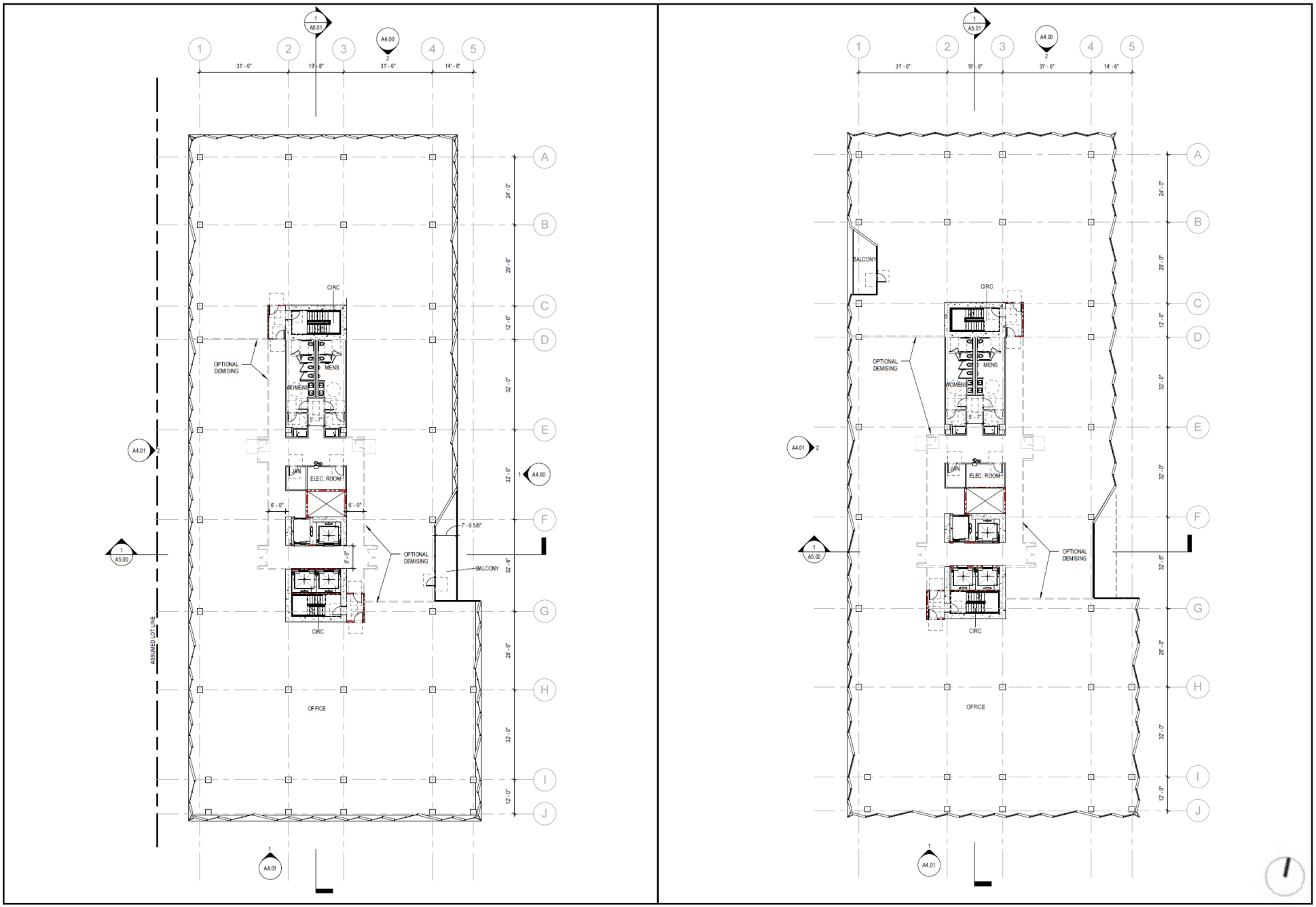
Level 6 Parking Floor Plan



Level 6 Parking Community Space Floor Plan

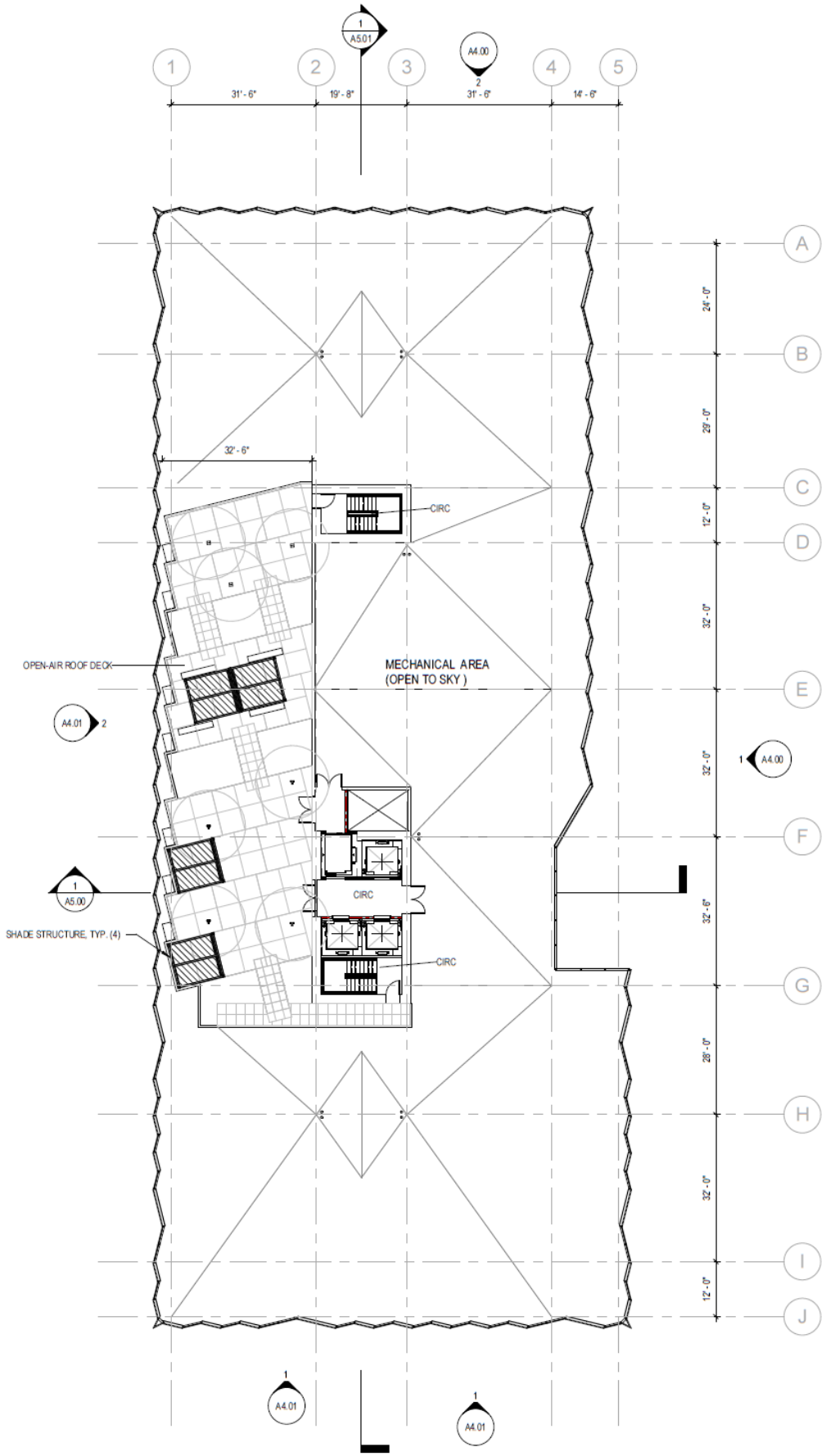
Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.11
Level 6 Parking Floor Plan & Level 6 Parking Community Space Floor Plan



Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.12
Typical Office Floor Plans



Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.13
Roof Plan

2. Floor Area

The Project Site includes approximately 71,483 square feet of gross lot area (1.64 acres) and 68,893 square feet of buildable lot area (1.58 acres) after all right-of-way dedications. The Project Site is currently zoned M3-1-RIO, which limits development to a 1.5:1 FAR. Per LAMC Section 12.32F, the Applicant is seeking a Height District Change from M3-1-RIO to M3-2D-RIO for the Project Site. Pursuant to LAMC Section 12.32, the Applicant is also seeking a General Plan Amendment to modify footnotes 1 and 6 of the Central City North Community Plan. Footnote 1 of the Central City North Community Plan limits the Project Site to Height District No. 1. Footnote 6 states that development exceeding an FAR of 1.5:1 up to 3:1 on properties designated as Height District No.1 may be permitted through a Zone Change Height District Change procedure, including environmental clearance. The requested Zone Change Height District Change would modify both footnotes to include the proposed boundaries and development standards of the Project.

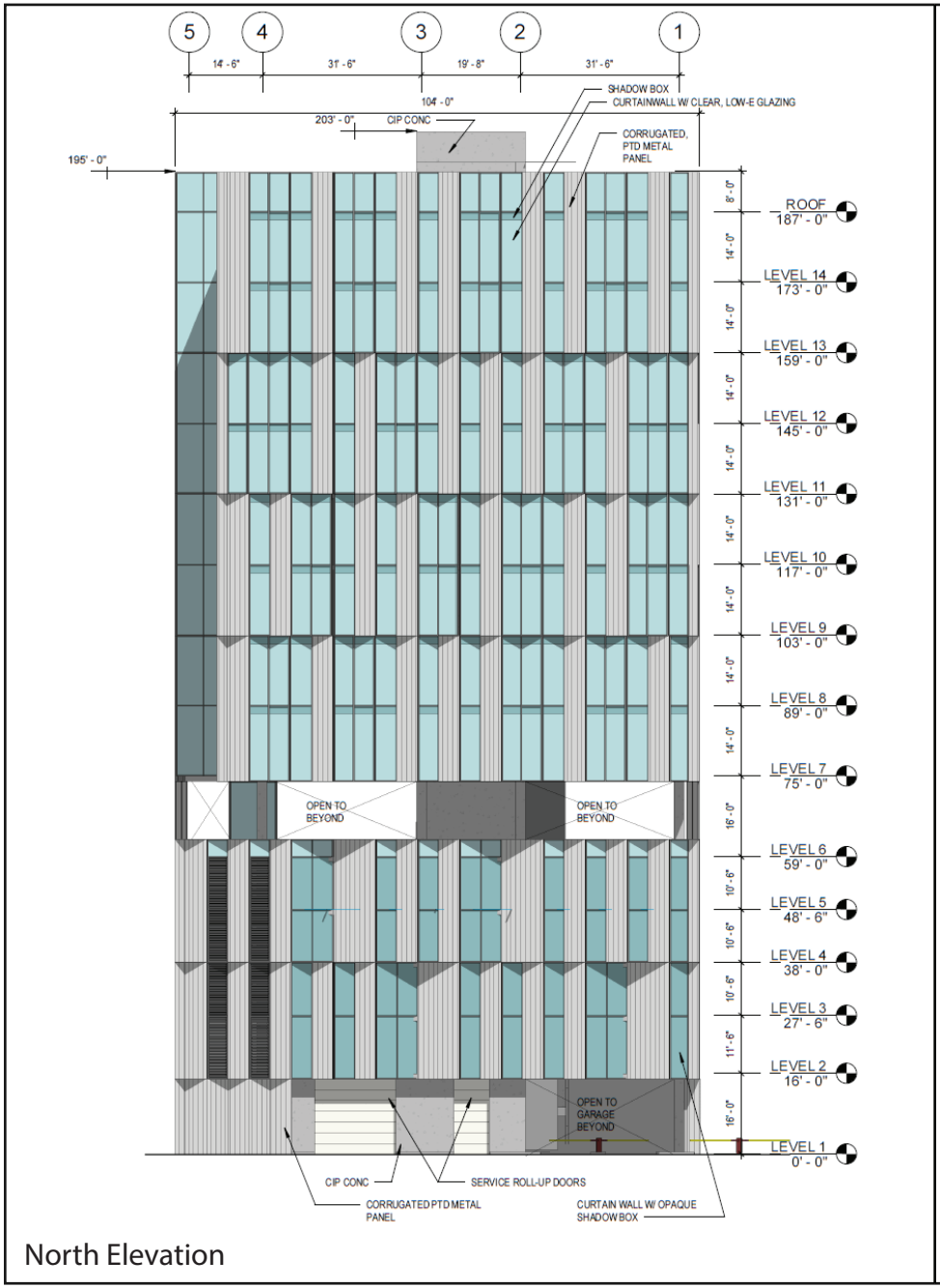
With approval of the Height District Change, the allowable FAR would increase from 1.5:1 to 4.5:1, resulting in a development potential of up to 310,018 square feet on the Project Site. The Project would create approximately 188,954 new square feet of developed floor area. Combined with the 107,224 square feet of existing floor area from the 640 S. Santa Fe Avenue building, the total proposed floor area across the Project Site would be 296,178 square feet, resulting in a total FAR of 4.3:1.

3. Building Height

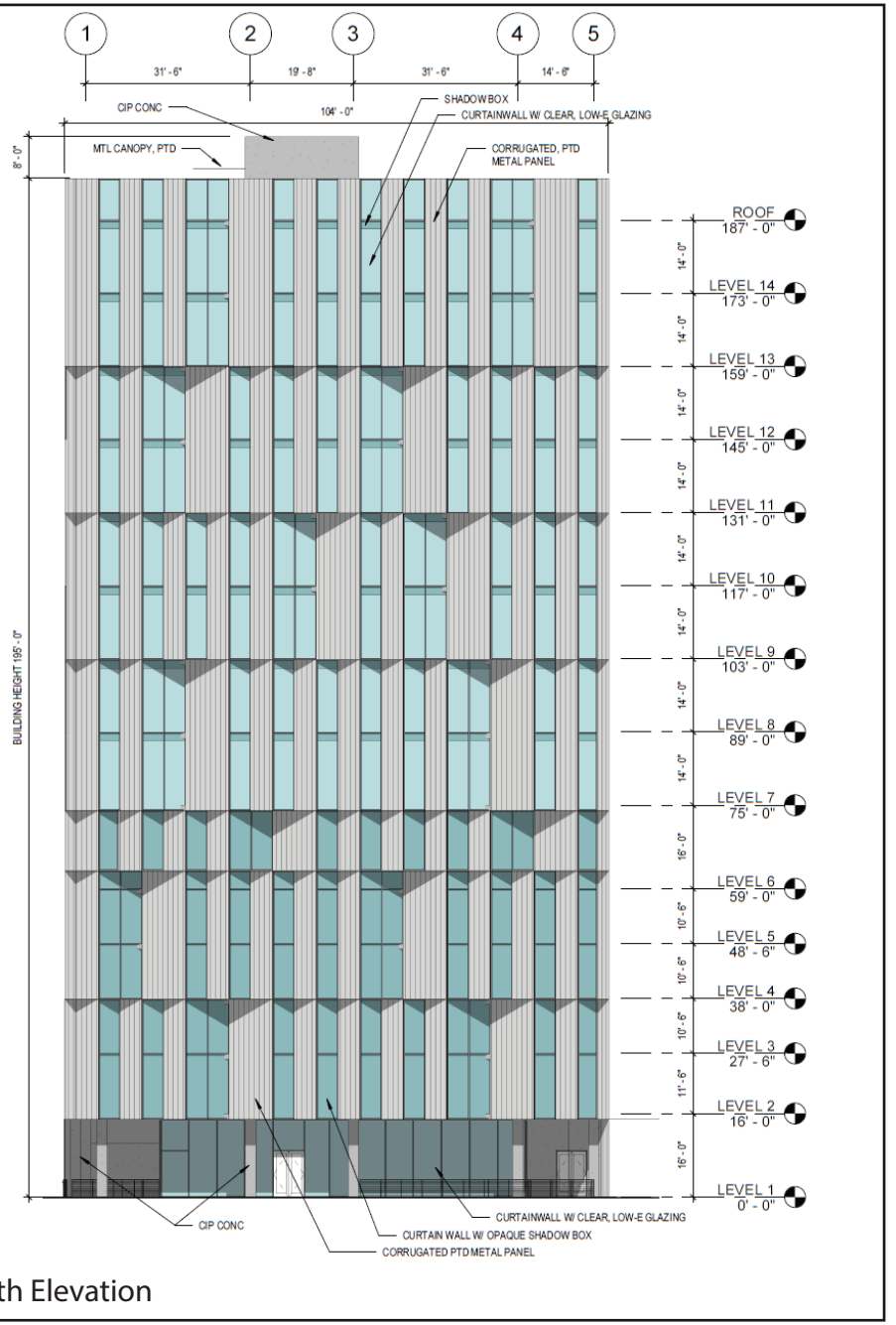
As stated previously, the Project Site is located in Height District No. 1, which does not set a specific height limit for development for the Project Site. As noted above, the Applicant is seeking a Height District Change from Height District No. 1 to Height District No. 2. Height District No. 2 also does not set a specific height limit for development. The Project proposes a maximum height of 195 feet above grade and a total of 14 stories. Refer to Figure 3.14 and Figure 3.15 for the elevations of the proposed building. Illustrations depicting the building sections of the Project are provided in Figure 3.16.

4. Setbacks

Pursuant to LAMC Section 12.20, there are no front, side, or rear yard setbacks required in the M3 Zone. Nevertheless, the Project would provide an 8-foot and 6-inches front yard setback along Mesquit Street; a 16-foot and 2-inches side yard setback along Jesse Street; a 10-foot and 10-inches side yard setback along the paseo between the Project and the 640 S. Santa Fe Avenue building; and a rear yard setback of 20 feet from the LADWP substation property located to the north.



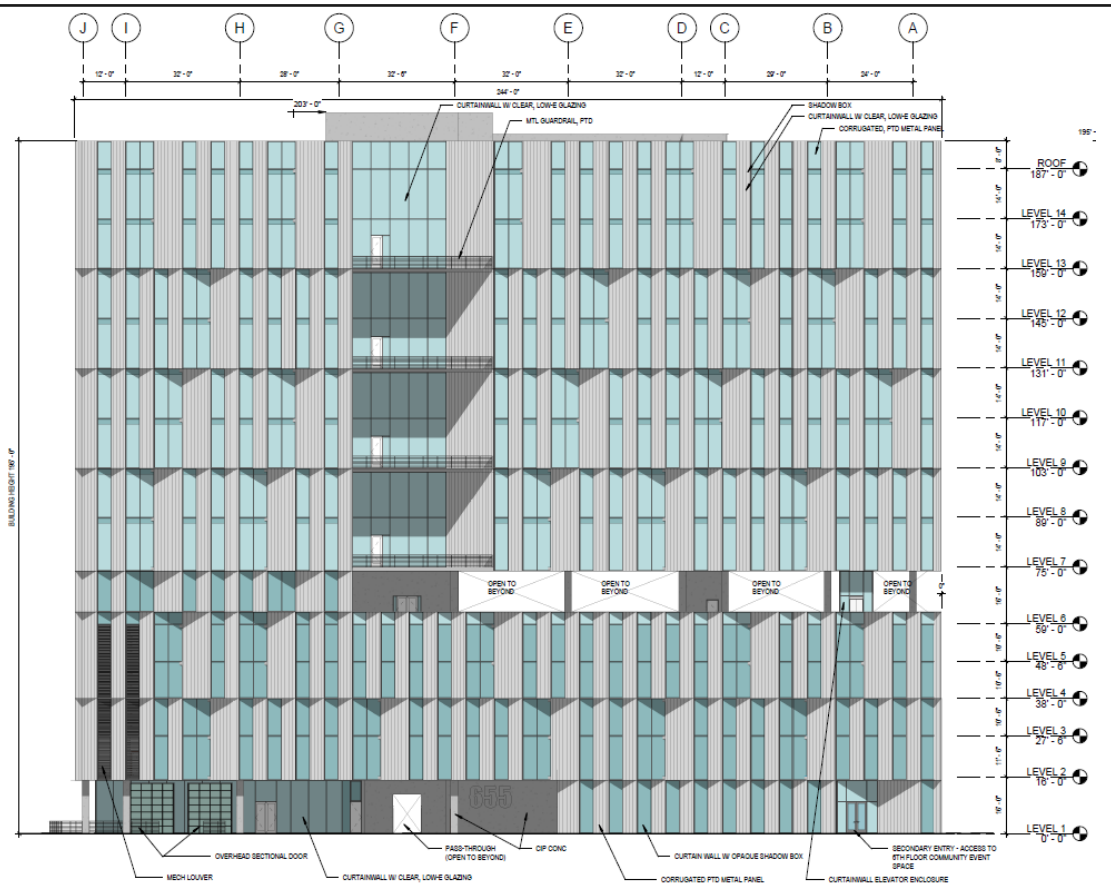
North Elevation



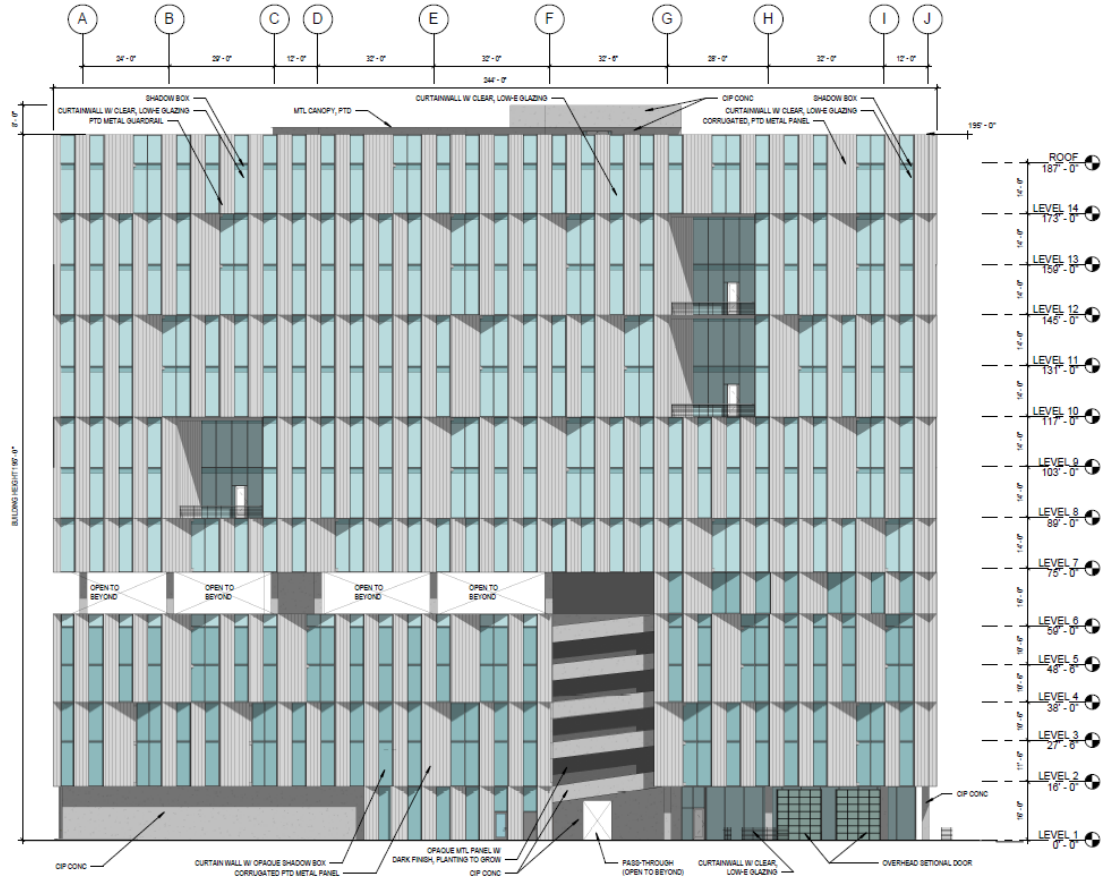
South Elevation

Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.14
North and South Elevations



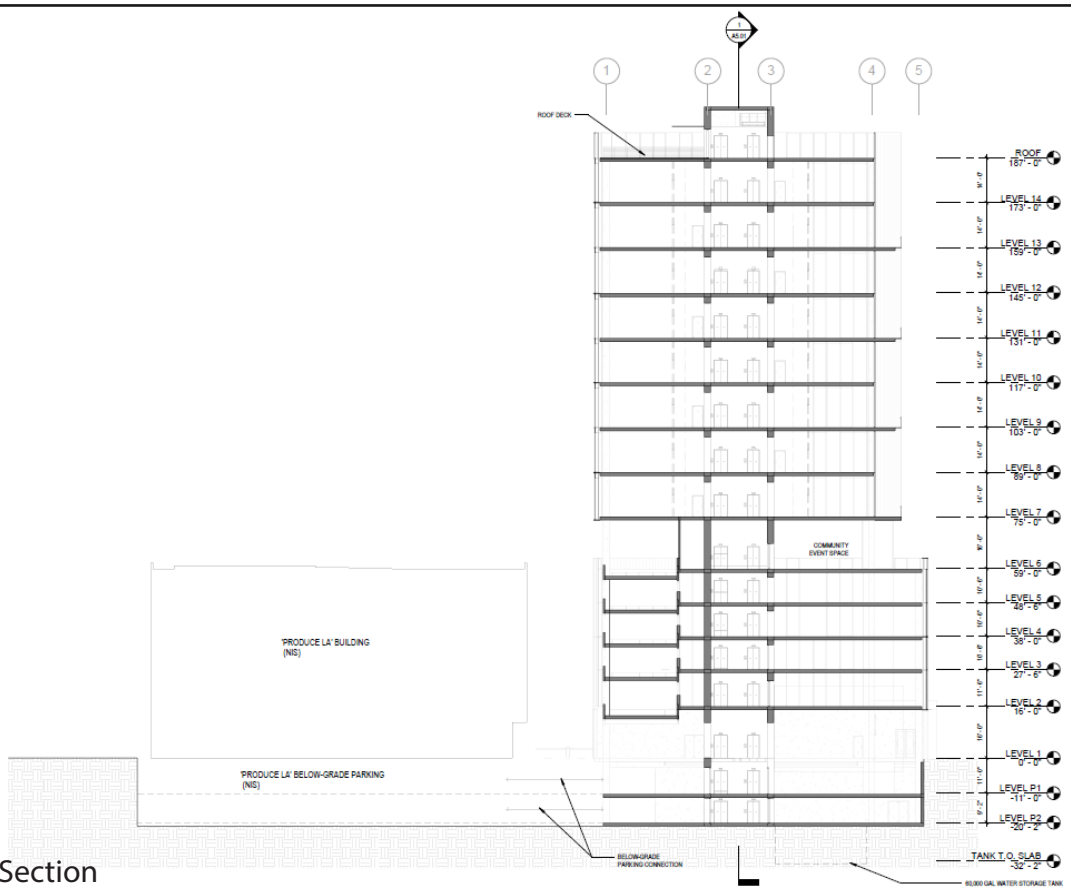
East Elevation



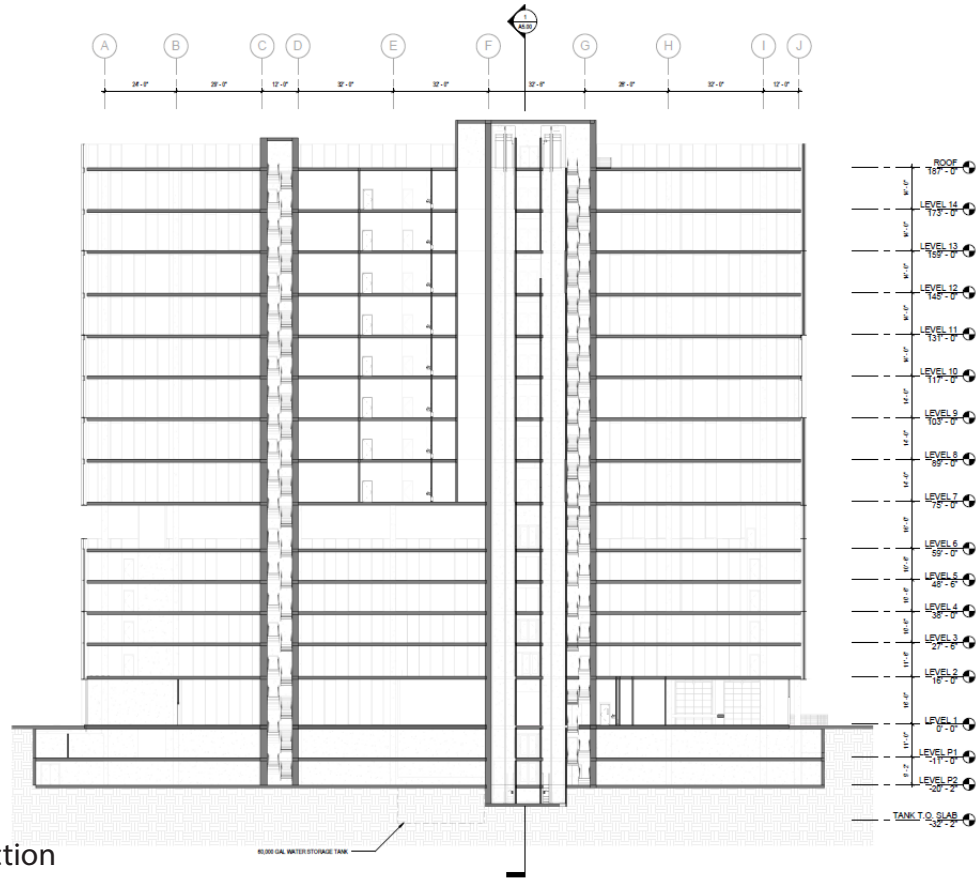
West Elevation

Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.15
East and West Elevations



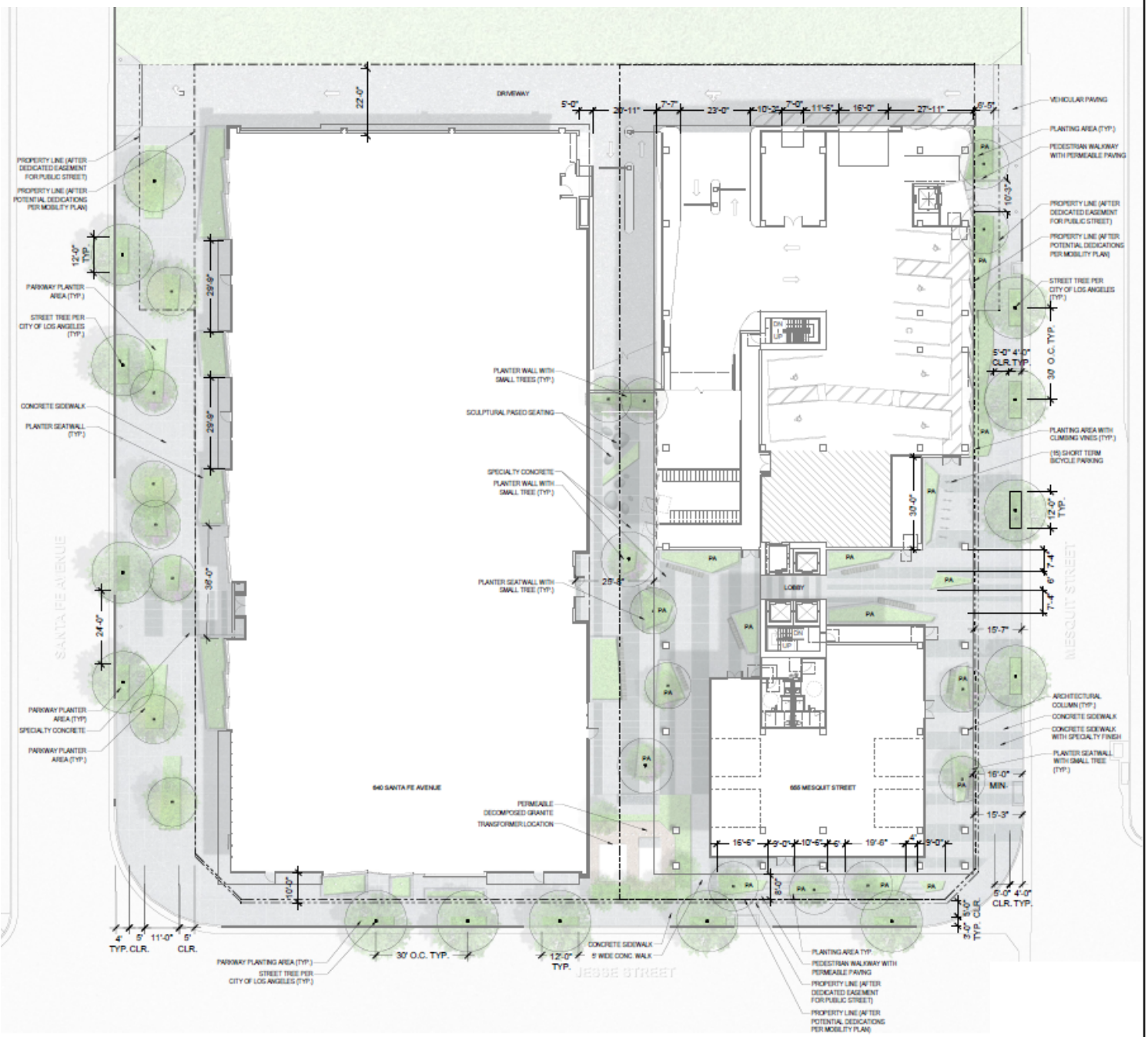
Transverse Section



Longitudinal Section

Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.16
Building Sections



Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.17
Street Level Site Plan



Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.18
Roof Level Site Plan

5. Design and Architecture

The Project proposes the demolition of an existing surface parking lot on the eastern half of the Project Site, into a 14-story office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The mass and scale of the Project building would be articulated through two types of façade treatments, the use of inset building entrances at the ground level, and balconies on the upper floors. The parking levels would be screened with a combination of solid metal panels and opaque glass mirroring, with similar metal and glass façades on the office floors above. The ground floor and office levels (levels 7 through 14) would use alternating panels, windows, and balconies canted at varying angles to enhance building articulation. Materials and patterns would complement the adjacent 640 S. Santa Fe Avenue building and provide continuity with the modern-industrial aesthetic of the Arts District.

The Project would be required to comply with the L.A. Green Building Code, effective as of January 1, 2020, which requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. As further described in the Energy Use Analysis section in the IS/MND, below, compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Project's energy consumption. Architectural renderings of the Project are provided in Figure 3.19 through Figure 3.21.

6. Open Space and Landscaping

The Project would include the construction of a 14-story office and ground floor commercial building. Pursuant to LAMC Section 12.20, there are no open space requirements in the M3 Heavy Industrial Zone. Nevertheless, the Project would comply with the landscape requirements of the Los Angeles Landscape Ordinance No. 170,978, the Los Angeles Landscape Guidelines, and the Los Angeles Department of City Planning landscape requirement regarding providing an open space plan table. Pursuant to LAMC Section 13.17 F.1, the Project would provide at least 75 percent of the landscaped area as California native species or species defined as WatershedWise,[4] or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes.[5]

[4] *"WatershedWise" plants are plants included in the WatershedWise Plant List published by the Council for Watershed Health, website: https://www.watershedhealth.org/, accessed January 2021.*

[5] *Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes, website: http://ladpw.org/wmd/watershed/la/lar_planting_guidelines_webversion.pdf, accessed January 2021.*



View of Southeast Corner



View of Southwest Corner

Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.19
Southeast and Southwest Architectural Renderings



View of Ground Floor Corner at Mesquit Street and Jesse Street



View of Exterior Ground Floor Lobby at Mesquit Street

Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.20
Ground Floor Mesquit Street and Jesse Street Architectural Renderings



View of Northeast Corner



View of Paseo Between 655 Mesquit and 640 Santa Fe

Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 3.21
Northeast Corner and Paseo Architectural Renderings

The Project would provide a total of 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape area (641 square feet of which would be permeable pavement) and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided on the roof deck as a rooftop garden area (2,774 square feet of which would be hardscape area and 911 square feet of which would be landscaped area). The Project would provide planters, benches and/or other fixed seating, shrubbery, flowering plants and wall climbing vines, and trees located along the perimeter of the building and at the street curb. Various types of vegetation are proposed for the paseo courtyard, balconies, and ground floor entrance and lobby areas, including hanging plants, shrubs, and grasses. A total of 20 trees would be planted on the Development Site for the Project in accordance with Los Angeles Urban Forestry Division requirements, including 13 ground level trees and 7 trees located on the rooftop garden. Additionally, a 6,500 sf portion of the top parking level (level 6) is proposed to function as a flexible community space when not in use for parking, which would provide an intermittent source of additional open space on-site. Figures 3.17 and 3.18 include the ground level landscape plan and rooftop landscape plan, respectively, and Figure 3.11 includes parking level 6 as a flexible community space.

7. Access, Circulation, and Parking

Parking for the Project would be provided in two levels of subterranean parking and five levels of above grade parking (levels 2 through 6). Vehicular access to the Project building's parking levels would be provided by a full access driveway along the northern property line of the Development Site that abuts the LADWP substation property, with driveway access connecting from both Mesquit Street and Santa Fe Avenue. The proposed 1,200 square-foot loading zone would also be accessed by this driveway. Access to the two subterranean levels would be provided by a ramp shared with the 640 S. Santa Fe Avenue building, and access to the remaining five levels of above grade parking would be provided by an interior ramp within the Project building footprint. See Figure 3.7 for the two levels of subterranean parking and Figures 3.10 and 3.11 for the five levels of above grade parking.

Pursuant to LAMC 12.21.A4(x)(3)(6) and the requirements of the State Enterprise Zone (ZI-2129) parking standards, the Project would be required to provide two (2) vehicle parking spaces for every 1,000 square feet of office use. The Project would also be required to provide two (2) vehicle parking spaces for every 1,000 square feet of ground floor commercial uses. For the purposes of calculating required parking, a breakdown of 184,629 square feet of office space and 4,325 square feet of commercial retail and restaurant space was used to calculate a total of 379 parking spaces required. An additional 54 parking spaces were added to account for the 54 parking spaces that would be removed from the eastern half of the Project Site. Therefore, the Project has a total of 433 required parking spaces.

Pursuant to LAMC Ordinance 185,480 and codified in LAMC 12.21.A.4, for a non-residential building, up to 30 percent of the LAMC required parking may be reduced and replaced with bicycle parking at a ratio of 1 vehicle space removed for every 4 bicycle parking spaces. Replacement bicycle spaces can be either required or non-required spaces up to a total of 20 percent of the vehicle parking requirement for non-residential uses. A total of 36 vehicle parking spaces were replaced with attended bicycle parking, decreasing the total required amount of vehicle parking

spaces to 397 spaces. As such, the Project would provide 397 vehicle parking spaces, as shown in Table 3.3, below. Nine vehicle parking spaces would be compliant with the Americans with Disabilities Act ("ADA"), 120 spaces would be Electric Vehicle ("EV") capable, and 40 spaces would contain EV charging stations. A maximum of 40 percent of vehicle parking spaces are permitted to be compact. A total of 39 percent (155 of 397) of the proposed vehicle parking spaces in the Project would be compact.

Table 3.3
Summary of Required and Proposed Vehicle Parking Spaces

Description	Quantity	Rate [a]	Spaces
Required			
Office	184,629 sf	2/1,000 sf	370
Commercial	4,325 sf	2/1,000 sf	9
		Subtotal Parking Required:	**379**
Displaced spaces from the 640 S. Santa Fe Avenue Project surface parking lot:			*54*
		Total Parking Required:	**433**
Proposed			
		(Subtract 36 spaces pursuant to LAMC 12.21.A.4) [b]	*-36*
		Total Proposed Parking:	**397**

Notes: sf = square feet
[a] *Pursuant to LAMC 12.21A4(x)(3)(6).*
[b] *LAMC Section 12.21 A.4 states that for a nonresidential building, up to 20 percent of code required vehicle parking may be reduced and replaced with bicycle parking at a ratio of 1 vehicle space removed for every 4 bicycle parking spaces.*
Source: Ehrlich, Yanai, Rhee, Chaney Architects, October 29, 2020.

Pursuant to LAMC Section 12.21 A.16(a)(2), the Project is also required to provide on-site bicycle parking for office uses in the form of one space per 10,000 square feet for short-term bicycle parking with a minimum of 2 spaces, and one space per 5,000 square feet for long-term bicycle parking with a minimum of 2 spaces. As such, the Project would be required to provide a total of 19 short-term and 37 long-term bicycle parking spaces for its proposed office uses. For the proposed ground floor commercial uses, the Project is required to provide one space per 2,000 square feet for both short- and long-term bicycle parking, with a minimum of 2 spaces for both short- and long-term parking. As such, the Project would be required to provide 2 short- and 2 long-term bicycle parking spaces for its proposed ground floor commercial uses. Therefore, the Project would be required to provide a total of 21 short-term bicycle parking spaces and 39 long-term spaces.

The Project would be consistent with the applicable bicycle parking requirements of the LAMC as amended by Ordinance No. 185,480, effective May 9, 2018, by providing 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, as shown in Table 3.4, below. In the event the floor area is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the LAMC requirements.

Table 3.4
Summary of Required and Proposed Bicycle Parking Spaces

Description	Quantity	Parking Required [a]		Total Spaces Required		Total Spaces Provided	
		Short-Term	Long-Term	Short-Term	Long-Term	Short-Term	Long-Term
Office	184,629 sf	1 / 10,000 sf	1 / 5,000 sf	19	37	--	--
Commercial	4,325 sf	1 / 2,000 sf	1 / 2,000 sf	2	2	--	--
TOTAL:	**--**	--	--	21	39	**51**	**95**

Notes: sf = square feet
[a] LAMC Table 12.21 A.16.(a)(2) Required Bicycle Parking Spaces Per Building Floor Area as Defined under Section 12.03.
Source: Ehrlich, Yanai, Rhee, Chaney Architects, October 29, 2020.

8. Lighting and Signage

Exterior lighting features within the Project would consist of low-level illuminated pedestrian walkways and lighting within common open space areas, parking areas, and the outdoor paseo courtyard. Lighting would meet the requirements of the RIO District and be designed and installed with shielding to reduce glare on neighboring properties. On-site tenant identification signage and wayfinding signs would be provided consistent with the LAMC. There is no proposed Off-site advertising signage.

9. Site Security

During construction, the Project Site would be secured with perimeter fencing and monitored by on-site security personnel. During operations, security would be provided via site planning and secured access points of entry. The plans for the Project would incorporate security design measures for semi-public and private spaces, which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed, such as using parking level 6 as a community space when not in use as parking.

10. Sustainability Features

The Project would be required to comply with the L.A. Green Building Code. The L.A. Green Building Code, effective as of January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The L.A. Green Building Code contains both mandatory and voluntary green building measures to conserve energy. As further described in the Energy Use Analysis section in the IS/MND, below,

compliance with Title 24 of the California Administrative Code and the L.A. Green Building Code would reduce the Project's energy consumption.

11. Anticipated Construction Schedule

To analyze impacts associated with air quality, this analysis assumes a Project construction schedule of approximately 24 months, with final buildout occurring in 2025. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition and site clearing; (2) grading, excavation, and foundations; (3) building construction; and (4) finishing and architectural coatings. All construction activities would be performed in accordance with all applicable State and federal laws and City Codes and policies with respect to building construction and activities.

As provided in Section 41.40 of LAMC, the permissible hours of construction within the City are 7:00 A.M. to 9:00 P.M. Monday through Friday, and between 8:00 A.M. and 6:00 P.M. on any Saturday or national holiday. No construction activities are permitted on Sundays. The Project would comply with these restrictions.

1. Demolition/Site Clearing Phase

This phase would include the demolition of the existing surface parking lot on the eastern half of the Project Site. In addition, this phase may include the removal of fences and associated debris to construct the Project. The demolition and site-clearing phase would be completed in approximately one month.

2. Grading, Excavation, and Foundation Phase

After the completion of the demolition and site clearing phase, the grading and excavation phase for the Project would occur over approximately three months and would involve an excavation depth of approximately 32 feet below ground surface to ensure the proper base and slope for the proposed 14-story building's slab foundation. The two subterranean vehicle parking levels would begin construction at approximately 25 feet below ground surface. Approximately 31,500 cubic yards of soil export to be hauled off site.

3. Building Construction Phase

The building construction phase consists of below and above grade structures and is expected to occur for approximately 16 months. The building construction phase includes the construction of the proposed building, connection of utilities to the building, building foundations, laying irrigation for landscaping, and landscaping the Project Site.

4. *Finishing/Architectural Coating Phase*

The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing and paint would be applied, and the installation of windows, doors, and cabinetry would take place.

Temporary Right-of-Way Encroachment

Most construction activities for the Project would be anticipated to be contained within the Development Site. Site deliveries and the staging of all equipment and materials would be organized in the most efficient manner possible on-site to mitigate any temporary impacts to the neighborhood and surrounding traffic. However, construction activities may encroach into the parking lane along the western side of Mesquit Street and commercial loading lane on the northern side of Jesse Street. Construction activities may also require the short-term closure of the sidewalks closest to the Project Site on Mesquit Street and Jesse Street. Although potential sidewalk closures would block pedestrian circulation on the western side of Mesquit Street and the northern side of Jesse Street, the presence of sidewalks on the other sides of these streets would continue to ensure pedestrian circulation around the Project Site. Any construction activities that would necessitate temporary lane closures or right-of-way closures (including sidewalks) along Mesquit Street and/or Jesse Street on an intermittent basis for utility relocation/hook ups, delivery of materials, or other construction activities, would be properly permitted by City agencies and would conform to City standards.

Haul Route

All construction and demolition debris would be recycled to the maximum extent feasible. For recycling efforts, it was assumed that all recyclable construction and demolition debris would be hauled to the Waste Management Downtown Diversion recycling facility, located at 2424 E. Olympic Boulevard in Los Angeles, which is located approximately 0.7 mile (driving distance) south of the Project Site (approximately 1.4 miles round trip).[6] Inert soil would likely be hauled to an appropriate fill site within the region or the Azusa Land Reclamation Landfill, which accepts inert soil material. The Azusa Land Reclamation Landfill is approximately 25 miles east of the Development Site (approx. 50 miles round trip).

Demolition debris from the Development Site that cannot be recycled or diverted would be hauled to the Sunshine Canyon Landfill, which accepts construction and demolition debris from areas within the City of Los Angeles. The Sunshine Canyon Landfill is approximately 30 miles north of the Development Site (approx. 60 miles round trip). Soil export would be disposed at the Azusa Land Reclamation landfill, which accepts inert waste. The Azusa Land Reclamation landfill is located approximately 23 miles northeast of the Project Site (approx. 46 miles round trip).

The anticipated haul route departing from the Development Site to the Waste Management Downtown Diversion recycling facility would travel south along Santa Fe Avenue and east on Olympic Boulevard. The haul route departing from the Waste Management Downtown Diversion recycling facility to the Project Site would travel west on Olympic Boulevard and north on Santa Fe Avenue.

The haul route departing from the Development Site to Sunshine Canyon Landfill and Azusa Land Reclamation would travel west along Jesse Street, south along Mateo Street, and east along 7th

[6] *Construction and Demolition Debris Recycling Facilities in Los Angeles County, updated February 19, 2020, website: https://dpw.lacounty.gov/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed December 2020.*

Street to the I-5 Freeway onramp from Breed Street. The haul route departing from Sunshine Canyon Landfill and Azusa Land Reclamation to the Project Site would utilize the I-10 7th Street offramp, travel west on 7th Street, north on Mateo Street, and east on Jesse Street. The haul routes specified above may be modified in compliance with applicable City policies and in consultation with DOT.

12. Related Projects

In accordance with CEQA Guidelines Section 15064(h), this IS/MND includes an evaluation of the Project's cumulative impacts. The guidance provided under CEQA Guidelines Section 15064 (h) is as follows:

> *"(1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.*
>
> *(2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.*
>
> *(3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.*

(4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable."

In light of the guidance summarized above, an adequate discussion of a project's significant cumulative impact, in combination with other closely related projects, can be based on either: (1) a list of past, present, and probable future producing related impacts; or (2) a summary of projections contained in an adopted local, regional, statewide plan, or related planning document that describes conditions contributing to the cumulative effect (CEQA Guidelines Section 15130(b)(1)(A)-(B)). The lead agency may also blend the "list" and "plan" approaches to analyze the severity of impacts and their likelihood of occurrence. Accordingly, all proposed, recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment, when considered in conjunction with the Project, were identified for evaluation.

The related projects identified are included in Table 3.5, Related Projects List, below. A total of 26 related projects were identified within the vicinity of the Project Site in the City of Los Angeles. An analysis of the cumulative impacts associated with these related projects and the Project are provided under each individual environmental impact category in Section 4 of this IS/MND. The locations of the related projects are shown in Figure 3.22, Location of Related Projects.

Table 3.5
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
1	Office	540 Santa Fe Ave	Office	89,825	sf
2	Camden Arts Project	1525 Industrial St	Apartments Office Restaurant Retail	328 27,300 5,700 6,400	du sf sf sf
3	Restaurant	500 S. Mateo St	Restaurant	12,882	sf
4	Mixed-Use	2130 E. Violet St	Office Restaurant Retail	94,000 4,000 3,500	sf sf sf
5	Mixed-Use Project	1800 E. 7th St	Apartments Office Retail	122 4,605 3,245	du sf sf
6	Mixed-Use	520 S. Mateo St	Apartments Restaurant Retail Office	600 15,000 15,000 30,000	du sf sf sf
7	Palmetto	527 Colyton St	Apartments Restaurant	346 24,792	du sf
8	Arts District Center	1101-1129 E. 5th St 445 Colyton St	Apartments Retail Hotel	129 26,979 113	du sf rm

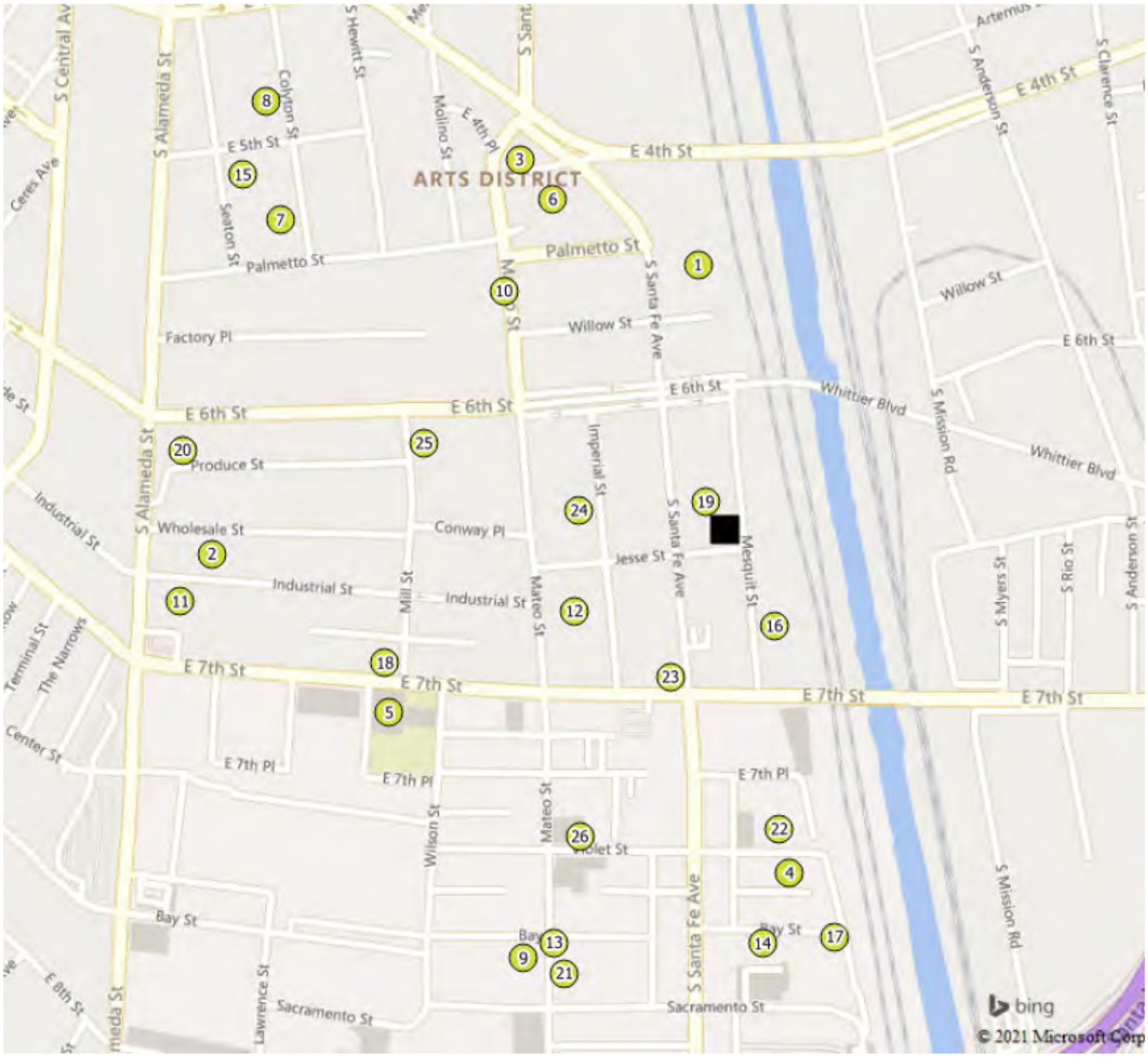
Table 3.5
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
			Quality Restaurant	15,197	sf
			High-Turnover Restaurant	13,634	sf
			Fast-Food Restaurant	2,888	sf
			Art Gallery	10,341	sf
			Design Incubator	3,430	sf
9	Industrial Park	1005 S. Mateo St.	Industrial Park	94,849	sf
10	Retail	555 S. Mateo St	Retail	153,000	sf
11	Mixed-Use	668 Alameda St	Apartments	475	du
			Office	33,100	sf
			Specialty Retail	17,500	sf
			Restaurant	16,300	sf
			Supermarket	15,300	sf
12	Mixed-Use	676 S. Mateo St	Apartments	185	du
			Retail	8,375	sf
			Office	3,900	sf
			Restaurant	15,005	sf
13	Mixed-Use	1000 S. Mateo St	Apartments	113	du
			Commercial	134,000	sf
14	2110 Bay Development	2110 Bay St	Apartments	99	du
			Affordable Housing	11	du
			General Office	113,350	sf
			Shopping Center	43,657	sf
15	1100 E. 5th Street (Mixed-Use)	1100 E. 5th St	Apartments	220	du
			Retail	9,250	sf
			Office	20,021	sf
			Restaurant	19,609	sf
16	670 Mesquit Project	670 Mesquit St	Office	944,055	sf
			Apartments	308	du
			Hotel	236	rm
			Retail	79,240	sf
			Restaurant	89,576	sf
			Gym	62,148	sf
			Event Space	93,617	sf
			Grocery	56,912	sf
17	Hyperloop One / Expand Creative Office Campus	2159 Bay St	Creative Office Space	217,189	sf
			Restaurant	5,000	sf
18	1745 E. 7th St	1745 E. 7th St	Apartments	57	du

Table 3.5
Related Projects List

Project Number	Project Name	Location/Address	Project Description	Size	Units
			Commercial	6,000	sf
19[a]	640 S. Santa Fe Ave	640 S. Santa Fe Ave	General Office Retail Restaurant	91,185 9,430 6,550	sf sf sf
20	6th & Alameda	1206 E. 6th St	Apartments Condominiums Office Community-Serving Commercial Art Space Hotel School	1,305 431 253,514 127,609 22,429 412 300	du du sf sf sf rm stu
21	Mixed-Use	1024 S. Mateo St	Apartments Office Restaurant Retail Arts & Production	104 95,000 13,126 13,974 5,519	du sf sf sf sf
22	Mixed-Use	2143 E. Violet St	Apartments High-Turnover Restaurant Office	347 21,858 187,374	du sf sf
23	2053 E. 7th St	2053 E. 7th St	Hotel	103	rm
24	641 Imperial St	641 Imperial St	Apartments Retail	140 7,375	du sf
25	Mixed-Use	1340 E. 6th St	Live/Work Residence Units Commercial	193 255,088	du sf
26	Mixed-Use	826 S. Mateo St	Apartments Retail Restaurant	90 11,000 5,600	du sf sf

Notes: du = dwelling unit, sf = square feet; rm = room; stu = student
[a] *Related Project No. 19 is the 640 S. Santa Fe Avenue Project located on the western portion of the Project Site. It is identified as a related project for purposes of LADOT's review of the non-CEQA traffic impact assessment.*
Source: The Mobility Group, April 2021.



Source: The Mobility Group, March 2021.

Figure 3.22
Related Projects Map

D. Requested Permits and Approvals

The list below includes the anticipated requests for approval of the Project. The IS/MND will analyze impacts associated with the Project and will provide environmental review sufficient for all necessary entitlements and public agency actions associated with the Project. The discretionary entitlements, reviews, permits and approvals required to implement the Project include, but are not necessarily limited to, the following:

1. Permit the construction of a 188,954 square foot, 14-story commercial office building consisting of approximately 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. The Project will include up to 397 vehicle parking spaces and 146 bicycle parking spaces.

Pursuant to Chapter 1, Article 2 of the City of Los Angeles Municipal Code ("LAMC") the Applicant hereby requests the following entitlements to permit the Project:

a. City-initiated General Plan Amendment ("GPA") to modify Footnotes 1 and 6 of the Central City North Community Plan to include the boundaries and development standards of the Project, pursuant to LAMC § 11.5.6.[7]

b. Height District change from the existing Height District 1 to Height District 2, pursuant to LAMC §12.32.F.

c. Master Conditional Use Permit to permit the sale of full line alcoholic beverages within four restaurants and bars, pursuant to LAMC § 12.24 W.1.

d. Site Plan Review for a project that results in an increase of 50,000 gross square feet or more of nonresidential uses, pursuant to LAMC § 16.05.

e. A Vesting Tentative Tract Map, pursuant to LAMC § 17.03 and 17.15.

In addition, pursuant to various sections of the LAMC, the Applicant will also request various ministerial administrative approvals and permits from the Los Angeles Department of Building and Safety and other municipal agencies for project construction actions, including but not limited to the following: demolition, grading, haul route, foundation, and building permits.

[7] *The Central City North Community Plan includes Footnote 1 for Height District 1 and Footnote 6 which states that, "for properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1.5:1 up to 3:1 may be permitted through a zone change height district change procedure, including an environmental clearance." The Applicant is requesting a modification to these existing footnotes in order to construct the Project. No change in the land use designation is proposed as part of this request, as the Project Site will retain the existing Heavy Manufacturing land use designation.*

INITIAL STUDY / MITIGATED NEGATIVE DECLARATION

4. Environmental Checklist and Impact Analysis

This section of the Initial Study contains an assessment and discussion of impacts associated with the environmental issues and subject areas identified in the Initial Study Checklist (Appendix G to the State CEQA Guidelines (C.C.R. Title 14, Chapter 3, 15000-15387) as amended on January 1, 2021.

CEQA Guidelines Section 15125(a)(1) states in part that:

> "…[W]here existing conditions change or fluctuate over time, and where necessary to provide the most accurate picture practically possible of the project's impacts, a lead agency may define existing conditions by referencing historic conditions, or conditions expected when the project becomes operational, or both, that are supported with substantial evidence. In addition, a lead agency may also use baselines consisting of both existing conditions and projected future conditions that are supported by reliable projections based on substantial evidence in the record."

Consistent with this guidance, the IS/MND analyzes the Project utilizing the baseline conditions on the Project Site as they existed at the time the Notice of Intent to adopt the MND was published. At the time the Project application was filed, the Project Site was completing construction of a previously approved project which was approved in 2019 (Case No. ENV-2016-3860-CE).[8] Construction of the 640 S. Santa Fe Avenue Project was completed in April 2021 and it is currently a part of the physical conditions on the Project Site. Construction activities associated with the buildout of the 640 S. Santa Fe Avenue building are no longer occurring and the building is operational. For purposes of determining the environmental impacts associated with buildout of the Project, the environmental analysis is based on the reasonably foreseeable impacts that would occur as a result of the future buildout of the eastern portion of the Project Site, defined in the analysis as the Development Site.

Accordingly, the baseline environmental setting on the Project Site includes the operation of the four-story, 107,224 square-foot office and ground floor commercial building with two levels of subterranean parking on the western half of the Project Site and a surface parking lot on the eastern portion of the Project Site. The Project includes the redevelopment of the Development Site into a 14-story mixed-use commercial building with 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses ("Project").

[8] *See City of Los Angeles determination Letter for Case No. ENV-2016-3860-CE (640 S. Santa Fe Avenue Project), May 6, 2019, included in Appendix M to this IS/MND.*

I. Aesthetics

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views 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?	☐	☐	☒	☐

In 2013, the State of California enacted Senate Bill 743 (SB 743),[9] which 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." Public Resources Code Section 21099 defines a "transit priority area" as an area within one-half mile of a major transit stop that is "existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program 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." Public Resources Code Section 21061.3 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. 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." The Project Site meets these criteria because commercial uses are permitted in the M3-1-RIO zone and the Project Site is designated as a

[9] *SB 743 is codified as Public Resources Code Section 21099.*

transit priority area per the Department of City Planning's Zoning Information File ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA.[10]

SB 743 and the subsequent guidance provided in ZI 2452 supersedes the aesthetic impact thresholds of significance that were previously adopted in the L.A. CEQA Thresholds Guide (2006). Accordingly, the Project's aesthetic impacts shall not be considered significant impacts on the environment pursuant to Public Resources Code Section 21099. Therefore. the aesthetics analysis below is provided for informational purposes only. While Section 21099 prohibits aesthetic impacts from being considered significant environmental impacts pursuant to CEQA, it does not affect the ability of the City of Los Angeles to implement design review through its ordinances or other discretionary powers.

a) Have a substantial adverse effect on a scenic vista?

No Impact. A significant impact may occur if the Project includes a proposal to develop or allow development in an existing natural open space area or has the potential to introduce features that would block or detract from the existing valued aesthetic quality of a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest).

The Project Site does not possess any unique aesthetic characteristics, such as architectural or historic significance or visual prominence, public plazas, art or gardens, trees protected by the City, pedestrian amenities, or landscaped parks. Further, the Project Site is not identified as a scenic vista in the City's Conservation Element. As shown in the site photographs depicted in Figure 3.4, Photographs of the Project Site and Figure 3.5, Photographs of the Surrounding Land Uses, the western half of the Project Site is currently developed with the 640 S. Santa Fe Avenue building, a four-story office building with ground floor commercial uses with two levels of subterranean parking. The eastern half of the Project Site, the Development Site for the Project, is currently a surface parking lot for the 640 S. Santa Fe Avenue building. The Project Site is immediately surrounded to the east, south, and west by a mix of office and industrial uses which range from one- to two-stories above grade, and the LADWP substation to the north. In the surrounding Project vicinity, there are developments which range from one- to seven-stories above grade. There are also several recently approved projects within a half mile of the Project Site that would range between two stories and 35 stories in height. The Project would be 14 stories and approximately 195 feet above grade at its highest point.

The surface topography is relatively level in the Project vicinity. Due to the relatively flat topography and extent of urban development within the immediate area, there are no scenic vistas or vantage points that offer views of scenic vistas. As part of the Proposed Project the surface parking lot developed as part of the 640 S. Santa Fe Avenue Project would be demolished to allow for the buildout of the 655 Mesquit Street Project. The Project would result in the buildout of

[10] *City of Los Angeles, Department of City Planning, Zoning Information File, ZI No. 2452, Transit Priority Areas (TPAs) / Exemptions to Aesthetics and Parking within TPAs Pursuant to CEQA, website: http://zimas.lacity.org/, accessed March 2021.*

a 14-story commercial building with a maximum height of 195 feet above grade. Therefore, no impact upon a scenic vista would occur.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. A significant impact may occur if scenic resources would be damaged and/or removed by the development of a project. Implementation of the Project would not damage scenic resources related to a State scenic highway or locally designated scenic highway. The nearest officially designated State scenic highway is the stretch of 210 Freeway east, from La Canada Flintridge to San Bernardino County, starting approximately 11.8 miles north of the Project Site.[11] The nearest eligible State scenic highway is the I-5 Freeway near Tunnel Station to the 134 Freeway, starting approximately 2.7 miles north of the Project Site.[12] Within the City's Mobility Plan, the nearest locally designated scenic highway is Stadium Way before it joins the I-5 Freeway, approximately 2.2 miles northwest of the Project Site.[13] Therefore, the Project Site is not bordered by or within the viewshed of any designated or eligible scenic highway as identified by Caltrans and the City's Mobility Element. Given the location of the nearest eligible and designated State scenic highways, and the location of the nearest locally designated scenic highway in the City's Mobility Plan, and since the Project Site is not included as a designated or eligible State scenic highway or locally designated scenic highway or resource, the Project would not damage any scenic resources, including trees and rock outcroppings.

Regarding historic resources, the Citywide historic resources survey, SurveyLA, shows that the nearest historic building to the Project Site is the National Biscuit Company Building, built in 1925, which is designated as Los Angeles Historic-Cultural Monument No. 888, located 790 feet southwest of the Project Site.[14,15]

The redevelopment of the Development Site for the construction, use, and maintenance of the Project would have no impact upon scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. The Project would not demolish, relocate, or significantly modify or impede any views onto the National Biscuit Company Building property. Therefore, the Project would have no impact upon scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.

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[11] *List of Eligible and Officially Designated State Scenic Highways Excel Spreadsheet, Caltrans, website: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, last updated August 2019. Accessed August 2020.*

[12] *Ibid.*

[13] *City of Los Angeles, Department of City Planning, Mobility Plan 2035: An Element of the General Plan, September 7, 2016.*

[14] *City of Los Angeles, Department of City Planning, SurveyLA Results: Central City North, website: https://planning.lacity.org/preservation-design/survey-la-results-central-city-north, accessed August 2020.*

[15] *City of Los Angeles, Department of City Planning, Office of Historic Resources, Historic Places LA, Los Angeles Historic Resources Inventory, website: http://www.historicplacesla.org/map, accessed August 2020.*

c) In non-urbanized 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?

Less Than Significant Impact. A significant impact may occur if the Project were to conflict with applicable zoning and other regulations governing scenic quality (such as theme, style, setbacks, density, massing, etc.) or by being inconsistent with applicable design guidelines.

The Project is located in an industrially zoned area of the City and is surrounded by other industrial, office, commercial, and public facility land uses, such as warehouse buildings directly east of the Project Site; office space along Jesse Street south of the Project Site and along S. Santa Fe Avenue west of the Project Site; the LADWP substation to the immediate north of the Project Site; and commercial (retail, restaurant, café) land uses further northeast, west, and south of the Project Site in the vicinity. The Project would be consistent with these land use types, as it would develop new commercial office space and ground floor commercial uses in an area that is already developed with existing industrial and commercial properties.

The Project is located in Height District No. 1, which does not set a height restriction but does limit development in an M3 zone to an FAR of 1.5:1. With discretionary approval of the Height District Change to increase the FAR limit from 1.5:1 to a proposed 4.5:1, the Project would be constructed at an FAR of 4.3:1, within the increased limit. Additionally, the Central City North Community Plan includes footnote 1, which assigns the Project Site as Height District No. 1, and footnote 6, which states that development exceeding an FAR of 1.5:1 up to 3:1 on properties designated as Height District No.1 may be permitted through a Height District Change procedure, including environmental clearance. As such, the Applicant is requesting a General Plan Amendment to modify footnotes 1 and 6 of the Central City North Community Plan in order to include the boundaries and development of the Project. Therefore, with discretionary approval of the Applicant's requested changes for the Project, development of the Project would not conflict with applicable zoning and land use designations.

Regarding other regulations governing scenic quality, such as theme, style, setbacks, density, massing, and applicable design guidelines, the Project would be developed and designed to conform to the LAMC, the Central City North Community Plan (including Chapter V Urban Design) and other applicable plans and policies that guide development on the Project Site. From an architectural design perspective, the Project would be designed in general conformance with the City of Los Angeles's Commercial Citywide Design Guidelines and the Los Angeles River Design Guidelines, as may be applicable. The Project's consistency with these plans and policies are discussed in further detail under Section XI, Land Use and Planning. Therefore, the Project would comply with the applicable design guidelines. With such compliance, the Project's impacts regarding architectural design would be less than significant. Compliance with the LAMC, the Central City North Community Plan (including Chapter V Urban Design), the Los Angeles River Design Guidelines, and the Commercial Citywide Design Guidelines would ensure that the Project's impacts with regards to aesthetic elements and architectural design would be less than significant.

Building Height and Massing

Regarding building height and massing, the Project Site is currently located in Height District No. 1, which does not set a specific height limit for development for the Project Site but does limit the FAR to 1.5:1. As noted above, the Applicant is seeking a General Plan Amendment and Height District Change from Height District No. 1 to Height District No. 2 to accommodate a maximum FAR of 4.5:1 for the Project. With discretionary approval of the General Plan Amendment and Height District Change, the Project would be constructed at an FAR of 4.3:1, within the maximum limit. Neither the existing nor the proposed Height Districts assign a height limitation for the Project Site. The Project proposes a maximum height of 195 feet above grade and a total of 14 stories above grade.

The Project Site is immediately surrounded by structures that range between one and two stories and the LADWP substation. Warehouse buildings immediately southeast of the Project Site along Mesquit Street range from one- to three-stories. Other commercial and industrial buildings in the area range from one- to three-stories above grade in the surrounding vicinity. In the Project vicinity, one half of a block south on S. Santa Fe Avenue, the recently constructed AMP Lofts (ZA-2013-4075-ZAD-ZV-SPR) is seven-stories above grade. Across and south from the AMP Lofts is the five-story Ford Motor Company Factory building.

One-quarter of a mile northwest of the Project Site, at 520 S. Mateo Street (CPC-2016-3853-GPA-VZC-HD-ZAD-SPR), is the location of a recently approved project for a 35-story mixed-use live/work building with ground floor commercial. Located approximately one-third of a mile south of the Project Site at 2110 Bay Street (CPC-2016-3479-GPA-VZC-HD-SPR) is the location of another recently approved mixed-use live/work development with ground floor commercial that will contain three buildings, the tallest of which will be 11-stories. Approximately one-quarter of a mile south of the Project Site at 2130 E. Violet Street (CPC-2016-1706-VZC-HD-SPR), is a recently approved 9-story mixed-use office and ground floor commercial building. In light of these recently approved projects in the Project vicinity as well as the existing uses in the Project vicinity, the Project's 14-story building would not be out of character with the surrounding Project area's current development, nor out of character with the planned future development of the Project area, and would not lead to a significant impact regarding height.

Regarding massing, the mass and scale of the Project building would be articulated through two types of façade treatments, the use of inset building entrances at the ground level, and balconies on the upper floors. The parking levels would be screened with a combination of solid metal panels and opaque glass mirroring and similar metal and glass façade on the office floors above. The ground floor and office levels (levels 7 through 14) would use alternating panels, windows, and balconies canted at varying angles to enhance building articulation. Materials and patterns would complement the adjacent 640 S. Santa Fe Avenue building and provide continuity with the modern-industrial aesthetic of the Arts District. Additionally, amenity space would be provided as a landscaped roof deck, which would provide views of the Downtown Los Angeles area. The top parking level is proposed to function as a flexible community space from time to time when not in use for parking, such as farmers' markets and flea markets. The proposed building's design, architectural materials, and landscaping would serve to visually break up the Project's massing. The Project would be designed to comply with applicable design guidelines (as discussed above and in Section XI, Land Use and Planning), which would ensure that the Project is visually

compatible with the surrounding land uses. With such compliance, the Project would result in a less than significant impact with regards to massing.

Shade/Shadow

Building shadow is a general condition of the urbanized environment and is considered an aesthetic issue by the City of Los Angeles, which has established shadow impact standards. Facilities and operations sensitive to the effects of shading include: routinely useable outdoor spaces associated with residential, recreational, or institutional (e.g., schools, convalescent homes) land uses; commercial uses such as pedestrian oriented outdoor spaces or restaurants with outdoor eating areas; nurseries; and existing solar collectors. These land uses are termed "shadow-sensitive" because sunlight is important to function, physical comfort, or commerce. A shading impact would normally be considered significant if the Project's structures cast shadows on a shadow sensitive land use for more than three hours each day between the hours of 9:00 A.M. and 3:00 P.M. Pacific Standard Time between late October and early April, or for more than four hours between the hours of 9:00 A.M. and 5:00 P.M. Pacific Daylight Time between early April and late October.

The Project building would reach a maximum of 195 feet above grade at the top of the parapet. The surrounding land uses in the Project vicinity are predominantly office and industrial buildings, the LADWP substation, and mixed-use residential in the vicinity. Based on a review of the surrounding Project area, with the exception of the recently constructed AMP Lofts Building (which is located to the south of the Project Site and would not be affected by Project shadows), the surrounding land uses in the vicinity of the Project Site are not considered sensitive receptors for purposes of determining the Project's shade and shadow impacts. Many of the surrounding land uses in the Project vicinity are predominantly office and industrial buildings. The LA River corridor is located 375 feet to the east of the Project Site. Under the present conditions there are no recreational facilities within this segment of the LA River.[16] Under the proposed LA River Master Plan the planned uses for this segment of the LA River is a trail access along the eastern bank. Based on preliminary shade and shadow diagrams, the Project's shadows would extend to the east bank of the LA River during a limited time of the year during winter months and only after 2:00 p.m. During the summer months, Project shadows would not reach the eastern bank of the LA River until after 5:00 p.m. Therefore, the Project's shade and shadow impacts would be considered less than significant.

The redevelopment of the Development Site for the construction, use, and maintenance of the Project's 14-story building would not conflict with applicable zoning and other regulations governing scenic quality, and therefore would have a less than significant impact with respect to 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?

Less Than Significant Impact. A significant impact may occur if the project introduces new sources of light or glare on or from a project site which would be incompatible with the areas

[16] *County of Los Angeles, 2020 LA River Master Plan PEIR, January 2021 (at Section 3.15 Recreation, Figure 3.15-2.5 - Frame 5 Trails and Access Points).*

surrounding a project site, or which pose a safety hazard to motorists utilizing adjacent streets or freeways. The determination of whether the Project results in a significant nighttime illumination impact shall be made considering the following factors: (a) the change in ambient illumination levels as a result of proposed project sources; and (b) the extent to which proposed project lighting would spill off the project site and affect adjacent light-sensitive areas.

Light

Lighting for the Project would be provided in order to illuminate the building entrances, common open space areas, and parking areas largely to provide adequate nighttime visibility for patrons, guests, and visitors and to provide a measure of security. All exterior lighting would be designed and installed with shielding to reduce glare on neighboring properties. To ensure that lighting sources are not directly visible by adjacent properties, the Project's lighting fixtures would be installed and operated in accordance with Section 99.12.508 – Table A5-602 (Light Pollution Reduction) of the City of Los Angeles Green Building Code, which requires outdoor lighting systems to be designed and installed to comply with the minimum requirements in the California Energy Code, or comply with a local ordinance, whichever is more stringent. The Project would not generate a substantial increase in ambient lighting as the majority of lighting would be directed towards the interior of the Project Site and away from any nearby land uses. Additionally, the Project would comply with the requirements of the River Improvement Overlay ("RIO") Ordinance regarding 3. Exterior Site Lighting.

Illumination already exists in the Project vicinity in the form of streetlights, building lighting, and car headlights along S. Santa Fe Avenue and Mesquit Street. Vehicles entering and exiting the Project Site would not substantially increase light in the Project area. Therefore, lights from vehicles accessing or leaving the Project would not adversely impact surrounding land uses. The Project would not introduce any new sources of substantial light that are incompatible with the surrounding industrial and commercial area. Thus, compliance with the Los Angeles Green Building Code and the RIO Ordinance would ensure that the Project would not generate a substantial increase in ambient lighting, as the majority of the lighting provided would be directed toward the interior of the Project Site and away from nearby land uses. As such, the Project's impacts related to lighting would be less than significant.

Glare

Potential reflective surfaces in the Project vicinity include automobiles traveling and parked on streets, exterior building windows, and surfaces of brightly painted buildings. Excessive glare not only restricts visibility, but also increases the ambient heat reflectivity in a given area. The Project would use different types of façade treatments and screen parking levels with a combination of solid metal panels and opaque glass. Alternating panel angles, windows, and balconies would give the façade a varying appearance and texture. The Project would not introduce any new substantial sources of glare that are incompatible with the surrounding area. Additionally, as discussed above, the Project would not substantially increase light in the Project area that may contribute to glare. The Project is located in a highly urbanized and developed area, and the Project's architectural materials and landscaping would prevent unnecessary glare. The Project's landscaped roof deck and ground floor landscaped open space areas would serve to reduce the

Project's heat gain and reflective glare potential. Therefore, the Project's potential impacts related to glare would be at a less than significant level.

Project Impacts

As previously stated, the Project Site is surrounded by other industrial, office, commercial, and public facility land uses. The Project would be consistent with these land use types by redeveloping the existing surface parking lot on the eastern half of the Project Site into new office space with ground floor commercial space, which would complement the adjacent office and ground floor commercial of the existing 640 S. Santa Fe Avenue building and complement the existing office buildings west and south of the Project Site. Thus, development of the Project would not introduce new sources of light, glare, or nighttime ambient lighting on or from the Project Site which would be incompatible with areas surrounding the Project Site. Additionally, as previously stated, Project compliance with Section 99.12.508 – Table A5-602 (Light Pollution Reduction) of the City of Los Angeles Green Building Code would ensure that lighting sources are not directly visible by adjacent properties. The Project would also comply with the requirements of the River Improvement Overlay ("RIO") Ordinance regarding 3. Exterior Site Lighting. Thus, compliance with the Los Angeles Green Building Code and the RIO Ordinance would ensure that the Project would not generate a substantial increase in ambient lighting.

The redevelopment of the Development Site for the construction, use, and maintenance of the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Therefore, construction of the Project would have a less than significant impact with respect to day or nighttime views in the area.

Mitigation Measures

Project impacts with regard to aesthetics would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in conjunction with the related projects would result in an intensification of existing land uses within the Central City North Community in the City of Los Angeles. Development of the related projects is expected to occur in accordance with adopted plans and regulations. With respect to the overall visual quality of the surrounding neighborhood, some of the related projects would be subject to site plan review by the Los Angeles Department of City Planning for review and approval, as may be applicable. The site plan review process would ensure each related project is designed and constructed in a manner that is consistent with and compatible with the existing urban form and character of the surrounding environment. Additionally, similar to the Project, all of the related projects are located in a Transit Priority Area and are thus deemed to have less than significant aesthetic and parking impacts per SB 743. Therefore, cumulative aesthetic impacts of the Project would be less than significant.

Mitigation Measures

Cumulative impacts with regard to aesthetics would be less than significant. Therefore, no mitigation measures are required.

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 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.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The Project Site is located in an urbanized area of the City of Los Angeles. No farmland or agricultural activity exists on the Project Site, nor are there any farmland or agricultural activities in the vicinity of the Project Site. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidate for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.[17] The redevelopment of the Development Site for the construction, use, and maintenance of the Project would not convert any farmland or agricultural uses to non-agricultural use, and as such, no impact would occur.

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

No Impact. The Project Site is located within the jurisdiction of the City of Los Angeles and is, therefore, subject to the applicable land use and zoning requirements in the LAMC. The Project Site is zoned M3-1-RIO with a General Plan land use designation of Heavy Manufacturing. The Project Site is not zoned for agricultural production, and the proposed Height District Change to Height District No. 2 would not change that. Further, there is no farmland at the Project Site. In addition, no Williamson Act Contracts are in effect for the Project Site.[18,19] The redevelopment of the Development Site for the construction, use, and maintenance of the Project would not conflict with any agricultural zoning or Williamson Act contract, and as such, no impact 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 zoned M3-1-RIO and has a land use designation of Heavy Manufacturing in the Central City North Community Plan. The Project Site is not zoned as forest land or timberland, and the proposed Height District Change to Height District No. 2 would not change that. Further, there is no timberland production at the Project Site. The redevelopment of the Development Site for the construction, use, and maintenance of the Project would not conflict with existing zoning for, or cause rezoning of, forest land or timberland or timberland production, and as such, no impact would occur.

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[17] *State of California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, Maps and Feature Services, DLRP California Important Farmland "most recent", ArcGIS Online Map Viewer, website: http://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fgis.conservation.ca.gov%2Fserver%2Frest%2Fservices%2FDLRP%2FCaliforniaImportantFarmland_mostrecent%2FMapServer&source=sd, accessed August 2020.*

[18] *Williamson Act Program, California Division of Land Resource Protection, State of California Williamson Act Contract Land Map 2015-2016, website https://www.dropbox.com/s/ei7sr78xb4cwii2/LA_15_16_WA.pdf?dl=0, accessed August 2020.*

[19] *State of California, Department of Conservation, The Williamson Act Status Report 2016-17, website: https://www.conservation.ca.gov/dlrp/wa/Documents/stats_reports/2018%20WA%20Status%20Report.pdf, accessed August 2020.*

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 an urbanized area of the City of Los Angeles. No forested lands or natural vegetation exists on or in the vicinity of the Project Site. As such, development of the Project would not result in the loss of forest land or convert forest land to non-forest uses. The redevelopment of the Development Site for the construction, use, and maintenance of the Project would not result in the loss of forest land or convert forest land to non-forest uses. As such, no impact 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. Neither the Project Site nor nearby properties are currently utilized for agricultural or forestry uses. As discussed above, the Project Site is not classified in any "Farmland" category designated by the State of California. According to the "Los Angeles County Important Farmland 2016" map, which was prepared by the California Department of Conservation, Division of Land Resource Protection, the soils at the Project Site are not candidates for listing as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The redevelopment of the Development Site for the construction, use, and maintenance of the Project would not result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. As such, no impact would occur.

Mitigation Measures

Project impacts with regard to agricultural and forestry resources would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

No Impact. Development of the Approved Project and 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 any forest land or conversion of forest land to non-forest use. The Los Angeles County Important Farmland 2016 Map and The Williamson Act Status Report 2016-17 maintained by the California Division of Land Resource Protection indicates that the Project Site and the surrounding area are not included in the Important Farmland category. The Project Site is located in an urbanized area in the Central City North Community within the City of Los Angeles and does not include any State-designated agricultural lands or forest or timberland uses. Therefore, no cumulative impact would occur.

Mitigation Measures

Cumulative impacts with regard to agricultural and forestry resources would be less than significant. Therefore, no mitigation measures are required.

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.

	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?	☐	☐	☒	☐

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. A significant air quality impact could occur if a project is not consistent with the applicable Air Quality Management Plan ("AQMP") or would obstruct implementation of the policies or obtaining the goals of that plan. The most recent AQMP was adopted by the Governing Board of the South Coast Air Quality Management District ("SCAQMD") on March 3, 2017 ("2016 AQMP"). The 2016 AQMP represents a thorough analysis of existing and potential regulatory control options, includes available, proven, and cost-effective strategies, and seeks to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gasses and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The following analysis evaluates two criteria for determining consistency with the applicable AQMP:

1) Would the Project increase 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 AQMD?;

2) Would the Project exceed the assumptions utilized in preparing the AQMP?

Criterion 1

Would the Project increase 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 AQMD?

Criteria Pollutants

The six principal pollutants for which national and state criteria and standards have been promulgated, known as "criteria pollutants", and which are most relevant to current air quality planning and regulation in the Air Basin include: ozone (O_3), respirable and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead (Pb). These pollutants are referred to as "criteria air pollutants" as a result of the specific standards, or criteria, which have been adopted for them.

Ozone (O_3)

O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X) – both byproducts of internal combustion engine exhaust – undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Particulate Matter (PM_{10} and $PM_{2.5}$)

Particulate matter pollution consists of very small liquid and solid particles floating in the air, which can include smoke, soot, dust, salts, acids, and metals. Particulate matter can form when gases emitted from industries and motor vehicles undergo chemical reactions in the atmosphere. Respirable and fine particulate matter, PM_{10} and $PM_{2.5}$, consist of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter, respectively. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. However, in areas like the City of Los Angeles, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities. The human body naturally prevents the entry of larger particles into the body. However, small particles can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Carbon Monoxide (CO)

CO is a colorless, odorless gas primarily emitted from combustion processes and motor vehicles due to incomplete combustion of carbon-containing fuels such as gasoline or wood. In urban areas, such as the City of Los Angeles, automobile exhaust accounts for the majority of CO emissions. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike O_3, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Nitrogen Dioxide (NO_2)

Nitrogen dioxide is a nitrogen oxide compound that is produced by the combustion of fossil fuels, such as in internal combustion engines (both gasoline and diesel powered), as well as point sources, especially power plants. Of the seven types of NO_X compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic areas, such as urban areas like the City of Los Angeles, may be exposed to higher concentrations of NO_2 than those indicated by regional monitors. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of O_3.

Sulfur Dioxide (SO_2)

Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the predominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Generally, the highest levels of SO_2 are found near large industrial complexes. In recent years, SO_2 concentrations have been reduced by the increasingly stringent controls placed on stationary source emissions of SO_2 and limits on the sulfur content of fuels. Emissions of SO_2 aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of SO_2, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Lead (Pb)

Lead is a metal found naturally in the environment as well as in manufactured products. The highest levels of lead in air are usually found near lead smelters. The major sources of lead emissions to the air are ore and metals processing and piston-engine aircraft operating on leaded aviation gasoline. Lead is also emitted from the sanding or removal of old lead-based paint. Lead emissions are primarily a regional pollutant. Lead affects the brain and other parts of the body's

nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Additional Criteria Pollutants (California Only)

In addition to the national standards, the State of California regulates State-identified criteria pollutants, including sulfates, hydrogen sulfide, visibility-reducing particles, and vinyl chloride. With respect to the State-identified criteria pollutants, most land use development projects either do not emit them (i.e., hydrogen sulfide (nuisance odor) and vinyl chloride), or otherwise account for these pollutants (i.e., sulfates and visibility reducing particles) through other criteria pollutants. For example, sulfates are associated with SO_X emissions, and visibility-reducing particles are associated with particulate matter emissions. A description of the health effects of the State-identified criteria air pollutants is provided below.

Sulfates (SO_4^{2-})

Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to the fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S)

H_2S is a colorless gas with the odor of rotten eggs. The most common sources of H_2S emissions are oil and natural gas extraction and processing, and natural emissions from geothermal fields. Industrial sources of H_2S include petrochemical plants and kraft paper mills. H_2S is also formed during bacterial decomposition of human and animal wastes, and is present in emissions from sewage treatment facilities and landfills.[20] Exposure to H_2S can induce tearing of the eyes and symptoms related to overstimulation of the sense of smell, including headache, nausea, or vomiting; additional health effects of eye irritation have only been reported with exposures greater than 50 parts per million (ppm), which is considerably higher than the odor threshold.[21] H_2S is regulated as a nuisance based on its odor detection level; if the standard were based on adverse health effects, it would be set at a much higher level.[22]

Volatile Organic Compounds (VOCs) and Toxic Air Contaminants (TACs)

Although the SCAQMD's primary mandate is attaining the NAAQS and the CAAQS for criteria pollutants within the district, SCAQMD also has a general responsibility to control emissions of air contaminants and prevent endangerment to public health. As a result, the SCAQMD has

[20] *California Air Resources Board, Hydrogen Sulfide & Health, https://ww2.arb.ca.gov/resources/hydrogen-sulfide-and-health. Accessed February 2021.*

[21] *California Air Resources Board, Hydrogen Sulfide & Health.*

[22] *California Air Resources Board, Hydrogen Sulfide & Health.*

regulated pollutants other than criteria pollutants such as VOCs, TACs, greenhouse gases, and stratospheric ozone-depleting compounds.

Volatile Organic Compounds (VOCs)

VOCs are organic chemical compounds of carbon and are not "criteria" pollutants themselves; however, VOCs are a prime component (along with NO_X) of the photochemical processes by which such criteria pollutants as O_3, nitrogen dioxide, and certain fine particles are formed. They are therefore regulated as "precursors" to formation of these criteria pollutants. Some are also identified as TACs and have adverse health effects. VOCs are typically formed from combustion of fuels and/or released through evaporation of organic liquids, internal combustion associated with motor vehicle usage, and consumer products (e.g., architectural coatings, etc.).

Toxic Air Contaminants (TACs)

TACs is a term used to describe airborne pollutants that may be expected to result in an increase in mortality or serious illness or which may pose a present or potential hazard to human health, and include both carcinogens and non-carcinogens. The California Air Resources Board (CARB) and the California Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. CARB has listed approximately 200 toxic substances, including those identified by the USEPA, which are identified on the California Air Toxics Program's TAC List. TACs are also not classified as "criteria" air pollutants. The greatest potential for TAC emissions during construction is related to diesel particulate matter (DPM) emissions associated with heavy-duty equipment. During long-term operations, sources of DPM may include heavy duty diesel-fueled delivery trucks and stationary emergency generators. The effects of TACs can be diverse and their health impacts tend to be local rather than regional; consequently, ambient air quality standards for these pollutants have not been established, and analysis of health effects is instead based on cancer risk and exposure levels.

Ambient Air Quality Standards

Federal Clean Air Act

The Federal Clean Air Act (CAA) is the comprehensive federal law that regulates air emissions in order to protect public health and welfare.[23] The USEPA is responsible for the implementation and enforcement of the CAA, which establishes federal NAAQS, specifies future dates for achieving compliance, and requires the USEPA to designate areas as attainment, nonattainment, or maintenance. The CAA also mandates that each state submit and implement a State Implementation Plan (SIP) for each criteria pollutant for which the state has not achieved the applicable NAAQS. The SIP includes pollution control measures that demonstrate how the standards for those pollutants will be met. The sections of the CAA most applicable to land use

[23] *United States Environmental Protection Agency, Summary of the Clean Air Act, https://www.epa.gov/laws-regulations/summary-clean-air-act, last updated August 6, 2020. Accessed February 2021.*

development projects include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).[24]

Title I requirements are implemented for the purpose of attaining NAAQS for criteria air pollutants. Table 4.1, Ambient Air Quality Standards, below, shows the NAAQS currently in effect for each criteria pollutant. The Air Basin fails to meet national standards for O_3 and $PM_{2.5}$ and, therefore, is considered a federal "non-attainment" area for these pollutants.

Title II pertains to mobile sources, which includes on-road vehicles (e.g. cars, buses, motorcycles) and non-road vehicles (e.g. aircraft, trains, construction equipment). Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The NAAQS, and the CAAQS for the California criteria air pollutants (discussed below), have been set at levels considered safe to protect public health, including the health of sensitive populations and to protect public welfare.

California Clean Air Act

The California Clean Air Act (CCAA), signed into law in 1988, requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards (CAAQS) by the earliest practicable date. CARB, a part of the California Environmental Protection Agency (CalEPA), is responsible for the coordination and administration of both state and federal air pollution control programs within California. In this capacity, CARB conducts research, sets the CAAQS, compiles emission inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products, and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Table 4.1 includes the CAAQS currently in effect for each of the criteria pollutants, as well as other pollutants recognized by the state. As shown in Table 4.1, the CAAQS include more stringent standards than the NAAQS. The Air Basin fails to meet state standards for O_3, PM_{10}, and $PM_{2.5}$ and, therefore, is considered "non-attainment" for these pollutants.

[24] *United States Environmental Protection Agency, Clean Air Act Overview, Clean Air Act Table of Contents by Title, Last Updated January 3, 2017, https://www.epa.gov/clean-air-act-overview/clean-air-act-text. Accessed February 2021. As shown therein, Title I addresses nonattainment areas and Title II addresses mobile sources.*

Table 4.1
Ambient Air Quality Standards

Pollutant	Averaging Period	Federal Standard [a,b]	California Standard [a,b]	South Coast Air Basin Attainment Status [c]	
				Federal Standard [d]	California Standard [d]
Ozone (O_3)	1-hour	—	0.09 ppm (180 µg/m^3)	—	Non-Attainment
	8-hour	0.070 ppm (137 µg/m^3)	0.07 ppm (137 µg/m^3)	Non-Attainment (Extreme)	Non-Attainment
Respirable Particulate Matter (PM_{10})	24-hour	150 µg/m^3	50 µg/m^3	Attainment	Non-Attainment
	Annual	—	20 µg/m^3		
Fine Particulate Matter ($PM_{2.5}$)	24-hour	35 µg/m^3	—	Non-Attainment (Serious)	Non-Attainment
	Annual	12 µg/m^3	12 µg/m^3		
Carbon Monoxide (CO)	1-hour	35 ppm (40 mg/m^3)	20 ppm (23 mg/m^3)	Attainment	Attainment
	8-hour	9 ppm (10 mg/m^3)	9.0 ppm (10 mg/m^3)		
Nitrogen Dioxide (NO_2)	1-hour	0.10 ppm (188 µg/m^3)	0.18 ppm (339 µg/m^3)	Unclassified/ Attainment	Attainment
	Annual	0.053 ppm (100 µg/m^3)	0.030 ppm (57 µg/m^3)		
Sulfur Dioxide (SO_2)	1-hour	0.075 ppm (196 µg/m^3)	0.25 ppm (655 µg/m^3)	Unclassified/ Attainment	Attainment
	3-hour	0.5 ppm (1,300 µg/m^3)	—		
	24-hour	0.14 ppm (365 µg/m^3)	0.04 ppm (105 µg/m^3)		
	Annual	0.03 ppm (80 µg/m^3)	—		
Lead (Pb)	30-day average	—	1.5 µg/m^3	Partial Non-Attainment [e]	Attainment
	Rolling 3-month average	0.15 µg/m^3	—		
Sulfates	24-hour	—	25 µg/m^3	—	Attainment
Hydrogen Sulfide (H2S)	1-hour	—	0.03 ppm (42 µg/m^3)	—	Unclassified

Pollutant	Averaging Period	Federal Standard [a,b]	California Standard [a,b]	South Coast Air Basin Attainment Status [c]	
				Federal Standard [d]	California Standard [d]

Notes: ppm = parts per million by volume; µg/m3 = micrograms per cubic meter

[a] *An ambient air quality standard is a concentration level expressed in either parts per million or micrograms per cubic meter and averaged over a specific time period (e.g., 1 hour). The different averaging times and concentrations are meant to protect against different exposure effects. Some ambient air quality standards are expressed as a concentration that is not to be exceeded. Others are expressed as a concentration that is not to be equaled or exceeded.*

[b] *Ambient Air Quality Standards based on the 2016 AQMP.*

[c] *"Attainment" means that the regulatory agency has determined based on established criteria, that the Air Basin meets the identified standard. "Non-attainment" means that the regulatory agency has determined that the Air Basin does not meet the standard. "Unclassified" means there is insufficient data to designate an area, or designations have yet to be made.*

[d] *California and Federal standard attainment status based on SCAQMD's 2016 AQMP and 2018 updates from CARB. https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.*

[e] *An attainment re-designation request is pending.*

Sources: U.S.EPA, NAAQS Table, CARB, Ambient Air Quality Standards May 4, 2016, Accessed January 2021.

Existing Air Quality

The SCAQMD divides the Basin into 38 source receptor areas (SRAs) in which 38 monitoring stations operate to monitor the various concentrations of air pollutants in the region. The Project Site is located within SRA 1, which covers the Central Los Angeles area. SCAQMD Station No. 087 collects ambient air quality data for SRA 1. This station is Located at 1630 North Main Street in Los Angeles and is located approximately 2 miles north of the Project Site. This station currently monitors emission levels of O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and Pb. Table 4.2, Summary of Ambient Air Quality in the Central Los Angeles Area, below, identifies the national and state ambient air quality standards for the relevant air pollutants, along with the ambient pollutant concentrations that were measured at the SCAQMD Station No. 087 from 2016 to 2019.[25]

According to the air quality data shown in Table 4.2, the state one-hour ozone standard was exceeded in the Central Los Angeles area for two days in 2016, six days in 2017, two days in 2018, and zero days in 2019. The national and state eight-hour ozone standard was exceeded four days in 2016, 14 days in 2017, four days in 2018, and two days in 2019. The federal 24-hour PM_{10} standard has not been exceeded from 2016 through 2019, while the state 24-hour PM_{10} standard was exceeded 18 days in 2016, 41 days in 2017, 31 days in 2018, and 3 days in 2019. In addition, the state annual average standard for PM_{10} was exceeded each year from 2015 to 2018. The national 24-hour $PM_{2.5}$ standard was exceeded for seven days in 2015, two days in 2016, five days in 2017, and three days in 2018. The national and state annual average standards for $PM_{2.5}$ were exceeded in 2018. Furthermore, neither national nor state standards for SO_2, CO, Lead (Pb), or NO_2 have been exceeded from 2016 to 2019. CO levels in the Project area are substantially below the federal and state standards. The maximum CO levels during the past four

[25] *Data for 2020 has not yet been published on the Air Quality Management District's website.*

years shown in Table 4.2 are 2.0 ppm (one-hour average) and 1.7 ppm (eight-hour average), compared to the thresholds of 20 ppm (one-hour average) and 9.0 (eight-hour average).

Table 4.2
Summary of Ambient Air Quality in the Central Los Angeles Area

Air Pollutants Monitored Within SRA 1 Central Los Angeles Area	Year			
	2016	2017	2018	2019
O_3				
Maximum 1-hour concentration measured	0.103 ppm	0.116 ppm	0.098 ppm	0.085 ppm
Number of days exceeding State 0.09 ppm 1-hour standard	2	6	2	0
Maximum 8-hour concentration measured	0.078 ppm	0.086 ppm	0.073 ppm	0.080 ppm
Number of days exceeding national 0.070 ppm 8-hour standard	4	14	4	2
Number of days exceeding State 0.07 ppm 8-hour standard	4	14	4	2
CO				
Maximum 1-hour concentration measured	1.9 ppm	1.9 ppm	2.0 ppm	2.0 ppm
Number of days exceeding federal or State 1-hour standards	0	0	0	0
Maximum 8-hour concentration measured	1.4 ppm	1.6 ppm	1.7 ppm	1.6 ppm
Number of days exceeding federal or State 8-hour standards	0	0	0	0
NO_2				
Maximum 1-hour concentration measured	0.0647 ppm	0.0806 ppm	0.0701 ppm	0.0697 ppm
Annual average	0.0208 ppm	0.0205 ppm	0.0185 ppm	0.0177 ppm
Does measured annual average exceed national 0.0534 ppm annual average standard?	No	No	No	No
Does measured annual average exceed State 0.030 ppm annual average standard?	No	No	No	No
PM_{10}				
Maximum 24-hour concentration measured	67 µg/m^3	96 µg/m^3	81 µg/m^3	62 µg/m^3
Number of days exceeding national 150 µg/m^3 24-hour standard	0	0	0	0
Number of days exceeding State 50 µg/m^3 24-hour standard	18	41	31	3
Annual Average Concentration (Annual Arithmetic Mean (AAM))	32.4 µg/m^3	34.4 µg/m^3	34.1 µg/m^3	25.5 µg/m^3
Does measured AAM exceed State 20 µg/m^3 AAM standard?	Yes	Yes	Yes	Yes
$PM_{2.5}$				
Maximum 24-hour concentration measured	44.4 µg/m^3	49.2 µg/m^3	43.80 µg/m^3	43.50 µg/m^3
Number of days exceeding national 35.0 µg/m^3 24-hour standard	2	5	3	1
Annual Arithmetic Mean (AAM)	11.83 µg/m^3	11.94 µg/m^3	12.58 µg/m^3	10.85 µg/m^3
Does measured AAM exceed national 12 µg/m^3 AAM standard?	No	No	Yes	No
Does measured AAM exceed State 12 µg/m^3 AAM standard?	No	No	Yes	No
SO_2				
Maximum 1-hour concentration measured	0.0134 ppm	0.0057 ppm	0.0179 ppm	0.010 ppm
Does measured 1-hour concentration exceed federal 0.075 ppm 1-hour standard or state 0.25 ppm standard?	No	No	No	No
99th Percentile Concentration (1 hour)	0.0025 ppm	0.0026 ppm	0.0028 ppm	0.0023 ppm
Pb				
Maximum monthly average concentration measured	0.016 µg/m^3	0.017 µg/m^3	0.11 µg/m^3	0.12 µg/m^3
Does measured average exceed State 1.5 µg/m^3 standard?	No	No	No	No
Maximum 3-month rolling averages	0.01 µg/m^3	0.01 µg/m^3	0.011 µg/m^3	0.010 µg/m^3
Does measured average exceed federal 0.15 µg/m^3 standard?	No	No	No	No

Note: ppm = parts by volume per million molecules of air, µg/m^3=micrograms per cubic meter
Source: SCAQMD, Historical Data by Year, accessed March 2021.

Existing Project Site Emissions

The Project Site is currently developed with a four-story, 107,224 square-foot office and ground floor commercial building with two levels of subterranean parking and surface parking. The emissions generated by the 640 S. Santa Fe Avenue building are quantified in Table 4.3 below and are anticipated to occur in the future with or without the Project. The Development Site is currently improved with a surface parking lot serving the 640 S. Santa Fe Avenue building. There are no structures or land uses within the Development Site that generate air emissions.[26]

Table 4.3
Existing Daily Operational Emissions from the Project Site

Emissions Source	Emissions in Pounds per Day					
	ROG [a]	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	2.44	<0.01	0.03	0.00	<0.01	<0.01
Energy	0.07	0.64	0.54	<0.01	0.05	0.05
Mobile (Vehicles)	2.29	11.44	28.33	0.10	8.02	2.20
Stationary Sources	0.82	3.67	2.09	<0.01	0.12	0.12
Total Emissions	***5.62***	***15.75***	***30.99***	***0.11***	***8.19***	***2.37***

[a] As noted in the CalEEMod User Guide, both VOC and ROGs are precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.
Calculation data are provided in Appendix A to this MND.
Source: Parker Environmental Consultants, 2021.

Thresholds of Significance

To assist in answering the Appendix G Threshold questions, the City of Los Angeles utilizes SCAQMD's CEQA Air Quality Handbook. Table 4.4, SCAQMD Air Quality Significance Thresholds, below, identifies the currently recommended supplemental thresholds by SCAQMD as published in the CEQA Air Quality Handbook. Based on the criteria set forth in SCAQMD's CEQA Air Quality Handbook, the Project may have a significant impact with regard to construction emissions if any of the following would occur:

- Regional emissions from both direct and indirect sources would exceed any of the SCAQMD prescribed threshold levels identified in Table 4.4, below.

- Maximum on-site daily localized emissions exceed the Localized Significance Thresholds (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 [338.4 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-

[26] *The emissions generated by vehicle trips of vehicles parked within the surface parking lot are generated by the land uses within the 640 S. Santa Fe building and are not generated by the surface parking lot. Thus, it is assumed that the surface parking lot is not generating any air quality emissions.*

Table 4.4
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds		
Pollutant	**Construction**	**Operation**
Nox	100 pounds/day	55 pounds/day
VOC	75 pounds/day	55 pounds/day
PM_{10}	150 pounds/day	150 pounds/day
$PM_{2.5}$	55 pounds/day	55 pounds/day
SO_x	150 pounds/day	150 pounds/day
CO	550 pounds/day	550 pounds/day
Pb [c]	3 pounds/day	3 pounds/day
Toxic Air Contaminants and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants [a]		
NO_2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.534 ppm (federal)	
PM_{10} 24-hour average annual average	10.4 µg/m^3 (construction)[b] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	10.4 µg/m^3 (construction)[b] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	0.25 ppm (state) & 0.075 ppm federal – (99th percentile) 0.04 µg/m^3 (state)	
Sulfate 24-hour average	25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or Contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-Month Average	1.5 µg/m^3 (state) 0.15 µg/m^3 (federal)	

Notes: ppm = parts per million by volume; µg/m^3 = micrograms per cubic meter

[a] *Ambient air quality thresholds for criteria pollutants based on SCQMD Rule 1303, Table A-2 unless otherwise stated.*

[b] *Ambient air quality threshold based on SCAQMD Rule 403.*

[c] *While the South Coast Air Quality Management District CEQA Air Quality Handbook contains significance thresholds for lead, Project construction and operation would not include sources of lead emissions and would not exceed the significance thresholds for lead. Unleaded fuel and unleaded paints have virtually eliminated lead emissions from commercial land use projects such as the Project. As a result, lead emissions are not further evaluated in this MND.*

Source: SCAQMD, Air Quality Significance Thresholds, Revision April 2019.

year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [56.4 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-hr threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

Operational Impacts

The L.A. CEQA Thresholds Guide identifies the following factors and considerations to evaluate operational air quality impacts:

- Operational emissions exceed the SCAQMD thresholds shown in Table 4.4, above;
- Either of the following conditions would occur at an intersection or roadway within one-quarter mile of a sensitive receptor:
    - 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 incremental increase due to the project is equal to or greater than 1.0 ppm for the California 1-hour CO standard, or 0.45 ppm for the 8-hour CO standard.
- The project creates an objectionable odor at the nearest sensitive receptor.

Additionally, based on the criteria set forth in SCAQMD's CEQA Air Quality Handbook, a project may have a significant impact with regard to operational emissions if any of the following would occur:

- 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 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).

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hr threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[27]

(1) Toxic Air Contaminants

In accordance with the L.A. CEQA Thresholds Guide, the determination of significance related to toxic air contaminants shall be made on a case-by-case basis, considering the following factors:

(a) The regulatory framework for the toxic material(s) and process(es) involved;

(b) The proximity of the toxic air contaminants to sensitive receptors;

(c) The quantity, volume and toxicity of the contaminants expected to be emitted;

(d) The likelihood and potential level of exposure; and

(e) The degree to which project design will reduce the risk of exposure.

Based on criteria set forth by the SCAQMD,[28] a project would expose sensitive receptors to substantial concentrations of toxic air contaminants if any of the following would occur:

- 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.[29] 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.

(2) Consistency with the Applicable General Plan and AQMP Policies

Section 15125(d) of the State CEQA Guidelines requires an analysis of project consistency with applicable general plan, specific plan, and regional plans, including but not limited to the applicable air quality attainment or maintenance plan, or State Implementation Plan. As discussed further below, this analysis evaluates consistency with the Air Quality Element of the City's General Plan, regional plans and the 2016 AQMP in accordance with SCAQMD's CEQA Air Quality Handbook.

Project Impacts

For purposes of estimating the Project's air quality impacts, the Project's construction and operational air quality emissions were quantified using the California Emissions Estimator Model

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[27] *SCAQMD, Final-Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, October 2006.*

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

[29] *The 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.*

(CalEEMod 2016.3.2) and compared to the SCAQMD's construction and operational thresholds of significance.

Construction Impacts

Construction of the Project has the potential to generate temporary pollutant emissions through the use of heavy-duty construction equipment, such as excavators and cranes, and through vehicle trips generated from workers and haul and delivery trucks traveling to and from the Project Site. In addition, fugitive dust emissions would result from excavation and soil-handling activities. Mobile source emissions, primarily NO_X, would result from the use of construction equipment. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of construction activity, and prevailing weather conditions.

As discussed in greater detail in Section 3, Project Description, the construction activities for the Project would occur over an approximately 24 month period, with final buildout occurring in 2025. Construction activities associated with the Project would be undertaken in four main steps: (1) demolition and site clearing; (2) grading, excavation, and foundations; (3) building construction; and (4) finishing and architectural coatings. It is assumed that all construction activities would be performed in accordance with all applicable State and federal laws and City Codes and policies with respect to building construction and activities. For purposes of the modeling analysis for the Project, the following primary assumptions were made:

- Demolition and site preparation would include removing the asphalt surface parking lot within the Development Site resulting in the removal of three tons of asphalt generating approximately 40 haul trips (20 inbound and 20 outbound). The demolition and site-clearing phase would be completed in approximately one month.

- Excavation of the two level subterranean parking garage and building foundations would extend approximately 32 feet below grade generating approximately 31,500 cubic yards (cy) of soil export. Assuming a haul truck capacity of 14 cubic yards of soil per truck, soil export activities would generate approximately 4,500 haul trips (2,250 inbound trips and 2,250 outbound trips). The excavation and soil export phase would occur over an approximate three month timeframe.

- The building construction phase, involving the construction of 188,954 square feet of buildable floor area plus a 397 space parking garage, is expected to occur for approximately 16 months.

- The finishing/architectural coating phase is expected to occur over approximately four months. During this phase, interior cabinets and lighting fixtures would be installed, interior and exterior wall finishing and paint would be applied, and the installation of windows, doors, and cabinetry would take place.

In addition to the above assumptions, the air quality modeling analysis incorporates the following regulatory compliance measures as being applicable to the Project's construction activities:

- Compliance with provisions of the SCAQMD District Rule 403. 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.
  - 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 25 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 an 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.

- 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 SCAQMD Rule 1113 limiting the volatile organic compound content of architectural coatings.

The Project includes the demolition of the existing surface parking lot on the eastern portion of the Project Site and the new construction of a 14-story commercial building with 188,954 square feet of floor area and two levels of below grade parking. Table 4.5, Project Peak Daily Regional Construction Emissions, identifies the daily emissions that are estimated to occur on peak construction days for each phase of the Project construction. As shown in Table 4.5, emissions of all six criteria pollutants would be below the SCAQMD's mass daily significance thresholds. As such, the Project's construction air quality emission impacts would be less than significant.

Table 4.5
Project Peak Daily Regional Construction Emissions

Construction Year	Emissions (pounds per day) [a]					
	ROG [b]	NO_x	CO	SO2	PM_{10}	$PM_{2.5}$
2022	2.17	35.89	20.61	0.10	3.26	1.43
2023	1.80	15.28	20.10	0.05	2.37	1.02
2024	21.48	14.55	19.80	0.05	2.30	0.96
Maximum Unmitigated Construction Emissions [c]	**21.48**	**35.89**	**20.61**	**0.10**	**3.26**	**1.43**
SCAQMD Daily Significance Thresholds	75	100	550	150	150	55
Over (Under)	(53.52)	(64.11)	(529.39)	(149.9)	(146.74)	(53.57)
Exceed Threshold?	No	No	No	No	No	No

Notes:
[a] Calculations assume compliance with SCAQMD Rule 403 – Fugitive Dust and Rule 1113 – Architectural Coatings.
[b] As noted in the CalEEMod User Guide, both VOC and ROGs are precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.
[c] The Maximum emissions are based on the peak daily emissions that occur throughout the year. The CalEEMod worksheets are provided in Appendix A to this MND.
Source: Parker Environmental Consultants, 2021.

Operational Impacts

The Project's operational emissions were quantified for a new 14-story building with 184,629 square feet of office space and 4,325 square feet of retail commercial uses on the ground floor. Operational emissions would be generated by building energy systems (i.e., heating, cooling, and energy use) and mobile source emissions by employees, vendors, and visitors traveling to and from the Project. The Project emissions estimates are based on the CalEEMod (*Version 2016.3.2*) model and are contained in Appendix A to this IS/MND. It should be noted that the Project's emissions are all net new emissions and are in addition to the existing baseline emissions that are generated on the Project Site. As shown in Table 4.6, below, the net new operational emissions generated by the Project would not exceed the daily regional thresholds of significance set by the SCAQMD. Therefore, impacts associated with regional operational emissions from the Project would be less than significant without mitigation.

Criterion 2

Would the Project exceed the assumptions utilized in preparing the AQMP?

The 2016 AQMP is composed of stationary and mobile source emission reduction strategies from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, furthering deployment of cleaner technologies, mobile source strategies and reductions from federal sources. These strategies are implemented in partnership with the CARB and the U.S. EPA. In addition, SCAG's 2016-2040 RTP/SCS includes transportation programs, measures, and strategies generally designed to reduce VMT, which are contained within baseline

Table 4.6
Project Peak Daily Regional Operational Emissions

Emissions Source	Emissions in Pounds per Day					
	ROG [a]	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
Area Source	4.30	<0.01	0.06	0.00	<0.01	<0.01
Energy	0.08	0.75	0.63	<0.01	0.06	0.06
Mobile (Vehicles)	2.73	12.55	32.78	0.14	12.10	3.30
Stationary Source	0.82	3.67	2.09	<0.01	0.12	0.12
Total Project Emissions	***7.93***	***16.97***	***35.56***	***0.14***	***12.28***	***3.48***
Total Project Site Emissions [b]	*13.55*	*32.72*	*66.56*	*0.25*	*20.47*	*5.84*
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Potentially Significant Impact?	**No**	**No**	**No**	**No**	**No**	**No**

[a] As noted in the CalEEMod User Guide, both VOC and ROGs are precursors to ozone so they are summed in the CalEEMod report under the header ROG. For the purposes of comparing the ROG value to a VOC significance threshold, the terms can be used interchangeably.
[b] The total emissions from the Project Site with the Project (Project emissions plus Existing Project Site emissions) is shown for informational purposes. For purposes of determining the Project's operational air quality impacts, the net new emissions generated by the Project are compared to the SCAQMD's thresholds of significance.
Calculation data are provided in Appendix A to this MND.
Source: Parker Environmental Consultants, 2021.

emissions inventory in the 2016 AQMP. The transportation strategy and transportation control measures (TCMs), included as part of the 2016 AQMP and SIP for the Basin, are based on SCAG's 2016 RTP/SCS and Federal Transportation Improvement Program (FTIP). Some of the control measures achieve emission reductions by continuing existing regulatory requirements and programs and extensions of those programs, while some control measures are not regulatory in form, but instead focus on incentives, outreach, and education to bring about emission reductions through voluntary participation and behavioral changes needed to complement regulations.

The 2016 AQMP also assumes that general development projects will include feasible strategies (i.e., mitigation measures) to reduce emissions generated during construction and operation in accordance with SCAQMD and local jurisdiction regulations, which are designed to address air quality impacts and pollution control measures. The 2016 AQMP is based on the 2016–2040 RTP/SCS, which incorporates data from General Plans as well as local land use data, such as the Community Plan. The Project Site is not zoned for residential uses and does not propose any residential dwelling units. As such, the Project would not directly impact population or housing growth within the City. With respect to employment growth, the Project proposes a General Plan Amendment, and Height District Change to increase the allowable FAR from 1.5:1 to 4.5:1. As discussed in greater detail in Section XIV, Population and Housing, the Project would generate 756 new jobs within the City and Community Plan area. Based on SCAG's 2016-2040 RTP/SCS regional growth estimates, the population of the City is anticipated to increase to 4,609,400 residents by 2040; housing is estimated to increase to 1,690,300 housing units by 2040; and employment is estimated to increase to 2,169,100 jobs by 2040. The increase of 756 new jobs within the City is well within the projected employment growth rate for the region and would not generate a substantial need for new housing within the City.

Further, the Project would be consistent with the smart growth policies of the SCAG's 2016-2020 RTP/SCS to increase commercial uses in areas accessible to transit (i.e. Priority Growth Areas (PGAs) – Job Centers, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence (SOIs)).[30] The Project is located within a HQTA, which is defined as a generally walkable transit village or corridor 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. The Project Site is within a half of a mile (walking distance) of several Metro lines (local lines 18, 60, 62; and rapid lines 720 and 760), the LADOT DASH Downtown A bus line, and a regional Greyhound Lines, Inc., station, all of which connect to regions of the Los Angeles area and beyond. Some of these stops have peak commute service intervals of 15 minutes or less (see Figure 3.1, Project Location Map) meeting the criteria of a HQTA. Thus, the Project Site's location provides opportunities for employees, visitors, and patrons to use public transit to reduce vehicle trips.

In addition to the AQMP, the SCAQMD has prepared the *CEQA Air Quality Handbook* (1993) to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the Basin.[31] Reports by the California Department of Transportation and SCAG have found that focusing development in areas served by transit can result in local, regional, and statewide benefits including reduced air pollution and energy consumption.[32,33] As such, the Project's close proximity to other commercial and office land uses and regional transit would result in fewer trips and a reduction to the Project's VMTs as compared to the base trip rates for similar stand-alone land uses that are not located in close proximity to transit. Thus, because the Project would be consistent with the growth projections and regional land use planning policies of the RTP/SCS and would result in a less than significant VMT impacts, as discussed in Section XVII, Transportation, the Project would not conflict with or obstruct implementation of the 2016 AQMP, and Project impacts 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. A significant impact may occur if a project adds a considerable cumulative contribution to federal or State non-attainment pollutants. As the Basin is currently in State non-attainment for ozone, $PM_{10,}$ and $PM_{2.5}$, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With respect to determining the significance of a project's contribution of emissions, the SCAQMD neither recommends quantified analyses of construction and/or operational emissions from multiple development projects nor provides methodologies or thresholds of significance to be used to

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[30] *While it is noted that SCAG recently published the 2020-2045 RTP/SCS (Connect SoCal Plan) in September 2020, the 2016 AQMP is based on the regional growth projections as contained in the 2016-2020 RTP/SCS.*

[31] *SCAQMD, CEQA Air Quality Handbook, April 1993.*

[32] *California Department of Transportation, California Transportation Plan 2050, February 2021, website: https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf, accessed August 2021.*

[33] *Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, April 2016.*

assess the cumulative emissions generated by multiple cumulative projects. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts be assessed utilizing the same significance criteria as those for project specific impacts. Thus, a project may result in a significant impact in cases where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. Furthermore, based on SCAQMD guidance, if an individual development project generates less than significant construction or operational emissions, then the development project would not generate a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment.

As shown in Tables 4.5 and 4.6, above, the Project's estimated peak daily regional construction and operational emissions generated for ROG, PM_{10}, and $PM_{2.5}$ would be below the regional daily emissions significance thresholds for construction and operation. Therefore, the construction and operation of the Project would not 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, and Project impacts would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large. The SCAQMD identifies the following as sensitive receptors: long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playgrounds, childcare centers, and athletic facilities.[34] Figure 4.1, Air Quality Sensitive Receptors, below, identifies sensitive receptors within approximately 500 feet of the Project Site that may be affected by the Project's localized emissions during the construction phase. Air quality-sensitive land uses that are located at greater distances from the Project Site would experience lower air pollutant impacts from potential sources of pollutants generated by the Project due to atmospheric dispersion effects. Based on a review of the vicinity of the Project Site, the following sensitive receptors were identified:

1) AMP Lofts, 695 S. Santa Fe Avenue (multi-family residential)

2) Artists' Lofts, 2101 7th Street (multi-family residential)

3) Brick Lofts, 652 Mateo Street (multi-family residential)

For the purposes of assessing pollution concentrations upon sensitive receptors, the SCAQMD has developed LSTs that are based on the number of pounds of emissions per day that can be generated by a project that would cause or contribute to adverse localized air quality impacts. These localized thresholds, which are found in the mass rate look- up tables in the "Final Localized

[34] *South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005 website: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf, accessed April 2019.*

Significance Threshold Methodology" document prepared by the SCAQMD,[35] apply to projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM_{10}, and $PM_{2.5}$. 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 standards, and are developed based on the ambient concentrations of that pollutant for each SRA. For PM_{10}, the LSTs were derived based on requirements in SCAQMD Rule 403 − Fugitive Dust. For $PM_{2.5}$, the LSTs were derived based on a general ratio of $PM_{2.5}$ to PM_{10} for both fugitive dust and combustion emissions.

LSTs are provided for each of SCAQMD's 38 SRAs at various distances from the source of emissions. The Project Site is located within SRA 1, which covers the Central Los Angeles County Coastal area. Based on the distance of the closest sensitive receptor (e.g., the AMP Lofts, 260 feet southwest of the Project Site) identified above, the LSTs for a one-acre site within 100 meters (328 feet) was used to determine the potential localized air quality impacts associated with the construction-related NOx, CO, PM_{10}, and $PM_{2.5}$ emissions for each year of construction. As noted in Table 4.7, Project Localized On-Site Peak Daily Construction Emissions, the Project's localized construction emissions are well below the applicable thresholds of significance. As such, the Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Table 4.7
Project Localized On-Site Peak Daily Construction Emissions

Construction Phase	Total On-site Emissions (Pounds per Day)			
	NO_x [a]	CO	PM_{10}	$PM_{2.5}$
Project Construction (2021-2025) [b]	14.71	14.94	1.26	0.83
SCAQMD Localized Thresholds [c]	**82**	**1,259**	**33**	**10**
Potentially Significant Impact?	**NO**	**NO**	**NO**	**NO**

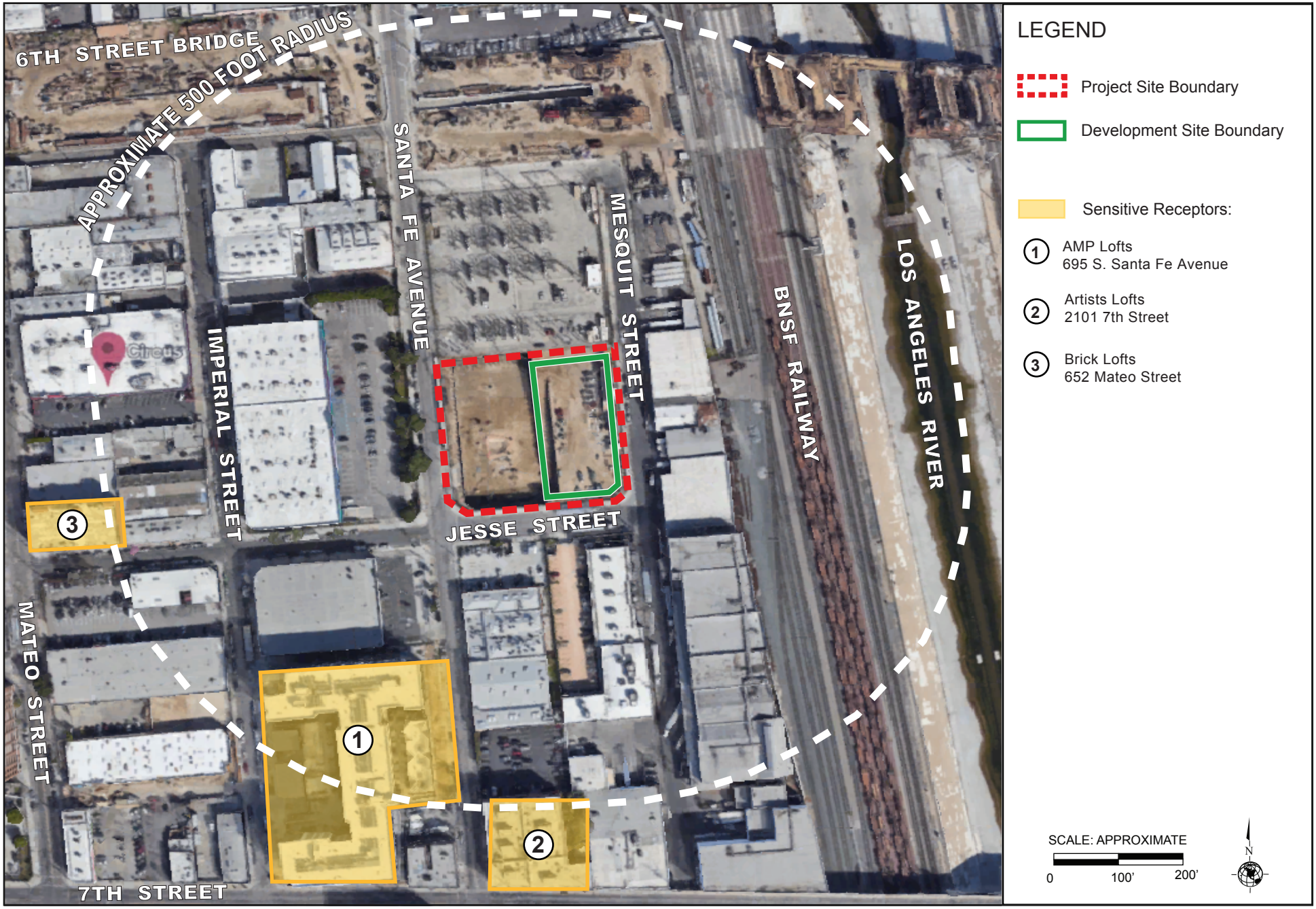
[a] *The localized thresholds listed for NO_x takes into consideration the gradual conversion of NO_x to NO_2, and are provided in the mass rate look-up tables in the SCAQMD's "Final Localized Significance Threshold Methodology" guidance document. The analysis of localized air quality impacts associated with NO_x emissions is focused on NO_2 levels as they are associated with adverse health effects.*

[b] *The LST emissions for the Project are based on the on-site emissions shown in the CalEEMod Calculation sheets provided in Appendix A to this IS/MND.*

[c] *The localized thresholds for all phases are based on a receptor within a distance of 328 feet (100 meters) in SCAQMD's SRA 1 for a Project Site of one acre.*

Source: Parker Environmental Consultants, LLC.

[35] *South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, June 2003, Revised July 2008, website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2, accessed August 2020.*



Source: Google Earth, Aerial View, 2021.

Figure 4.1
Air Quality Sensitive Receptors

Localized Operation Emissions

With regard to localized emissions from motor vehicle travel, traffic congested roadways and intersections have the potential to generate localized high levels of carbon monoxide (CO). The Basin is currently in attainment for CO emissions, and based on existing ambient CO levels within the Basin, mobile source emissions from the Project would not exceed the 1-hour or 8-hour CO hotspot concentration threshold for creating a significant impact. This finding is consistent with the AQMD's 2003 AQMP, which modeled localized CO emissions at the four highest traffic volume intersections within the Basin and found the localized emissions to be well below the thresholds of significance for both the 1-hour and 8-hour thresholds. The study intersections included: (a) Wilshire Boulevard and Veteran Avenue; (b) Sunset Boulevard and Highland Avenue; (c) La Cienega Boulevard and Century Boulevard; and (d) Long Beach Boulevard and Imperial Highway. The intersection of Wilshire Boulevard and Veteran Avenue, which is located approximately 12.54 miles west of the Project Site, was identified as the most congested intersection in Los Angeles County, with an average daily traffic volume of about 100,000 vehicles per day.[36] As reported in the 2016 AQMP, the highest concentrations of CO continued to be recorded in the areas of Los Angeles County, where vehicular traffic is most dense, with the maximum 8-hour and 1-hour concentration (4.3 ppm and 3.0 ppm, respectively) recorded in the South Central Los Angeles County area. Thus, as the Basin is still in attainment for CO, and since ambient CO concentrations in the Basin remain lower than the highest recorded CO concentrations in 2003, it can be concluded that the Project would not result in a significant localized CO hotspot impact. Therefore, no further analysis for CO hotspots is warranted, and localized operational emissions would be less than significant.

Toxic Air Contaminants (TAC)

Construction Emissions

The Project's construction activities would generate toxic air contaminants ("TACs") in the form of diesel particulate matter ("DPM") emissions associated with the use of heavy trucks and construction equipment during construction. DPM has no acute exposure factors (i.e., no short-term effects). Therefore, the SCAQMD Handbook does not recommend an analysis of TACs from short-term construction activities, which result in a limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given the short-term construction schedule of approximately 24 months, the Project would not result in a long-term (i.e., 70-year) source of TAC emissions. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (24 out of 840 months of a 70-year lifetime), health risks associated with DPM emissions during construction would be less than significant. Moreover, the Project would be required to comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5

[36] *South Coast Air Quality Management District, 2003 Air Quality Management Plan, Appendix V: Modeling and Attainment Demonstrations, (2003) V-4-24, website: https://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/2003-aqmp, accessed August 2020.*

minutes at a location. In addition, as discussed above, the Project would not result in a localized significant impact. Therefore, the Project would result in a less than significant impact related to construction TACs.

Operational Emissions

The Project would include office, retail, and restaurant land uses. These commercial uses would not support any land uses or activities that would involve the use, storage, or processing of carcinogenic or non-carcinogenic toxic air contaminants. As such no significant toxic airborne emissions would result from Project implementation and operation**.** The only potential source of toxic air contaminants generated by the Project would be diesel particulate matter (DPM), which would be generated by motor vehicles traveling to and from the Project Site. Operation of the Project would generate a relatively small amount of ongoing operational DPM emissions from a minimal number of diesel-fueled vehicles (e.g., delivery trucks), as compared to an industrial oil refinery facility that has numerous heavy-duty industrial-sized equipment and industrial processes. The SCAQMD only recommends that health risk assessments be conducted for substantial 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, transit centers, ships hoteling at ports, and idling trains) and has provided guidance for analyzing mobile source diesel emissions. Based on the National Cooperative Highway Research Program Truck Trip Generation Data, the project is conservatively estimated to generate approximately 8 truck trips per day.[37] 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 the Project no further analysis is warranted under the SCAQMD's guidance. Further, as noted in response to Checklist Question III, Air Quality, the Project's air quality emissions would be well below the threshold levels for all five criteria pollutants, including PM_{10} and $PM_{2.5}$., which comprise DPM.[38] As such, the Project is not considered to be a substantial source of DPM emissions. Therefore, impacts associated with the operational release of toxic air contaminants would be less than significant.

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

Less Than Significant Impact. A significant impact may occur if objectionable odors occur that would adversely impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

During construction, potential sources that may emit odors during construction activities include the use of architectural coatings, solvents, and asphalt paving. SCAQMD Rule 1108 and 1113

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[37] *National Cooperative Highway Research Program (NCHRP) Synthesis 298 Truck Trip Generation Data, 2001, http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_298.pdf. Table D-2d of the NCHRP data (Trip Generation Summary—Daily Commercial Vehicle Trips per 1,000 sf of Building Space for Office and Services) provides an average of 0.039 truck trips per 1,000 square feet.*

[38] *Based information presented in the Scientific Review Panel Findings for the Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant Report, May 27, 1998, https://www.arb.ca.gov/ srp/findings/4-22-98.pdf, approximately 94 percent of DPM particles are less than 2.5 microns in diameter, with the remaining 6 percent comprised of particle sizes between 2.5 and 10 microns in diameter.*

limits the amount of volatile organic compounds from cutback asphalt and architectural coatings and solvents, respectively. Based on mandatory compliance with SCAQMD Rules, construction activities and materials used in the construction of the Project would not create a significant source of objectionable odors. The Project does not include any of the uses identified by the SCAQMD as being associated with odors, such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, or fiberglass molding. As the Project would involve no elements related to these types of activities, no odors from these types of uses are anticipated.

Odors from garbage chutes and enclosed refuse containers would be controlled through standard best management practices and ongoing building maintenance procedures. While restaurant-related uses have the potential to generate odors from cooking and disposal of organic waste, restaurant operators would be subject to SCAQMD Rule 1138, which requires the installation of odor-reducing equipment. Garbage collection areas for the Project Site would have the potential to generate foul odors if the areas are located in close proximity to habitable areas. The commercial trash collection areas would be enclosed and would not be located near any habitable areas. In addition, SCAQMD Rule 402 (Nuisance), and SCAQMD Best Available Control Technology ("BACT") Guidelines would limit potential objectionable odor impacts during the Project's long-term operations phase. With compliance with SCAQMD Rules 402 and 1138, described above, potential objectionable odor impacts would be less than significant.

Mitigation Measures

Project impacts with regard to air quality would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in conjunction with the related projects in the Project Site vicinity would result in an increase in construction and operational emissions in an already urbanized area of the City of Los Angeles.

Cumulative development can affect the implementation of the 2016 AQMP. The 2016 AQMP was prepared to accommodate growth, reduce pollutants within the areas under SCAQMD jurisdiction, improve the overall air quality of the region, and minimize the impact on the economy. Growth considered to be consistent with the 2016 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 by SCAG, implementation of the 2016 AQMP will not be obstructed by such growth, and cumulative impacts would be less than significant. Since the Project is consistent with SCAG's growth projections, the Project would not have a cumulatively considerable contribution to an impact regarding a potential conflict with or obstruction of the implementation of the applicable air quality plan. Thus, cumulative impacts related to conformance with the 2016 AQMP would be less than significant.

Cumulative air quality impacts from construction and operation of the Project, based on SCAQMD guidelines, are analyzed in a manner similar to Project-specific air quality impacts. The SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed

utilizing the same significance criteria as those for project specific impacts. Therefore, according to the SCAQMD, individual development projects that generate construction or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. Thus, as discussed in response to Checklist Question III above, because the construction-related and operational daily emissions associated with the Project would not exceed the SCAQMD's recommended thresholds, these emissions associated with the Project would not be cumulatively considerable. Therefore, cumulative air quality impacts would be less than significant.

With respect to cumulative 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. SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings and solvents. 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. With respect to operations, SCAQMD Rules 402 (Nuisance), and SCAQMD BACT Guidelines would regulate any objectionable odor impacts from the related projects and the Project's long-term operations. Thus, cumulative odor impacts would be less than significant.

Mitigation Measures

Cumulative impacts with regard to air quality would be less than significant. Therefore, no mitigation measures are required.

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 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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a) Would the project 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?

No Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern under state or federal plans, policies or regulations; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (c) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The Project Site is located in an urbanized area of the Central City North community of the City of Los Angeles. The western half of the Project Site is currently improved with the 640 S. Santa Fe Avenue building, a four-story mixed-use office and ground floor commercial building with two levels of subterranean parking. The eastern half of the Project Site, the Development Site, is improved as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project Site does not contain any critical habitat or support any species identified as endangered, threatened, rare, protected, candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game ("CDFG") or U.S. Fish and Wildlife Service ("USFWS") (IPaC Resource List is provided in Appendix K). There is one identified threatened species, the Coastal California Gnatcatcher, that lives within the region where the

Project Site is located. However, the Project Site is located outside of the critical habitat zone by the Information for Planning and Consultation website serviced by the U.S. Fish and Wildlife Service and no vegetation exists within the Project Site that could support the Coastal California Gnatcatcher. The Project would have no impact on a sensitive biological species or habitat.

b) Would the project 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 U.S. Fish and Wildlife Service?

No Impact. A project would normally have a significant impact on biological resources if it could result in: (a) the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (b) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; (c) the alteration of an existing wetland habitat; or (d) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species. No riparian or other sensitive natural communities are present on or adjacent to the Project Site. Therefore, implementation of the Project would not result in any adverse impacts to riparian habitat or other sensitive natural communities, and no impact would occur.

c) Would the project 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. A project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. The western half of the Project Site is currently improved with the 640 S. Santa Fe Avenue building, a four-story office and ground floor commercial building with two levels of subterranean parking. The eastern half of the Project Site, which is the proposed Development Site, is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project Site does not contain wetlands or natural drainage channels and thus does not have the potential to support any riparian or wetland habitat, as defined by Section 404 of the Clean Water Act (See Section IV(b), above). Therefore, the Project would have no impacts to riparian or wetland habitats.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. A project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species. As previously mentioned, the western half of the Project Site is currently improved with the 640 S. Santa Fe Avenue building and the Development Site is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project Site includes ornamental species and street trees that have been recently planted as part of the 640 S. Santa Fe Avenue Project. Due to the highly urbanized immediate surroundings of the Project Site, there are no wildlife corridors or native wildlife nurseries in the immediate vicinity. The Los Angeles River is located approximately 375 feet east

of the Project Site. However, due to this distance from the LA River, and the development of other industrial properties between the Project Site and the LA River, the Project would not interfere with the movement of any migratory fish and would likely not interfere with any wildlife species or wildlife corridor along the River, or significantly affect any native wildlife nursery sites. Further, while the relocation of the recently planted non-protected trees within the surface parking lot would not be considered a significant impact under CEQA, the removal or relocation of any trees would have the potential to impact nesting bird species if they are present at the time of tree removal. Nesting birds are protected under the Federal Migratory Bird Treaty Act (MBTA) *(Title 16, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 20)* and Section 3503 of the California Department of Fish and Game Code. To ensure compliance with the MBTA, the City of Los Angeles Department of City Planning imposes standard regulatory compliance measures advising applicants to avoid tree removal activities during the breeding season. If avoidance is not feasible, the Department of City Planning recommends weekly bird surveys be conducted to ensure that the trees proposed for removal are not occupied by nesting birds. Thus, with adherence to the MBTA, the Project would have a less than significant impact on sensitive biological species or habitat. Therefore, the Project would result in a less than significant impact upon wildlife species or 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?

No Impact. A project-related significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance No. 177,404. The Development Site of the Project is currently a paved surface parking lot with 21 recently planted trees for the 640 S. Santa Fe Avenue Project. There are no protected tree species on-site or within the public right-of-way. Trees that exist on the Project Site or within the public-right of way adjacent to the Project Site are those that have been recently planted as part of the 640 S. Santa Fe Avenue Project. Therefore, the Project would not have the potential to conflict with the City of Los Angeles Protected Tree Ordinance. The Project would not conflict with a policy or ordinance protecting biological resources, and therefore no impact 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. A significant impact would occur if the Project would be inconsistent with mapping or policies in any conservation plans of the types cited. The Project Site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, the Conservation Element of the City, or other approved local, regional or state habitat conservation plan. 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 and no impacts related to such plans or policies would occur.

Mitigation Measures

Project impacts with regard to biological resources would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The Project would have a less than significant impact upon biological resources with regulatory compliance. Development of the Project in combination with related projects would not significantly impact wildlife corridors or habitat for any endangered, threatened, rare, protected, candidate, sensitive, or special status species identified in local plans, policies, or regulations, or by the CDFG or the USFWS as no such habitat occurs in the vicinity of the Project Site 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, Federal Migratory Bird Treaty Act, Sections 3503, 3503.5, and 3513 of the CDFG Code, and any other mitigation measures or regulatory compliance measures applicable to each project site. Thus, cumulative impacts to biological resources would be considered less than significant.

Mitigation Measures

Cumulative impacts with regard to biological resources would be less than significant. Therefore, no mitigation measures are required.

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 formal cemeteries?	☐	☐	☒	☐

The following section summarizes and incorporates by reference information from the Central City North Community Plan; and SurveyLA's Historic Resources Report for the Central City North Community Plan Area, including its appendices: Appendix A: Individual Resources, Appendix B: Non-Parcel Resources, and Appendix C: Historic Districts, Planning Districts, and Multiple Property Resources.

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to §15064.5?

No Impact. A significant impact may occur if the Project would result in a substantial adverse change in the significance of a historic resource. Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain State guidelines; or (3) an object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A substantial adverse change in the significance of a historic resource means demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired.[39]

The eastern half of the Project Site, the Development Site, is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue Project. The findings from the Central City North Community Plan and SurveyLA's Historic Resources Report for the Central City North Community Plan Area (including its Appendices A through C) indicate that the Project Site is not located within a Historic District or a Historic Preservation Overlay Zone and has not been determined to be eligible for listing in the National Register of Historic Places, the California Register of Historic Resources, the Los Angeles Historic-Cultural Monuments Registry, or as having historic significance in SurveyLA.[40,41]

The closest historic resource to the Project Site is the National Biscuit Company Building, built in 1925, which is designated as Los Angeles Historic-Cultural Monument No. 888, located 790 feet southwest of the Project Site.[42,43] The Project would develop a surface parking lot with a 14-story office and ground floor commercial building. The Project would have no direct or indirect impacts upon the National Biscuit Company Building. As such, the Project would not directly or indirectly affect a historic resource. Therefore, the Project would not cause an adverse change in the significance of a historic resource, and no impact would occur.

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[39] *CEQA Statute and Guidelines, Section 15064.5(b)(1).*

[40] *Los Angeles Department of City Planning, Central City North Community Plan, December 15, 2000, website: https://planning.lacity.org/plans-policies/community-plan-area/central-city-north, accessed August 2020.*

[41] *Los Angeles Department of City Planning, SurveyLA Results: Central City North Community Plan Area, website: https://planning.lacity.org/preservation-design/survey-la-results-central-city-north, accessed August 2020.*

[42] *City of Los Angeles, Department of City Planning, SurveyLA Results: Central City North, website: https://planning.lacity.org/preservation-design/survey-la-results-central-city-north, accessed August 2020.*

[43] *Los Angeles Historic Resources Inventory, Historic Places LA, website: http://www.historicplacesla.org/map, accessed August 2020.*

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant Impact. A significant impact may occur if grading or excavation activities associated with the Project would disturb archaeological resources.

The Los Angeles General Plan Framework Environmental Impact Report ("Framework EIR") Cultural Resources Section was used to determine whether any known archaeological resources exist on-site or in proximity to the Project Site. This Section compiled archaeological and paleontological information and data gathered from the Natural History Museum of Los Angeles County, the California Archaeological Inventory – Regional Information Center, and the City of Los Angeles Cultural Affairs Department. Figure CR-1, in the Framework EIR Cultural Resources Section, depicts archaeological sites and survey areas within the City. As shown in Figures CR-1, no known archaeological resources were identified on the Project Site. The nearest known archaeological resource is the Los Angeles River, located approximately 375 feet east of the Development Site of the Project. This is further supported by the South Central Coastal Information Center response letter (see Appendix I.2 of this IS/MND), which completed a records search for the Project Site and ½ mile radius of the Project area.[44] The search included a review of all recorded archaeological and built-environment resources, as well as a review of cultural resource reports on file. An additional search of California Points of Historical Interest, California Historical Landmarks, California Register of Historical Resources, National Register of Historic Places, California State Built Environment Resources Directory, and City of Los Angeles Historic-Cultural Monuments listings were reviewed for the Project Site and a ½ mile radius of the Project area.

The SCCIC response letter concluded that there were five known archaeological resources within a ½ mile radius of the Project Site and no known or previously recorded archaeological resources located on the Project Site. The natural ground surface of the area appears to be obscured by urban development. Consequently, surface artifacts would not be visible during a survey of the property. However, the SCCIC response letter indicated that historic maps of the buried remains of the Zanja Madre, a historical water conveyance system, indicate there is a strong potential for this resource to be within or adjacent to the Project Site. Because of this potential, the SCCIC recommends that a qualified archaeologist be retained to monitor ground-disturbing activities. However, based on a review of other environmental documents and archaeological resource assessments conducted for projects in the local area,[45] the closest recorded segment of the Zanja Madre is located in the vicinity of Mateo Street, over 650 feet to the west of the Project Site. As the alignment of the Zanja Madre is in a north-south orientation, the alignment would not intersect with the Project Site.

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[44] *The occurrence of previously recorded archaeological resources within ½ mile of the Project Site could indicate the likelihood of similar resources to be located within other areas in the project vicinity or on the Project Site. The assessment of whether such resource are likely to be found on or beneath the Project Site is dependent upon the nature of the archeological resources recorded in the area.*

[45] *See Phase I Archaeological Assessment for 676 Mateo Street Project, February 2020, City of Los Angeles Case No. ENV-2016-3691-EIR.*

The SCCIC also recommends the Native American Heritage Commission be consulted on the location of properties or sacred sites in the area.

The western half of the Project Site was recently developed with the 640 S. Santa Fe Avenue building. Construction of the 640 S. Santa Fe Avenue building included excavating the ground level on the western half of the Project Site to approximately 25 feet below grade level to accommodate a two-level subterranean parking structure. No archaeological resources were discovered during the construction of the 640 S. Santa Fe Avenue Project building. The Development Site of the Project, located on the eastern half of the Project Site, is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue Project. The Project would redevelop the surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The two levels of subterranean parking would require excavation and grading activities to ensure the proper base and slope under the proposed building. Thus, there is potential for the inadvertent discovery of unknown archaeological resources on the Development Site of the Project. However, given the similar nature of the excavation that was conducted on site for the 640 S. Santa Fe Avenue building, and the lack of discovery of any significant archaeological resources during the earthwork phases of construction, the probability of encountering archaeological resources during the development of the east side of the Project Site is considered low.

In accordance with standard conditions of approval for grading permits, the Department of City Planning and Building and Safety require adherence to regulatory compliance measures and procedures related to the incidental discovery of archaeological resources discovered during construction. If archaeological resources are discovered during surface grading or construction activities, work shall cease in the area of the find until a qualified archaeologist has evaluated the find and treated it in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2. Personnel of the Project shall not collect or move any archaeological materials and associated materials. Construction activity may continue unimpeded on other portions of the Project Site proposed to be developed. Adherence to regulatory compliance measures would ensure that if any archaeological resources are encountered during construction, impacts to such resources would remain less than significant.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. A project-related significant adverse effect could occur if grading activities associated with the Project would disturb previously interred human remains. No known human burials are identified on the Project Site or its vicinity. However, it is possible that unknown human remains could occur, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code Section 5097.98. Compliance with regulatory compliance measures would ensure any potential impacts related to the disturbance of unknown human remains would be less than significant.

Mitigation Measures

Project impacts with regard to cultural resources would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Implementation of the Project, in combination with the related projects in the Project Site vicinity, would result in the continued redevelopment and revitalization of the surrounding area. Impacts to cultural resources tend to be site-specific and are assessed on a site-by-site basis. The analysis of the Project's impacts to cultural resources concluded that the Project would have no significant impacts with respect to cultural resources following compliance with regulatory measures. Therefore, the Project's incremental contribution to a cumulative impact would not be considerable, and cumulative impacts to cultural resources would be less than significant.

Mitigation Measures

Cumulative impacts with regard to cultural resources would be less than significant. Therefore, no mitigation measures are required.

VI. Energy

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Regulatory Setting

Corporate Average Fuel Economy (CAFE) Standards

Enacted by Congress in 1975, the Corporate Average Fuel Economy (CAFE) standard's purpose is to reduce energy consumption by increasing the fuel economy of cars and light trucks. The CAFE standards are fleet-wide averages that must be achieved by each automaker for its car and truck fleet, each year, since 1978. When these standards are raised, automakers respond by creating a more fuel-efficient fleet. CAFE standards are regulated by the United States

Department of Transportation's (U.S. DOT) National Highway Traffic Safety Administration (NHTSA). The NHTSA sets standards to increase CAFE levels rapidly over the next several years, which will improve the nation's energy security and save consumer's money at the gas pump, while also reducing greenhouse gas (GHG) emissions. In 2012, the NHTSA established final passenger car and light truck CAFE standards for model years 2017 through 2021, which the agency projects will require in model year 2021, on average, a combined fleet-wide fuel economy of 40.3 to 41.0 miles per gallons (mpg). Currently, the U.S. DOT and the U.S. Environmental Protection Agency (U.S. EPA) propose the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule, which would amend existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks and establish new standards covering model years 2021 through 2026. The NHTSA and the U.S. EPA are currently seeking comment on this proposal.[46,47]

Fuel efficiency standards for medium- and heavy-duty trucks have been jointly developed by U.S. EPA and NHTSA. The Phase 1 medium- and heavy-duty truck standards apply to combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles for model years 2014 through 2018, and result in a reduction in fuel consumption from 6 to 23 percent over the 2010 baseline, depending on the vehicle type.[48] U.S. EPA and NHTSA have also adopted the Phase 2 medium- and heavy-duty truck standards, which cover model years 2021 through 2027 and require the phase-in of a 5 to 25 percent reduction in fuel consumption over the 2017 baseline depending on the compliance year and vehicle type.[49]

California Renewables Portfolio Standard

The California Renewables Portfolio Standard (RPS) program, which was established in 2002 by Senate Bill (SB) 1078, required that 20 percent of the available energy supplies in California come from renewable energy sources by 2017. In 2006, SB 107 accelerated the 20-percent mandate to 2010. These mandates apply directly to investor-owned utilities. In 2011, California Governor Jerry Brown signed into law Senate Bill 2X, which modified California's RPS program to require that both publicly- and investor-owned utilities in California receive at least 33 percent of their electricity from renewable sources by the year 2020. In October 2015, Governor Brown signed into legislation Senate Bill 350 (SB 350), which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. In 2018, Senate Bill 100 (SB 100) was signed into law, which again increases the RPS to 60 percent by 2030 and requires all of California's electricity to come from carbon-free resources by 2045. SB 100 became effective on January 1, 2019.[50]

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[46] *U.S. DOT, Corporate Average Fuel Economy (CAFE) Standards, accessed August 2020.*

[47] *U.S. DOT,NHTSA, Corporate Average Fuel Economy (CAFE), Laws and Regulations, accessed August 2020.*

[48] *U.S. EPA, NHTSA, Federal Register Volume 76, No. 179, Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles, September 15, 2011.*

[49] *U.S. EPA, NHTSA, Federal Register Volume 81, No. 206, Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles – Phase 2, October 25, 2016.*

[50] *California Public Utilities Commission, California Renewables Portfolio Standard, accessed July 2019.*

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6 of the California Code of Regulations) ("Title 24 Standards") were established in 1978 in response to a legislative mandate to reduce California's energy consumption to ensure that building construction and system design and installation achieve energy efficiency and preserve outdoor and indoor environmental quality. The standards are updated periodically (typically every three years) to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2019 Standards went into effect on January 1, 2020, and improve upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of new constructed buildings and additions and alterations to existing buildings. The most significant efficiency improvements to the residential Standards include the introduction of photovoltaic into the prescriptive package, improvements for attics, walls, water heating, and lighting, whereas the major efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2017 national standards. The 2019 Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. Furthermore, the 2019 update requires that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.[51]

Part 11 of the Title 24 Building Energy Efficiency Standards is referred to as the California Green Building Standards (CALGreen) Code. The purpose of the CALGreen Code 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 reduced negative impact or 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."[52] The CALGreen Code establishes mandatory measures for new residential and non-residential buildings. Such mandatory measures include energy efficiency, water conservation, material conservation, planning and design, and overall environmental quality. As previously mentioned, the 2019 update to the CALGreen Code went into effect on January 1, 2020. The 2019 CALGreen Code improves upon the previously applicable 2016 CALGreen Code by updating standards for bicycle parking, electric vehicle charging, and water efficiency and conservation.

[51] *California Energy Commission, 2019 Building Energy Efficiency Standards, December 2018, https://ww2.energy.ca.gov/publications/displayOneReport_cms.php?pubNum=CEC-400-2018-020-CMF*

[52] *California Building Standards Commission, 2010 California Green Building Standards Code, (2010).*

The Green New Deal Sustainable City pLAn 2019

In 2015, Mayor Eric Garcetti released the City's first Sustainable City pLAn (Sustainable City pLAn) through Executive Directive No. 7. In 2019, the Mayor's office adopted The Green New Deal Sustainable City pLAn 2019 (L.A.'s Green New Deal) as an update to the 2015 Sustainable City pLAn. L.A.'s Green New Deal establishes accelerated goals for a cleaner environment and a stronger economy, with commitment to equity as its foundation.

City of Los Angeles Green Building Code

In 2016, the Los Angeles City Council approved Ordinance No. 184,692, which amended Chapter IX of the Los Angeles Municipal Code (LAMC), referred to as the "LA Green Building Code." Ordinance No. 184,692 amended certain provisions of LAMC Chapter IX, Article 9 to reflect local administrative changes and incorporated by reference portions of the 2016 CALGreen Code. Projects filed on or after January 1, 2017, must comply with the provisions of the LA Green Building Code. Specific mandatory requirements and elective measures are provided for three categories: (1) low-rise residential buildings; (2) non-residential and high-rise residential buildings; and (3) additions and alterations to non-residential and high-rise residential buildings. Chapter IX, Article 9, Division 5 includes mandatory measures for newly constructed non-residential and high-rise residential buildings. The LA Green Building Code includes some requirements that are more stringent than State requirements such as increased requirements for electric vehicle charging spaces and water efficiency, which results in potentially greater energy demand reductions from improved transportation fuel efficiency and water efficiency. Specific measures in the LA Green Building Code intended to improve building energy efficiency and conserve energy are included as LAMC Sections 99.04.201 through 99.04.505 for residential mandatory measures and as LAMC Sections 99.05.201 through 99.05.504 for non-residential mandatory measures. These energy efficiency measures include renewable energy, indoor and outdoor water uses, water reuse systems, waste reduction, pollutant control, and interior moisture control measures.

2017 Final Power Strategic Long-Term Resource Plan (SLTRP)

In April 2018, the Los Angeles Department of Water and Power (LADWP) approved the Power Strategic Long-Term Resource Plan (SLTRP), which increases LADWP's planning horizon, by 20 years from 2037 to 2050, in order to better align with Statewide GHG emissions goals and align with Los Angeles' 100 percent clean energy initiative, detailed in the City's Los Angeles Green New Deal. In 2018, the SLTRP will extend through 2050 while a separate, streamlined IRP document will be produced for submission and filing with the California Energy Commission in accordance with the Senate Bill 350. The goal of the 2017 SLTRP is to identify a portfolio of generation resources and power system assets that meets the City's future energy needs at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards.

The 2017 Power SLTRP outlines an aggressive strategy for LADWP to accomplish its goals, comply with regulatory mandates under the State's RPS regulations, and provide sufficient resources over the next 20 years. The 2017 Power SLTRP incorporates the Enforcement Procedures for the RPS for Local Publicly Owned Electric Utilities pursuant to Section 399.30(l)

of the California Renewable Energy Resources Act (SB 2 [1X]) and identifies optional compliance measures found in the Regulations. The 2017 Power SLTRP identifies a combination of GHG reduction strategies, including early coal replacement two years ahead of schedule by 2025; accelerating LADWP's RPS to 50 percent by 2025, 55 percent by 2030, and 65 percent by 2036; doubling of energy efficiency from 2017 through 2027; repowering coastal in-basin generating units with new, highly efficient potential clean energy projects by 2029 to provide grid reliability and critical ramping capability; accelerating electric transportation to absorb GHG emissions from the transportation sector; and investing in the Power System Reliability Program to maintain a robust and reliable power system. Thus, the 2017 Power SLTRP would achieve and exceed mandates established in previous RPS. In order to achieve a 100 percent clean energy portfolio, these strategies listed in the 2017 Power SLTRP are provided for LADWP to incorporate in order to reach the City's overall 100 percent clean energy initiative, as part of the City's Green New Deal.

With respect to the status of LADWP's RPS portfolio, the LADWP increased its renewable energy percentage from 3 percent in 2003 to 25 percent in 2010.[53] LADWP exceeded the second SB2-1X compliance period of 2014 through 2016, which required the sum of 20 percent RPS for 2014, 21 percent RPS for 2015, and 29 percent RPS for 2016.[54] The 2016 Final Power Integrated Resource Plan, which preceded the 2017 Power SLTRP, identifies strategies to achieve a RPS of 50 percent by 2030 with interim targets of 40 percent by 2024 and 45 percent by 2027.[55]

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. A significant impact would occur if the Project results in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. The Development Site is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project would redevelop the surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking for a total of 188,954 square feet of floor area, including 184,629 square feet of office space and 4,325 square feet of commercial retail and restaurant uses.

The Project is required to comply with the energy conservation standards established in Title 24 of the California Administrative Code. California's Energy Efficiency Standards located at Title 24, Part 6, Sections 120.0 to 120.9 and 130.0 to 141.0 of the California Code of Regulations and commonly referred to as "Title 24," which was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to

[53] *LADWP, 2017 Final Power Strategic Long-Term Resources Plan (SLTRP), December 2017.*

[54] *SB 2X-1X SBX1-2 was signed by Governor Edmund G. Brown, Jr., in April 2011 to codify the ambitious 33 percent by 2020 goal.*

[55] *LADWP, 2016 Final Power Integrated Resource Plan, December 2016.*

allow consideration and possible incorporation of new energy efficiency technologies and methods.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 Standards, which became effective on January 1, 2020, [56] will continue to improve upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The Energy Efficiency Standards are a specific response to the mandates of AB 32, (Health and Safety Code Sections 38500–38599), also known as the California Global Warming Solutions Act of 2006, and to pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs. The Project includes energy efficiency components to conserve energy, which are detailed below. The Project would also be required to comply with the LA Green Building Code, effective January 1, 2020, which requires the use of numerous conservation measures beyond those required by Title 24 of the California Administrative Code.

Existing Infrastructure and Energy Use

The Project Site is located in an urbanized area in the Central City North area of the City of Los Angeles. The Project Site is adequately served with roads, sidewalks, and underground utilities. As an infill development, further development on the Project Site would serve to conserve energy and land resources, as no substantial infrastructure improvements would be required since Project Site is already serviced by utilities such as gas, water, wastewater, and electricity.

The western half of the Project Site is improved with the 640 S. Santa Fe Avenue building, a four-story, 107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking. As previously stated, the Development Site is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue building. Energy use within the Development Site is limited to the power needs of the light poles within the surface parking lot. An estimate of the existing energy use from the entire Project Site is shown below in Table 4.8, Baseline Conditions Existing Electricity Demand. As shown in Table 4.8, below, the electricity demand is estimated to be 1,737,368 kilowatt hours per year (kWh/year).

[56] *California Energy Commission, 2019 Building Energy Efficiency Standards, website: https://ww2.energy.ca.gov/2018publications/CEC-400-2018-020/CEC-400-2018-020-CMF.pdf, accessed August 2020.*

Table 4.8
Project Site Baseline Conditions Existing Electricity Demand

Land Use	Size (sf)	Total Electricity Demand (kWh/year) [a]
640 S. Santa Fe Avenue Project		
Office	91,235	1,052,580
Retail	9,435	107,005
Restaurant	6,554	270,099
Enclosed Parking	216 spaces	307,684
Total Existing Electricity Demand:		**1,737,368**

Notes: sf =square feet; kWh = kilowatt-hour
[a] *SCAQMD, CalEEMod Version 2016.3.2, See Appendix D, Greenhouse Gas Emissions Modeling Worksheets (at page 17 of 25 from the Existing Conditions worksheets).*
Source: Parker Environmental Consultants, 2021.

As shown in Table 4.9, below, the existing natural gas demand at the Project Site was estimated to be 2,393,158 kBTU/yr or 195,441 cubic feet (cf) per month. No natural gas is being generated or consumed within the Development Site, which is currently improved with a surface parking lot.

Table 4.9
Project Site Baseline Conditions Natural Gas Demand

Land Use	Size (sf)	Total Natural Gas Demand (kBTU/yr) [a]	Total Natural Gas Demand (cf/month) [b]
640 S. Santa Fe Avenue Project			
Office	91,235	885,764	72,337
Retail	9,435	14,714	1,202
Restaurant	6,554	1,492,680	121,902
Total Existing Natural Gas Demand:		**2,393,158**	**195,441**

Notes: sf = square feet; kBTU = British Thermal Units; cf = cubic feet
[a] *1kBTU is equivalent to 0.98 cubic feet of natural gas.*
[a] *SCAQMD, CalEEMod Version 2016.3.2, See Appendix D, Greenhouse Gas Emissions Modeling Worksheets (at page 15 of 25 from the Existing Conditions worksheets).*
Source: Parker Environmental Consultants, 2021.

Table 4.10, below, summarizes the estimated amount of fossil fuel demand from vehicles traveling to and from the Project Site. Based on the LADOT VMT Calculator output for the existing conditions, the creative office and retail/restaurant uses for the 640 S. Santa Fe Avenue building generate an average of 1,323 trips per day resulting in 10,257 daily vehicle miles traveled. Based on an average fuel efficiency of 25.30 mpg for gasoline vehicles and 9.88 mpg for diesel vehicles, it is estimated that the operation of the existing 640 S. Santa Fe Avenue building generates a demand for approximately 163,635 gallons of fuel including 137,191 gallons of gasoline and 26,443 gallons of diesel fuel on an annual basis. It should be noted that all of the transportation fuel demands are associated with the trips and land uses within the 640 S. Santa Fe Building. The Development Site, which is improved with a surface parking lot, does not generate any demand for transportation fuel.

Table 4.10
Project Site Baseline Conditions Transportation Energy Demand

Fuel Type	Annual VMTs (miles) [a]	Fuel Rate (mpg) [b]	Total Fuel Demand (gallons/year)
Diesel	261,253	9.88	26,443
Gasoline	3,470,930	25.30	137,191
Net Project Site Fuel Consumption:			**163,635**

Notes: VMTs = vehicle miles traveled; mpg = miles per gallon
[a] *See Appendix B, Energy Demand Worksheets.*
[b] *Fuel efficiency for 2021 is based on 25.30 miles per gallon (mpg) for gasoline and 9.88 mpg for diesel per EMFAC2017*
Parker Environmental Consultants, 2021.

Project Energy Consumption

Construction Energy Use

Energy would be consumed during the demolition, excavation, and construction phases of the Project for grading and materials transfer by heavy-duty equipment, which is usually diesel powered. Construction of the Project would generate an increased demand for electricity use related to the treatment and conveyance of water for dust suppression activities during the excavation and grading phase, and the consumption of gasoline and diesel fuels associated with haul trucks, deliveries, and worker commute trips. Construction activities typically do not require the consumption of natural gas to power equipment or heavy machinery. The energy use associated with construction activities for the Project were quantified as presented below.

The Project's construction energy use was estimated based on the demolition of the existing surface parking lot on the eastern portion of the Project Site, and the new construction of a 14-story commercial building with approximately 188,954 square feet of floor area and two levels of subterranean parking. Construction of the Project would require the export of asphalt from the Development Site during the demolition and site clearing phases. Additionally, approximately 31,500 cubic yards of soil would be exported as a result of the grading for the two levels of subterranean parking. Construction worker travel to and from the Project Site would result in the additional consumption of vehicular unleaded gasoline fuel during the construction period. The total electricity, gasoline, and diesel fuel anticipated to be used during construction of the Project is summarized in Table 4.11, below. As shown, construction of the Project would consume approximately 2,585 kWh of electricity, approximately 27,688 gallons of gasoline fuel, and 59,961 gallons of diesel fuel during construction.[57]

[57] *Refer to Energy Demand Worksheets included as Appendix B in this IS/MND.*

Table 4.11
Project Construction Energy Demand

Fuel Type	Quantity
Electricity	2,585 kWh
Gasoline fuel	27,688 gallons
Diesel fuel	59,961 gallons

Notes: kWh = Kilowatt-hour
Calculation worksheets are provided in Appendix B, Energy Demand Worksheets, to this IS/MND.
Source: Parker Environmental Consultants, 2021.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. Further, compliance with regulatory compliance measures, such as restricting haul trucks to off-peak hours and not allowing engines to idle excessively when not in use (AQMD Rule 403), and meeting specified fuel and fuel additive requirements and emission standards (C.C.R. Title 13, Sec. 2485), would further serve to increase energy efficiency and reduce consumption of fossil fuels. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Accordingly, energy demands during construction would be less than significant.

The energy analysis does not include a full life cycle analysis of energy usage that would occur over the production/transport of materials used during the construction of the Project or used during the operational life of the Project, or the end of life for the materials and processes that would occur as an indirect result of the Project. Estimating the energy usage associated with these processes would be too speculative for meaningful consideration, would require analysis beyond the current regulatory standards in CEQA impact assessment, and may lead to a false or misleading level of precision in reporting. Manufacture and transport of materials related to Project construction and operation is expected to be regulated under regulatory energy efficiency requirements. Therefore, it is assumed that the Project's energy usage related to construction materials would be consistent with current regulatory requirements regarding energy usage.

Operational Energy Demand

Electricity

The Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative Code. The Project would also be required to comply with the LA Green Building Code. The LA Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The LA Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the LA Green Building Code requires projects to achieve a 20 percent reduction in wastewater generation. Therefore, compliance with Title 24 of the California Administrative Code and the LA Green Building Code would reduce the Project's energy consumption.

The LA Green Building Code imposes energy conservation measures for all new projects to further reduce energy demands within new buildings. Implementation of code compliance measures would ensure the Project meets and exceeds the minimum Title 24 energy efficiency requirements and further reduce demand for electricity, including peak power demands. Specifically, the Project would be designed to include energy efficient appliances, water efficient plumbing fixtures and fittings, and water efficient landscaping. Stormwater would be captured on-site in accordance with Low Impact Development ("LID") Ordinance (Ordinance No. 181,899) which requires that the Project mitigate (infiltrate, filter, or treat) the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Permeable pavement would also be installed along the southern border of the Project Site, southern entry into the pedestrian paseo, and in the northeastern landscaped area of the Project Site.

Additionally, as discussed above, electric service is available and would be provided to the development. The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. In total, LADWP operates 21 receiving stations and 162 distribution stations to provide electricity to LADWP customers, with additional facilities to be acquired as their load increases. Power supply sources include: 29% from renewable energy sources, 34% from natural gas, 9% from nuclear, 3% from large hydro, 19% from coal, and 6% from other and unspecified sources. The estimated power requirements for the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. The LADWP power system set its all-time high peak at 6,432 MW on August 31, 2017.[58] The Project's electricity demands shown in Table 4.12 are estimated based on the Project's energy demands as calculated in the CalEEMod worksheets provided in Appendix D to this IS/MND. The Project would include energy efficient lighting fixtures, low-flow water features, and energy efficient mechanical heating and ventilation systems. Additionally, as noted in Appendix J, LADWP has confirmed that electric service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service. Additionally, LADPW has confirmed that the estimated power requirement for this Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.[59] Therefore, the development of the Project would not cause wasteful, inefficient or unnecessary consumption of electricity.

The operational electricity demands for the Project were quantified based on the operation of a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses and two levels of subterranean parking. As shown in Table 4.12, below, the estimated net increase in total electricity demand by the Project would be approximately 3,111,922 kWh per year. The total (gross) electricity demand on the Project Site with operation of the 640 S. Santa Fe Avenue building and the Project would be 4,949,290 kWh per year. As

[58] *LADWP, 2017 Retail Electric Sales and Demand Forecast, website: https://www.dropbox.com/home/2020%20Projects/655%20Mesquit/References/City%20Admin%20Record%20References?preview=City+of+LA_Department+of+Water+and+Power_2017+Retail+Electric+Sales+and+Demand+Forecast.pdf, accessed August 2020.*

[59] *See LADWP Correspondence re: Water and Electricity Connection Services Request for 655 Mesquit Street, dated December 23, 2020 in Appendix J, Utilities and Service Request Letters.*

discussed above, compliance with Title 24 of the California Administrative Code and the LA Green Building Code would reduce energy demands across the site such that development across the Project Site would not result in wasteful, inefficient or unnecessary consumption of electricity and impacts would be less than significant.

Table 4.12
Project Electricity Demand

Land Use	Size (sf)	Total Electricity Demand (kWh/year) [a]
655 Mesquit Street Project		
Office	184,630	2,130,060
Restaurant	4,330	178,239
Enclosed Parking	397 spaces	803,623
Total Project Electricity Demand:		**3,111,922**
Plus Existing Electricity Demand:		***1,737,368***
Total Project Site Electricity Demand:		**4,849,290**

Notes: sf =square feet; kWh = kilowatt-hour
[a] See Appendix D, Greenhouse Gas Emissions Calculations Worksheets, to this IS/MND.
Source: Parker Environmental Consultants, 2021.

Natural Gas

Natural gas for the Project Site is provided by Southern California Gas ("SoCalGas"). SoCalGas projects total natural gas demand to decrease at an annual rate of 0.74 percent per year from 2018 to 2035. This decrease is due to modest economic growth, CPUC-mandated energy efficiency (EE) standards and programs, tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, the decline in commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). Thus, with the natural gas consumption becoming more efficient and decreasing, the SoCalGas's projection for natural gas also decreases. Interstate pipeline delivery capability into SoCalGas on any given day is theoretically approximately 6,665 million cf/day based on the Federal Energy Regulatory Commission (FERC) Certificate Capacity or SoCalGas's estimated physical capacity of upstream pipelines. SoCalGas's storage fields attain a combined theoretical storage working inventory capacity of 137.1 billion cubic feet; of that, 112.5 billion cubic feet is allocated to residential, small industrial and commercial customers.[60] The natural gas demand associated with the Project's operational activities were quantified based on the CalEEMod emissions model run for the Project's operational annual emissions contained in Appendix D, GHG Emissions Calculations Worksheets, and are discussed below.

As discussed above, the Project would be required to comply with energy conservation standards pursuant to Title 24 of the California Administrative. The Project would also be required to comply with the LA Green Building Code. The LA Green Building Code, effective January 1, 2020,

[60] *California Gas and Electric Utilities, 2018 California Gas Report, website: https://www.socalgas.com/regulatory/documents/cgr/2018_California_Gas_Report.pdf, accessed August 2020.*

requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The LA Green Building Code contains both mandatory and voluntary green building measures to conserve energy. For example, energy performance standards in non-residential buildings require natural gas service water heaters to meet a 95% thermal efficiency. The cool roof standards and water conservation features would further reduce demands upon building heating and cooling. Therefore, compliance with Title 24 of the California Administrative Code and the LA Green Building Code would reduce the Project's energy consumption.

The operational natural gas demands for the Project were quantified based on the operation of a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses and two levels of subterranean parking. As shown in Table 4.13, below, the Project would generate a net increase in natural gas demand of approximately 2,777,515 kBTU/yr or approximately 2,721,965 cf/yr. The total natural gas demand on the Project Site with operation of the 640 S. Santa Fe Avenue building and the Project would result in a demand for approximately 5,067,260 cf of natural gas per year, which would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity and therefore, would be within the SoCalGas's existing natural gas storage capacity of 112.5 billion cubic feet as of 2018. Compliance with Title 24 of the California Administrative Code and the LA Green Building Code would increase energy efficiency in the building and would ensure the Project would not result in wasteful, inefficient or unnecessary consumption of natural gas.

Table 4.13
Project Natural Gas Demand

Land Use	Size (sf)	Total Natural Gas Demand (kBTU/yr) [a]	Total Natural Gas Demand (cf/yr) [b]
655 Mesquit Street Project			
Office	184,656	1,792,490	1,756,640
Commercial	4,325	985,025	965,325
Total Project Natural Gas Demand:		**2,777,515**	**2,721,965**
Plus Existing Natural Gas Demand:		*2,393,158*	*2,345,295*
Total Project Site Natural Gas Demand:		**5,170,673**	**5,067,260**

Notes: sf =square feet; kBTU = British Thermal Units; cf = cubic feet
[a] 1kBTU is equivalent to approximately 0.98 cubic feet of natural gas.
[b] See Appendix D, Greenhouse Gas Emissions Calculations Worksheets, to this IS/MND.
Source: Parker Environmental Consultants, 2021.

Fossil Fuel

Operation of the Project would generate vehicle trips associated with people driving to the Project Site for work or home and driving to and from work and other destinations throughout the region. The Project Site is located in the Central City North area, which is highly connected to the regional transit network in the Los Angeles area, especially the Downtown Los Angeles area. Public transportation within the Project Site consists primarily of multiple-stop, local-serving bus lines that provide access to shopping, business, and entertainment destinations in the Project vicinity,

although some regional/commuter public transit opportunities, including nearby railways, are also present. The bus service in the Project vicinity is operated primarily by the Los Angeles County Metropolitan Transportation Authority ("Metro"). Specifically, a total of four bus lines serve the Project Site, including Metro Local lines 18, 60, 62; and Metro Rapid Lines 720 and 760. The Los Angeles Department of Transportation ("LADOT") provides the DASH Downtown A bus line that serves the nearby Project Site area. These bus lines have stops located within convenient walking distance of the Project Site along 6th Street, 7th Street, Santa Fe Avenue, and other nearby streets with some lines with headways of 15 minutes or less (see Figure 3.1, above). Additionally, the regional bus service, Greyhound Lines, Inc., serves the nearby Project Area and has a station located 0.35 mi southwest of the Project Site. Additionally, while some bus lines and/or other transit services in the general Project vicinity are considered to be too distant from the Project Site (generally, more than one-half mile) to be used directly, these services can be accessed via connections to or transfers from the site-serving lines to provide access for Project visitors, employees, and patrons between the Project Site and the larger regional area. Due to its proximity to the bus lines aforementioned, the Project Site is easily accessible and highly connected with the City of Los Angeles and the greater Los Angeles area.

Additionally, as an infill development, the Project would incorporate retail, commercial, and restaurant uses. Because of the Project Site's location near transit service, a number of trips would be expected to be transit or walk trips rather than vehicle trips. Some employees and/or visitors would take transit to their destinations or would walk to destinations nearby. As discussed in the Transportation Assessment Study (see Appendix H of this IS/MND), some of the trips might be expected to be walk-ins either from the Project or the surrounding area. Certain adjustments to the trip generation were therefore made, with LADOT approval, to reflect these conditions. Additionally, the Project would implement a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). Thus, the reduction in vehicle trips and VMT would therefore decrease the Project's reliance on fossil fuels.

The fuel demand associated with the Project's operational activities were quantified based on the CalEEMod modeling worksheets presented in Appendix D of this IS/MND, GHG Emissions Calculations Worksheets, and is discussed in further detail below.

The operational fuel demand for the Project was quantified based on the operation of a 14-story mixed-use commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses and two levels of subterranean parking. Based on the CalEEMod modeling worksheets presented in Appendix D of this IS/MND, GHG Emissions Modeling Worksheets, the Project would generate approximately 5,649,222 VMT on an annual basis. Based on this estimate, and CARB's emission inventories of on-road mobile sources (EMFAC2017) to estimate diesel and gasoline based VMT, it was further calculated that the Project would result in an annual net additional fuel usage of 221,019 gallons of transportation-related fuel including 35,308 gallons of diesel fuel and 185,711 gallons of gasoline fuel. (See Table 4.14, below.)

Table 4.14
Project Transportation Fuel Demand

	Annual VMTs (miles) [a]	Fuel Rate (mpg) [b]	Total Fuel Demand (gallons/year)
Diesel	395,456	11.20	35,308
Gasoline	5,253,776	28.29	185,711
Total Project Fuel Consumption (Gas and Diesel):			**221,019**
Plus Existing Fuel Consumption (Gas and Diesel)			163,635
Total Project Site Fuel Consumption (Gas and Diesel)			**384,654**

Notes: VMTs = vehicle miles traveled; mpg = miles per gallon

[a] *The Project's annual VMTs for gas and diesel powered vehicles were derived by multiplying the Project's total VMTs by the regional fleet mix for the SCAQMD Air Basin per the CARB's EMFAC 2017 database. Calculations are provided in Appendix B, Energy Demand Worksheets.*

[b] *The average fuel rate for gas and diesel engines were derived by the EMFAC2017 database for the Project's first operational year (2025). See Appendix B, Energy Demand Worksheets. Parker Environmental Consultants, 2021.*

The total fuel consumption on the Project Site with operation of the 640 S. Santa Fe Avenue building and the Project would be 384,654 gallons per year.

Conclusion

The Project's demands on electricity, natural gas, and transportation energy would not significantly affect local and regional supplies and infrastructure. Additionally, the Project would comply with all energy conservation standards applicable to the Project. Therefore, the Project would not cause wasteful, inefficient, and unnecessary consumption of energy during the construction and operation, and impacts with respect to energy consumption would be less than significant.

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

Less Than Significant Impact. A significant impact could occur if the Project has the potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency. With respect to renewable energy, all of the Project's energy demands will be served by the City of Los Angeles Department of Water and Power ("LADWP"). Starting in 2017, the City's Power Integrated Resource Plan ("IRP") was expanded into the Power Strategic Long-Term Resource Plan ("SLTRP"), which will increase the planning horizon, from 20 years, ending in 2037, through 2050, in order to better align with Statewide greenhouse gas emissions goals and align with Los Angeles' 100% clean energy initiative. The LADWP's 2017 Power Strategic Long-Term Resource Plan ("2017 SLTRP") document serves as a comprehensive 20-year roadmap that guides the LADWP Power System in its efforts to supply reliable electricity in an environmentally responsible and cost-effective manner. The goal of the 2017 SLTRP is to identify a portfolio of generation resources and Power System assets that meets the City's future energy needs at the lowest cost and risk consistent with LADWP's environmental priorities and reliability standards. The 2017 SLTRP re-examines and expands its analysis on the 2016 IRP resource cases with updates in line with latest regulatory framework, and updates to case scenario assumptions that include a

65 percent Renewable Portfolio Standard ("RPS"), advanced energy efficiency, and higher levels of local solar, energy storage, and transportation electrification. As the Project would derive its electricity from the LADWP, the Project's energy demands will primarily be derived from renewable energy sources.

With respect to energy efficiency, the Project would be required to comply with the LA Green Building Code. The LA Green Building Code, effective January 1, 2020, requires the use of numerous conservation measures, beyond those required by Title 24 of the California Administrative Code. The LA Green Building Code contains both mandatory and voluntary green building measures to conserve energy. Among many requirements, the Project will comply with the LA Green Building Code requirement that projects comply with the following requirements related to water efficiency, solid waste reduction, and electric vehicle supply equipment:

> Solid Waste Reduction. LA Green Building Code Section 5.408.1 and LAMC Section 66.32 require the construction contractor to obtain an AB 939 Compliance Permit certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.
>
> Water Conservation. As mandated by the LA Green Building Code, the Project would be required to provide separate submeters for individual leased, rented or other tenant spaces projected to consume more than 100 gallons per day and any building or addition that is projected to consume more than 1,000 gallons per day. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers.

On a project specific level, the Project includes the following features, which will further reduce energy demands:

1. *Proximity to mass transit:* The Project Site is located within ½ mile of multiple bus routes with peak commute service intervals of 15 minutes or less.

2. *In-Fill Smart Growth:* The Project is located on an existing infill site that is currently developed as a surface parking lot for the adjacent four-story mixed-use office and ground floor commercial building. The Project Site is located in a highly developed area of Los Angeles. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

3. *Trip Reduction:* The Project would also provide on-site bicycle parking in bicycle storage spaces pursuant to the City of Los Angeles Bicycle Ordinance (Ord. 185,480). Pursuant to LAMC Section 12.21 A.16, the Project is required to supply 19 short-term bicycle parking spaces and 37 long-term bicycle parking spaces. The Project would provide 51 short-term bicycle parking spaces and 95 long-term bicycle parking spaces, for a total of 146 bicycle parking spaces.

4. *Resource Conservation:* As mandated by the LA Green Building Code, the Project would be required to meet Title 24 2019 standards and include ENERGY STAR-rated appliances. The Project would incorporate energy conservation features in the proposed hotel guest rooms such as low-flow water fixtures and energy conservation appliances.

Conclusion

With incorporation of the features identified above, the Project would not result in any significant environmental effects with respect to renewable energy. The Project would be required to comply with the 2019 CALGreen Code, 2019 Title 24 standards, and the LA Green Building Code standards. Compliance with State and local energy efficiency standards would ensure the Project meets all applicable energy conservation policies and regulations. As such, the Project would not conflict with any adopted energy conservation plans, and impacts would be less than significant.

Mitigation Measures

Project impacts with regard to energy use would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in conjunction with the related projects within the City of Los Angeles would further increase demand for electricity, natural, and fossil fuels.

Electricity

The Project and related projects would further increase demand for electricity service provided by LADWP. As discussed above, the LADWP's 2017 Power Strategic Long-Term Resource Plan ("2017 SLTRP") document serves as a comprehensive 20-year plan to supply reliable electricity to the City of Los Angeles in an environmentally responsible and cost-effective manner. The 2017 SLTRP considers a 20-year planning horizon to guide LADWP as it executes major new and replacement projects and programs. Based on the projections and strategies within the 2017 SLTRP, energy efficiency and solar savings are expected to increase in the future and significantly reduce electricity demands. Therefore, LADWP anticipates that it can meet the future demands of cumulative growth within its service area with the implementation of regulatory and reliability initiatives and strategic initiatives. LADWP will continue to pursue and implement energy efficiency programs per SB 350, which has an adopted goal of achieving 50 percent renewable energy sources by 2030. Furthermore, in accordance with current building codes and construction standards, each of the related projects would be required to comply with the energy conservation

standards established in Title 24 of the California Administrative Code and the City of Los Angeles Green Building Code (LAMC Chapter IX, Article 9). Compliance with Title 24 energy conservation standards, City of Los Angeles Green Building Code, and other energy conservation programs on the local level will further reduce cumulative energy demands. Cumulative impacts to electricity service would therefore be less than significant.

Natural Gas

Development of the Project in conjunction with the related projects would further increase regional demands for natural gas resources. As mentioned above, SoCalGas allocated approximately 112.5 billion cubic feet to residential, small industrial and commercial customers. As a public utility provider, SoCalGas continuously analyzes increases in natural gas demands resulting from projected population and employment growth in its service area and it is anticipated that it would be able to meet the needs of future development within the region. Additionally, compliance with energy conservation standards pursuant to Title 24 of the California Administrative Code and LA Green Building Code would reduce cumulative demands for natural gas resources. Each of the related projects would be reviewed on a case-by-case basis to determine SoCalGas's ability to serve each related project. As such, it is anticipated the related projects and the Project would be accommodated by SoCalGas. Cumulative impacts upon natural gas resources and infrastructure would therefore be less than significant.

Fossil Fuels

The Project and related projects would cumulatively increase the demand for transportation energy. The Department of Transportation's National Highway Traffic Safety Administration ("NHTSA") and CARB have implemented several policies, rules, and regulations to improve vehicle efficiency, increase the use of alternative fuels, and decrease the reliance on fossil fuels. It is anticipated that the future Project-related and related projects' vehicle trips are expected to comply with CAFE standards and CARB's Advanced Clean Cars Program, which would ultimately reduce non-renewable transportation fuel consumption. Additionally, a majority of the related projects are located within ½ mile of numerous bus routes with peak commute service intervals of 15 minutes or less. Therefore, the related projects' locations would promote other modes of transportation such as walking, biking, and public transit options. As such, the Project and future related projects would be expected to cumulatively reduce consumption in transportation energy, and therefore be less than significant.

Mitigation Measures

Cumulative impacts with regard to energy use would be less than significant. Therefore, no mitigation measures are required.

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 potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☐	☒
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

The following section summarizes and incorporates by reference information from the Updated Geotechnical Design Report, Proposed Office Building, 640 South Santa Fe Avenue, Los Angeles, California, prepared by Leighton Consulting Inc., dated July 16, 2019 ("Geotechnical Report"). The Geotechnical Report and LADBS Soils Report Approval Letter (dated August 13,

2019) are included in Appendix C to this IS/MND. Appendix C also includes an Addendum Letter to the Geotechnical Design Report (dated August 26, 2019) and the LADBS Soils Report Approval Letter for the Addendum Report (dated September 18, 2019). It is important to note that while the Geotechnical Report was analyzed and completed for the Class 32 Categorical Exemption (Case No. ENV-2016-3860-CE) for the previously constructed 640 S. Santa Fe Avenue building, including two levels of subterranean parking on the western portion of the Project Site, the Geotechnical Report addresses the geological and geotechnical conditions of the entire Project Site, which includes the Development Site of the Project and is therefore applicable to the entire Project Site. A subsequent Soils Report will be submitted to the LADBS to address the structural foundation design requirements of the proposed 655 Mesquit Street Project.

Regulatory Setting

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code § 2621 et seq.), originally enacted in 1972 as the Alquist-Priolo Special Studies Zone Act and renamed in 1994, is intended to reduce the risk of life and property from surface fault rupture during earthquakes. The Alquist-Priolo Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (Earthquake Fault Zone). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to Earthquake Fault Zones. Under the Alquist-Priolo Act, fault zones are defined, and construction along or across them is strictly regulated if they are "sufficiently active" and "well-defined." A fault is considered sufficiently active if one or more of its segments or strands shows evidence of surface displacement during Holocene time (defined for the purposes of the Act as within the last 11,000 years). A fault is considered well-defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act of 1990 (Public Resources Code [PRC] Sections 2690-2699.6) is intended to reduce the damage resulting from earthquakes. While the Alquist-Priolo Act addresses surface fault rupture, the Seismic Hazards Mapping Act addresses other earthquake-related hazards, including strong ground shaking, liquefaction, and seismically induced landslides. Its provisions are similar in concept to those of the Alquist-Priolo Act; the State is charged with identifying and mapping areas at risk of strong ground shaking, liquefaction, landslides, and other corollary hazards; and cities and counties are required to regulate development within mapped Seismic Hazard Zones.

Under the Seismic Hazards Mapping Act, permit review is the primary mechanism for local regulation of development. Specifically, cities and counties are prohibited from issuing development permits for sites in Seismic Hazard Zones until appropriate site-specific geologic or geotechnical investigations have been carried out, and measures to reduce potential damage have been incorporated into the development plans.

California Building Standards Code

The State of California's minimum standards for structural design and construction are provided in the California Building Standards Code (CBSC) (California Code of Regulations Title 24). The CBSC is based on the International Building Code (IBC), which was developed by the International Code Council (ICC) and first published in 1997. The IBC is used widely throughout the United States (generally adopted on a state-by-state or district-by-district basis) and has been modified for California conditions with numerous, more detailed or more stringent regulations. The CBSC requires that "classification of the soil at each building site will be determined when required by the building official" and that "the classification will be based on observation and any necessary test of the materials disclosed by borings or excavations." In addition, the CBSC states that "the soil classification and design-bearing capacity will be shown in the building plans, unless the foundation conforms to specified requirements." The CBSC provides standards for various aspects of construction, including but not limited to: excavation, grading, and earthwork construction; fills and embankments; expansive soils; foundation investigations; and liquefaction potential and soil strength loss. The 2019 edition of the CBSC, which became effective on January 1, 2020 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. In accordance with California law, the Project would be required to comply with all provisions of the CBSC.

City of Los Angeles General Plan Safety Element

The City's Safety Element provides a contextual framework for understanding the relationship between hazard mitigation, response to a natural disaster, and initial recovery from a natural disaster. The Safety Element outlines the historic evolution in Los Angeles of local, state, and federal roles, particularly relative to mitigation of and response to natural disasters.

The Safety Element emphasizes seismic safety issues because seismic events present the most widespread threat of devastation to life and property. The City adopted a series of ordinances, which required retrofitting of certain existing structures and for new construction, as well as for the evaluation of structures by a structural engineer during the construction process. The Northridge earthquake underscored the need for thorough, on-going building inspections to assure construction of buildings according to City of Los Angeles Building Code.

PRC Code Section 2699 requires that a safety element "take into account" available seismic hazard maps prepared by the State Geologist pursuant to the Alquist-Priolo Earthquake Fault Zoning Act of 1972, subsequently amended (PRC Sections 2621-2630, originally known as the Alquist-Priolo Special Studies Zones Act) and the Seismic Hazard Mapping Act of 1990, subsequently amended (PRC Sections 2690-2699.6 and 3720-3725). The Hazard Mapping Act requires the State Geologist to map areas subject to amplified ground shaking (or conditions which have potential for amplified ground shaking), liquefaction, and landslide hazard areas.

Los Angeles Building Code

Earthwork activities, including grading, are governed by the Los Angeles Building Code, which is contained in Los Angeles Municipal Code (LAMC), Chapter IX, Article 1. Specifically, Section 91.7006.7 includes requirements regarding import and export of material; Section 91.7010

includes regulations pertaining to excavations; Section 91.7011 includes requirements for fill materials; Section 91.7013 includes regulations pertaining to erosion control and drainage devices; Section 91.7014 includes general construction requirements as well as requirements regarding flood and mudflow protection; and Section 91.7016 includes regulations for areas that are subject to slides and unstable soils. Additionally, Section 91.1803 includes specific requirements addressing seismic design, grading, foundation design, geologic investigations and reports, soil and rock testing, and groundwater. As noted above, the Los Angeles Building Code incorporates by reference the California Building Code, with City amendments for additional requirements. The Los Angeles Department of Building and Safety (LADBS) is responsible for implementing the provisions of the Los Angeles Building Code.

Paleontological Resources

PRC Section 5097.5 specifies that any unauthorized removal of paleontological remains is a misdemeanor. Further, California Penal Code Section 622.5 sets the penalties for the unlawful damage or removal of paleontological resources. State regulations mandate protection of paleontological resources on public lands, and CEQA requires evaluation of impacts to paleontological sites. Paleontological resources are also subject to certain state regulations for historical resources.

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.

Less Than Significant Impact. A significant impact may occur if a project site is located within a State-designated Alquist-Priolo Zone or other designated fault zone. The Geotechnical Report concluded that the Project Site is not within a state-designated Alquist-Priolo Earthquake Fault Zone. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the Project Site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the Project is considered low and a surface fault rupture hazard evaluation is not mandated. The closest active faults to the Project Site are the Elysian Park fault, Puente Hills fault, and Hollywood fault, located approximately 3.3 miles north, 5.8 miles south, and 9.1 miles northwest from the Project Site, respectively. Additionally, according to the California Department of Conservation's California Earthquake Hazards Zone Application ("EQ Zapp"), the Project Site does not lie within any of the State Geologist's mapped earthquake hazard zones for a fault zone, liquefaction zone, or landslide zone.[61]

The Project Site could be subjected to strong ground shaking in the event of an earthquake. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices. Based on these considerations, the Project Site is

[61] *California Department of Conservation, EQ Zapp: California Earthquake Hazards Zone Application, website: https://maps.conservation.ca.gov/cgs/EQZApp/app/, last updated April 4, 2019; accessed November 2020.*

considered suitable for the construction of the Project, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Project to the satisfaction of the Department of Building and Safety. Sign off from the Department of Building and Safety would ensure that the Project meets the applicable performance measures. Accordingly, with the design and construction of the Project in conformance with the California Building Code seismic standards and approval by the Department of Building and Safety, impacts associated with seismic hazards would be less than significant. Therefore, the Project would not expose people or structures to substantial adverse effects associated with fault rupture, caused in whole or in part by the Project's exacerbation of the existing environmental conditions. The Project would not expose people or structures to substantial adverse effects associated with fault rupture, and would not cause or exacerbate seismic conditions on the Project Site. Therefore, impacts will be less than significant.

ii) Strong seismic ground shaking?

Less Than Significant Impact. A significant impact may occur if a project represents an increased risk to public safety or destruction of property by exacerbating existing hazardous environmental conditions by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. As discussed above, the Geotechnical Report concluded that the Project Site is not located within an Alquist-Priolo Earthquake Fault Zone or located in an area mapped by the State Geologist for fault zones, liquefaction zones, or landslide zones. However, the nearest earthquake fault, the Elysian Park fault is located approximately 3.3 miles to the north. Therefore, the Project Site is located in the seismically active Southern California region and could be subjected to moderate to strong ground shaking in the event of an earthquake on one of the many active Southern California faults. However, this hazard is common in Southern California and the effects of ground shaking can be mitigated if the proposed structures are designed and constructed in conformance with current building codes and engineering practices.

The Geotechnical Report concluded that there was no evidence of adverse geological or geotechnical hazards at the Project Site that would preclude the development of the 640 S. Santa Fe Avenue Project, provided the recommendations presented in the Geotechnical Report are followed and implemented during design and construction. The 640 S. Santa Fe Avenue building has since been constructed and is currently operational. Future development for the Project would also comply with the Geotechnical Report recommendations of the LADBS. Additionally, the Project would be required to comply with current engineering standards, the seismic safety requirements set forth in the Earthquake Regulation of the City of Los Angeles Building Code ("LABC"), the LAMC, and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, as it may be subsequently amended or modified. Therefore, with compliance with applicable regulations and implementation of the recommendations in the Geotechnical Report and the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter would be implemented for the Project, construction and operation of the Project would not have the potential to exacerbate current environmental conditions that would create a significant hazard with respect to strong seismic ground shaking. Therefore, the Project impacts related to seismic ground shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. A significant impact may occur if a project site is located within a liquefaction zone. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. The current standard of practice, as outlined in the "Recommended Procedures for Implementation of DMG Special Publication 117, Guidelines for Analyzing and Mitigating Liquefaction in California" and "Special Publication 117A, Guidelines for Evaluating and Mitigating Seismic Hazards in California" require liquefaction analysis to a depth of 50 feet below the lowest portion of the proposed structure. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

The Project Site is located in an area identified as not having a potential for liquefaction on the California Department of Conservation's EQ Zapp.[62] Additionally, according to the City of Los Angeles Safety Element, the Project Site is identified as being within an area that is not susceptible to liquefaction. Further, the Geotechnical Report found that the Project Site is not located within an area shown as susceptible to liquefaction on the California Seismic Hazard Zones Map for the Los Angeles Quadrangle. The Project Site is considered to be suitable for the proposed construction from a geotechnical engineering standpoint, provided that the recommendations specified in the Geotechnical Report are included in the design and construction of the Project to the satisfaction of the Department of Building and Safety. The Project shall also comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the Project, and as it may be subsequently amended or modified. Therefore, the Project's impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

iv) Landslides?

No Impact. A project-related significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding. The Project Site is not located within the City of Los Angeles Hillside Grading Area and not within a Hillside Ordinance Area. Additionally, the Project Site is not within an area identified as having potential for slope instability according to the City's Safety Element. According to the Geotechnical Report, the Project Site is located on relatively level ground, and based on the State of California Seismic Hazard Zones Map for the Los Angeles Quadrangle, the Project Site is not located within an area that has been identified by the State of California as being potentially susceptible to seismically-induced landslides. As such, the potential for slope stability hazards to adversely affect the Project is considered low, and no impact related to landslides will occur.

[62] *Ibid.*

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. A project would normally have significant sedimentation or erosion impact if it would: (a) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (b) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on-site. Although development of the Project has the potential to result in the erosion of soils during site preparation and construction activities, erosion would be reduced by implementation of stringent erosion controls imposed by the City of Los Angeles though grading and building permit regulations. Minor amounts of erosion and siltation could occur during grading.

The potential for soil erosion during the ongoing operation of the Project is extremely low due to the generally level topography of the Project Site, and the fact that the Project Site would be mostly paved-over or built upon, so little soil would be exposed. The Project would also be required to implement BMPs to prevent the transport of sediments from stormwater runoff from the Development Site, per CALGreen Section 5.106.1.2. As such, the implementation of BMPs required by CALGreen Section 5.106.1.2, would ensure that the Project's construction-related soil erosion impacts would be less than significant.

Further, the Geotechnical Report provided recommendations regarding temporary excavations and temporary shoring during construction of the 640 S. Santa Fe Avenue Project. As stated previously, the Project would also comply with the recommendations of the Geotechnical Report. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would also comply with applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills.

With incorporation of the recommendations provided in the Geotechnical Report and compliance with the conditions included in the LADBS Soils Report Approval Letters, Project impacts associated with soil erosion and 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. A project would normally have a significant geologic hazard impact if it could cause or accelerate geologic hazards causing substantial damage to structures or infrastructure or expose people to substantial risk of injury. As concluded in the Updated Geotechnical Design Report, the potential hazards associated with liquefaction are low. Lateral spreading and collapse are types of liquefaction-induced ground failures. Since the potential for liquefaction is low, the potential for lateral spreading or collapse on the Project Site are also low. Additionally, as discussed above, the probability of seismically induced landslides occurring on the Project Site is considered low due to the general lack of elevation difference across or adjacent to the Project Site. The Geotechnical Report found that the Project Site is not located within an area of known ground subsidence, and there appears to be little or no potential for ground subsidence due to withdrawal of water or petroleum at the Project Site. Therefore, the Project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading,

subsidence, liquefaction, or collapse, and the impacts will be less than significant.

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?

Less Than Significant Impact. A significant impact may occur if the Project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and which shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling. Without proper design measures, heaving and cracking of both building foundations and slabs-on-grade could result.

As discussed in the Geotechnical Report, subsurface exploration involved drilling eight boreholes at varying depths, with one to a maximum depth of approximately 81 feet below grade. The Geotechnical Report concluded that due to the predominantly granular nature of the soils encountered during site exploration, the soils are predominantly non-expansive. Therefore, with incorporation of the recommendations provided in the Geotechnical Report and compliance with the Building Code requirements from LADBS, impacts related to expansive soils would be less than significant.

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. This question would apply to the Project only if it was located in an area not served by an existing sewer system. The Project Site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems neither are necessary, nor are they proposed. As such, no impacts related to alternative wastewater disposal systems will occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. A significant impact may occur if grading or excavation activities associated with the Project were to disturb paleontological resources or geologic features which presently exist within the Project Site. The Project Site has been previously graded and developed. The western half of the Project Site was recently excavated to a depth of approximately 25 feet below grade for the construction site for the 640 S. Santa Fe Avenue Project, an approved four-story mixed-use office and ground floor commercial building with two levels of below grade parking.

The Los Angeles General Plan Framework EIR Cultural Resources Section was used to determine whether any known paleontological resources exist on-site or in close proximity to the Project Site. The Framework EIR Cultural Resources Section compiled both archaeological and paleontological information and data gathered from the Natural History Museum of Los Angeles County, the California Archaeological Inventory – Regional Information Center, and the City of Los Angeles Cultural Affairs Department. Two maps in the Framework EIR Cultural Resources

Section show the known areas of paleontological resources within the City of Los Angeles. Figure CR-2 shows the locations of vertebrate paleontological resources in the City and Figure CR-3 shows the locations of invertebrate paleontological resources in the City. As shown in Figure CR-2, no known vertebrate paleontological resources were identified on the Development Site of the Project.[63] Figure CR-3 categorizes the sedimentology of the Development Site as "surface sediments with unknown fossil potential."[64] Further, based on correspondence received from the Natural History Museum of Los Angeles County dated November 27, 2020 (contained in Appendix I to this IS/MND), it was confirmed that no known fossil localities lie directly within the Project Site boundaries. There are, however, known fossil localities nearby from the same sedimentary deposits that occur in the Project Site area at various depths. The closest localities cited in the Natural History Museum's letter were over 1.3 miles west of the Project Site, in an area bounded by 7th Street to the south, Spring Street to the east, 3rd Street to the north, and Flower Street to the west.

Although no known paleontological resources exist on-site, the Project would include two levels of subterranean parking, and the proposed building itself would require excavation to ensure the proper base and slope for its foundation. This would require a depth of excavation of approximately 32 feet below grade level. Due to the fact that half of the Project Site was recently excavated to a depth of approximately 32 feet below grade without encountering any fossils or paleontological resources, there is low potential for unknown vertebrate and invertebrate fossils to be encountered during construction of the Project. Nevertheless, if paleontological resources are discovered during excavation, grading, or construction, in accordance with standard permit conditions LADBS shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the Project Site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines. With adherence to all applicable laws and conditions of approval, impacts upon paleontological resources would be reduced to less than significant levels.

Mitigation Measures

Project impacts with regard to geology and soils would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the Project and related projects in the project area. Similar to the Project, potential impacts related to geology and soils would be assessed on a case-

[63] *City of Los Angeles Department of City Planning, Framework Element Final Environmental Impact Report, Section 2.15 Cultural Resources, Figure CR-2: Vertebrate Paleontological Resources in the City of Los Angeles, 2001.*

[64] *City of Los Angeles Department of City Planning, Framework Element Final Environmental Impact Report, Section 2.15 Cultural Resources, Figure CR-3: Invertebrate Paleontological Resource Sensitivity Areas in the City of Los Angeles, 2001.*

by-case basis and, if necessary, the applicants of the related projects would be required to implement applicable regulatory compliance measures and any required mitigation measures. Furthermore, the analysis of the Project's geology and soils impacts concluded that, through the implementation of the regulatory compliance measures recommended above, 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.

Mitigation Measures

Cumulative impacts with regard to geology and soils would be less than significant. Therefore, no mitigation measures are required.

VIII. Greenhouse Gas Emissions

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), nitrogen trifluoride (NF_3), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

Regulatory Setting

The United States Environmental Protection Agency (U.S. EPA) is responsible for implementing federal policy to address GHGs.

Federal Clean Air Act

In the past, the U.S. EPA has not regulated GHGs because it asserted that the Clean Air Act (CAA) did not authorize it to issue mandatory regulations to address global climate change. However, in 2007 the U.S. Supreme Court held that the U.S. EPA must consider regulation of

motor-vehicle GHG emissions.[65] The Court did not mandate that the U.S. EPA enact regulations to reduce GHG emissions but found that the only instances in which the U.S. EPA could avoid taking action were if it found that GHGs do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHGs contribute to climate change. In December 2009, the U.S. EPA issued an endangerment finding for GHGs under the CAA, concluding that GHGs threaten the public health and welfare of current and future generations and that motor vehicles contribute to GHG pollution.[66] This is the first step in regulating GHGs under the provisions of the CAA. These findings provide the basis for adopting new national regulations to mandate GHG emission reductions under the Federal Clean Air Act. The EPA's endangerment finding paves the way for Federal regulation of GHGs.

Under the Consolidated Appropriations Act of 2008 (HR 2764), Congress established mandatory GHG reporting requirements for some emitters of GHGs. In addition, on September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires annual reporting to the U.S. EPA of GHG emissions from large sources and suppliers of GHGs, including facilities that emit 25,000 metric tons (MT) or more a year of GHGs.

Executive Order 13432

In response to the Massachusetts v. Environmental Protection Agency ruling, the President signed Executive Order 13432 on May 14, 2007, directing the U.S. EPA, along with the Departments of Transportation, and Energy to initiate a regulatory process that responds to the Supreme Court's decision. Executive Order 13432 was codified into law by the 2009 Omnibus Appropriations Law signed on February 17, 2009. The order sets goals in the areas of energy efficiency, acquisition, renewable energy, toxics reductions, recycling, sustainable buildings, electronics stewardship, fleets, and water conservation.

Light-Duty Vehicle Greenhouse Gas and Corporate Average Fuel Economy Standards

On May 19, 2009, President Obama announced a national policy for fuel efficiency and emissions standards in the United States auto industry. The adopted federal standard applies to passenger cars and light-duty trucks for model years 2012 through 2016. The rule surpasses the prior Corporate Average Fuel Economy standards (CAFE)[67] and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of CO_2 per mile by model year 2016, based on U.S. EPA calculation methods. These standards were formally adopted on April 1, 2010. In August 2012, standards were adopted for model year 2017 through 2025 for passenger cars and light-duty trucks. By 2025, vehicles are required to achieve 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and 163 grams of CO_2 per mile.

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

[66] *United States Environmental Protection Agency, Endangerment, and Cause or Contribute Findings for Greenhouse Gases under Section 202(a) of the Clean Air Act, website: https://www.epa.gov/ghgemissions/endangerment-and-cause-or-contribute-findings-greenhouse-gases-under-section-202a-clean, accessed February 2020.*

[67] *The Corporate Average Fuel Economy standards are regulations in the United States, first enacted by Congress in 1975, to improve the average fuel economy of cars and light trucks. The U.S Department of Transportation has delegated the National Highway Traffic Safety Administration as the regulatory agency for the Corporate Average Fuel Economy standards.*

According to the U.S. EPA, a model year 2025 vehicle would emit one-half of the GHG emissions from a model year 2010 vehicle.[68] In 2017, the U.S. EPA recommended no change to the GHG standards for light-duty vehicles for model years 2022-2025.

In March 2020, the U.S. EPA and the National Highway Traffic Safety Administration (NHTSA) adopted the Safer Affordable Fuel-Efficient Vehicles Rule that maintains the CAFE and CO_2 standards applicable in model year 2020 for model years 2021 through 2026. The estimated CAFE and CO_2 standards for model year 2020 are 43.7 mpg and 204 grams of CO_2 per mile for passenger cars and 31.3 mpg and 284 grams of CO2 per mile for light trucks, projecting an overall industry average of 37 mpg, as compared to 46.7 mpg under the standards issued in 2012. The final Safer Affordable Fuel-Efficient Vehicles Rule also excludes CO_2e emission improvements associated with air conditioning refrigerants and leakage (and, optionally, offsets for nitrous oxide and methane emissions) after model year 2020.[69]

Heavy-Duty Engines and Vehicles Fuel Efficiency Standards

In addition to the regulations applicable to cars and light-duty trucks, on August 9, 2011, the U.S. EPA and the NHTSA announced Phase I fuel economy and GHG standards for medium- and heavy-duty trucks, which apply to vehicles from model years 2014 through 2018.[70] The U.S. EPA and the NHTSA adopted standards for CO_2 emissions and fuel consumption, respectively, tailored to each of three main vehicle categories: (1) combination tractors, (2) heavy-duty pickup trucks and vans, and (3) vocational vehicles. According to the U.S. EPA, this program will reduce GHG emissions and fuel consumption for affected vehicles by 6 percent to 23 percent.

Building on the Phase I standards, in August 2016, U.S. EPA and NHTSA jointly finalized Phase 2 standards for medium- and heavy-duty vehicles through model year 2027 that will improve fuel efficiency and cut carbon pollution to reduce the impacts of climate change. The final standards are expected to lower CO_2 emissions by approximately 1.1 billion metric tons; save vehicle owners fuel costs of about $170 billion; and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.[71]

California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006, widely known as AB 32, requires the California Air Resources Board ("CARB") to develop and enforce regulations for the reporting and verification of statewide GHG emissions. CARB is directed to set a statewide GHG emission limit,

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[68] *United States Environmental Protection Agency, EPA and NHTSA Set Standards to Reduce Greenhouse Gases and Improve Fuel Economy for Model Years 2017-2025 Cars and Light Trucks, August 2012.*

[69] *National Highway Traffic Safety Administration (NHTSA) and U.S. Environmental Protection Agency (USEPA), Federal Register/ Vol. 85, No 84/ Thursday, April 30, 2020 / Rules and Regulations, The Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks.*

[70] *United States Environmental Protection Agency, Office of Transportation and Air Quality. EPA and NHTSA Adopt First-Ever Program to Reduce Greenhouse Gas Emissions and Improve Fuel Efficiency of Medium-and Heavy-Duty Vehicles, August 2011.*

[71] *Regulations for Greenhouse Gas Emission from Commercial Trucks & Buses, November 16, 2016, website: https://19january2017snapshot.epa.gov/regulations-emissions-vehicles-and-engines/regulations-greenhouse-gas-emissions-commercial-trucks_.html.*

based on 1990 levels, to be achieved by 2020. The bill set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner.

The heart of the bill is the requirement that statewide GHG emissions be reduced to 1990 levels by 2020. As previously determined by CARB, California projected it needed to reduce GHG emissions to a level approximately 28.4% below CARB's 2020 "business-as-usual" GHG emission projections (as set forth in the 2008 Scoping Plan) to achieve this goal.[72] The bill requires CARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.

Climate Change Scoping Plan

Assembly Bill 32 (AN 32) requires CARB to update the scoping plan at least every five years. The First Update to the Scoping Plan (First Update), approved in May 2014, presented an update on the program and its progress toward meeting the 2020 limit. It also developed the first vision for the long-term progress that the State endeavors to achieve. In doing so, the First Update laid the groundwork to transition to the post-2020 goals set forth in Executive Orders S-3-05 and B-16-2012.[73] It also recommended the need for a 2030 mid-term target to establish a continuum of actions to maintain and continue reductions, rather than only focusing on targets for 2020 or 2050.

In December 2017, CARB adopted "California's 2017 Climate Change Scoping Plan" that establishes a proposed framework of action for California to meet a 40 percent reduction in greenhouse gases by 2030 compared to 1990 levels, and substantially advance toward the 2050 climate goal of 80 percent below 1990 levels. The 2017 Climate Change Scoping Plan is part of the public process to update the AB 32 Scoping Plan to reflect Governor's Executive Order B-30-15 and SB 32, which establish a mid-term GHG emission reduction target for California of 40 percent below 1990 levels by 2030. All State agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets. CARB and other State agencies are identifying the suite of programs, regulations, incentives, and supporting actions needed to continue driving down emissions and ensure we are on a trajectory to meet our mid- and long-term climate goals.

The 2017 Scoping Plan includes input from a range of State agencies and is the result of a two-year development process including extensive public and stakeholder outreach designed to ensure that California's climate and air quality efforts continue to improve public health and drive development of a more sustainable economy. The 2017 Scoping Plan reflects the direction from the legislature on the Cap-and-Trade Program, as described in AB 398, the need to extend the

[72] *CARB has not calculated the percent reduction required to achieve AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. The value of 28.4% as the required reduction to achieve 1990 emissions in 2020 is an approximate value. Based on the Scoping Plan estimates and conservative rounding, the value could be 28.5%.*

[73] *Executive Order S-30-15 established three targets: 1) By 2010, reduce GHG emissions to 2000 levels; 2) By 2020, reduce GHG emissions to 1990 levels; 3) By 2020, reduce GHG emissions to 80 percent below 1990 levels. Executive Order B-16-2012 facilitated the commercialization of zero-emission vehicles and reestablished the 2050 target to reduce GHG emissions to 80 percent below 1990 levels.*

key existing emissions reductions programs, and acknowledges the parallel actions required under AB 617 to strengthen monitoring and reduce air pollution at the community level.

On July 11, 2018, CARB announced that GHG pollution in California fell below 1990 levels for the first time since emissions peaked in 2004. Electricity generation had the largest decline among the sectors. Emissions from this sector declined 18 percent in 2016, reflecting continued growth in renewable energy – such as solar, wind and geothermal – as a result of the state's Renewables Portfolio Standard, and a corresponding drop in natural gas generation. Solar electricity in all forms, including rooftop generation, grew 33 percent, while natural gas fell more than 15 percent.[74]

Cap-and-Trade Program

The AB 32 Scoping Plan identifies a cap-and-trade program as one of the strategies California will employ to reduce the greenhouse gas ("GHG") emissions that cause climate change. This program will help put California on the path to meet its goal of reducing GHG emissions to 1990 levels by the year 2020, and ultimately achieving an 80% reduction from 1990 levels by 2050. Additionally, SB 32 established a mid-term GHG emission reduction target for California of 40 percent below 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors will be established by the cap-and-trade program and facilities subject to the cap will be able to trade permits (allowances) to emit GHGs.

Cap-and-trade is a market-based regulation that is designed to reduce greenhouse gases ("GHGs") from multiple sources. Cap-and-trade sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals. The cap will decline approximately 3 percent each year beginning in 2013. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. With a carbon market, a price on carbon is established for GHGs. Market forces spur technological innovation and investments in clean energy. The Project would be exempt from the Cap-and-Trade program, since it only proposes office and commercial uses and does not propose any industrial or high-emitting land uses.

On July 11, 2018, CARB recently announced that greenhouse gas pollution in California fell below 1990 levels, which was the 2020 greenhouse gas emissions goal set by AB 32.[75]

Title 24 Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings, located at Title 24, Part 6 of the California Code of Regulations and commonly referred to as "Title 24," were established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standards. The

[74] *Climate Pollutants Fall Below 1990 Levels For The First Time, website: https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time.*

[75] *California Air Resources Board, "Climate Pollutants Fall Below 1990 Levels for First Time" https://ww2.arb.ca.gov/news/climate-pollutants-fall-below-1990-levels-first-time, accessed April 2019.*

standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The 2019 Standards went into effect on January 1, 2020, and improve upon the 2016 Standards for new construction of, and additions and alterations to, residential and nonresidential buildings. The 2019 update to the Energy Efficiency Standards for Residential and Nonresidential Buildings focuses on several key areas to improve the energy efficiency of renovations and addition to existing buildings as well as newly constructed buildings and renovations and additions to existing buildings. The most significant efficiency improvements to the residential Energy Efficiency Standards include the introduction of photovoltaic power systems into the prescriptive package and improvements for attics, walls, water heating, and lighting. The most significant efficiency improvements to the nonresidential Standards include alignment with the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) 90.1-2017 national standards. The 2019 Energy Efficiency Standards also include changes made throughout all of its sections to improve the clarity, consistency, and readability of the regulatory language. The Energy Efficient Standards require that enforcement agencies determine compliance with CCR, Title 24, Part 6 before issuing building permits for any construction.[76]

California Green Building Standards

The California Green Building Standards Code, which is Part 11 of the California Code of Regulations, is commonly referred to as the CALGreen Code. Statewide reductions in GHG emissions from construction is being accomplished through continuous updates to the CALGreen Code and other State mandated laws and regulations. The CALGreen Code encourages sustainable construction practices in planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The CALGreen Code also requires building commissioning which is a process for the verification that all building systems, like heating and cooling equipment and lighting systems, are functioning at their maximum efficiency. Originally adopted in 2008, the CALGreen Code included all voluntary standards that went beyond the basic building code requirements and introduced new standards for reducing water use, provisions for reducing and recycling construction and demolition waste, criteria for site development to locate buildings near public transit, and measures for improving indoor air quality to protect the health of building occupants. In 2010, the CALGreen Code became mandatory on a statewide basis.

City of Los Angeles Sustainable City pLAn/L.A's Green New Deal

On April 8, 2015, Mayor Eric Garcetti released the City of Los Angeles's first ever Sustainable City pLAn ("The pLAn"). The pLAn sets the course for a cleaner environment and a stronger economy, with commitment to equity as its foundation. The pLAn is made up of short-term (by 2017) and long-term (2025 and 2035) targets for sustainability related topics including but not

[76] *California Energy Commission, 2019 Building Energy Efficiency Standards, December 2018, https://ww2.energy.ca.gov/2018publications/CEC-400-2018-020/CEC-400-2018-020-CMF.pdf, accessed December 2020.*

limited to groundwater, water use, solar power, energy-efficiency, carbon and climate leadership, waste and landfills, housing and development, mobility and transit, and air quality. The pLAn set out an ambitious vision for cutting greenhouse gas emissions, reducing the impact of climate change and building support for national and global initiatives with targets to achieve a 45% reduction in GHG emissions below 1990 baseline levels by 2025, a 60% reduction by 2035, and an 80% reduction by 2050. According to the 3rd Annual Report for The pLAn (2017-2018), as of 2017 the City's GHG emissions are estimated at 26.7 MMtCo2e, approximately 49 percent below 1990 levels.[77] The City has been working to increase the generation of renewable energy, improve energy conservation and efficiency, and change transportation and land use patterns to reduce dependence on automobiles.

In 2019, the Mayor's office updated the Sustainable City pLAn with the adoption of The Green New Deal Sustainable City pLAn 2019 ("L.A.'s Green New Deal"), which establishes accelerated goals for a cleaner environment and a stronger economy, with commitment to equity as its foundation. L.A.'s Green New Deal reported that in 2017 approximately 30% of the LADWP's total energy production was from renewable energy sources.[78] The Sustainable City pLAn / L.A.'s Green New Deal is guided by four key principles: (i) to uphold the Paris Climate Agreement; (ii) to deliver environmental justice and equity through an inclusive green economy; (iii) to ensure every Angeleno has the ability to join the green economy by creating pipelines to good paying, green jobs; and (iv) to lead by example within City government.

L.A's Green New Deal sets the following targets for a sustainable city:

- Supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045.
- Source 70% of water locally by 2035, and capture 150,000 acre ft/yr (AFY) of stormwater by 2035.
- Reduce building energy use per square foot for all types of buildings 22% by 2025; 34% by 2035; and 44% by 2050.
- Reduce Vehicle Miles Traveled per capita by at least 13% by 2025, 39% by 2035, and 45% by 2050.
- Ensure 57% of new housing units are built within 1,500 feet of transit by 2025; and 75% by 2035.
- Increase the percentage of zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.
- Create 300,000 green jobs by 2035; and 400,000 by 2050.
- Convert all city fleet vehicles to zero emission where technically feasible by 2028.

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[77] *The 1990 baseline level is 54.1 MMtCo2e. 3rd Annual Report for The pLAn (2017-2018), website: https://www.dropbox.com/home/2020%20Projects/655%20Mesquit/References/City%20Admin%20Record%20References?preview=City+of+LA_pLAn+3rd+Annual+Report_2018.pdf, accessed April 2020.*

[78] *City of Los Angeles, L.A.'s Green New Deal, Sustainable City pLAn, 2019, website: http://plan.lamayor.org/sites/default/files/pLAn_2019_final.pdf, accessed August 2020.*

Reduce municipal GHG emissions 55% by 2025 and 65% by 2035 from 2008 baseline levels, reaching carbon neutral by 2045.[79]

LA Green Building Code

The City of Los Angeles LA Green Building Code (Ordinance No. 181,480), which incorporates applicable provisions of the CALGreen Code, and in many cases outlines more stringent GHG reduction measures available to development projects in the City of Los Angeles is consistent with statewide goals and policies in place for the reduction of greenhouse gas emissions, including SB 32 and the corresponding Scoping Plan. Among the many GHG reduction measures outlined later in this Section, the LA Green Building Code requires new development projects to incorporate infrastructure to support future electric vehicle supply equipment ("EVSE"), exceed the prescriptive water conservation plumbing fixture requirements of Sections 5.303.2.2 of the California Plumbing Code by 20%, meet the requirements of the California Building Energy Efficiency Standards, and comply with the construction and demolition solid waste handling and diversion requirements mandated in Section 66.32 of the LAMC. Projects filed on or after January 1, 2020 must comply with the provisions of the 2020 Los Angeles Green Building Code. New development projects are required to comply with the LA Green Building Code. Therefore, the Project would comply with an adopted plan or regulation that was adopted in part for the purposes of reducing GHG emissions.

2020-2045 RTP/SCS ("Connect SoCal")

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). In 2012, SCAG adopted the region's first Regional Transportation Plan/Sustainable Communities Strategy ("RTP/SCS") – a plan that the Regional Council now calls Connect SoCal. Connect SoCal charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

Connect SoCal is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding. Connect SoCal includes a robust financial analysis that considers operations and maintenance costs to ensure our existing transportation system's reliability, longevity, resilience, and cost effectiveness. In addition, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's greenhouse gas emission reduction goals and federal Clean Air Act requirements. Connect SoCal also strives to achieve broader regional objectives, such as the preservation of natural lands, improvement of public health, increased roadway safety, support for the region's vital goods movement industries, and more efficient use of resources.

[79] *Ibid.*

As part of the State's mandate to reduce per-capita GHG emissions from automobiles and light trucks, Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporates best practices for achieving the State-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled ("VMT"). These strategies identify how the SCAG region can implement Connect SoCal and achieve related GHG reductions. The following strategies are intended to be supportive of implementing the regional SCS: 1) focus growth near destinations and mobility options; 2) promote diverse housing options; 3) leverage technology innovations; 4) support implementation of sustainability policies; and 5) promote a green region.

For the SCAG region, the CARB has set greenhouse gas reduction targets at eight percent below 2005 per capita emissions levels by 2020, and 19 percent below 2005 per capita emissions levels by 2035. The Connect SoCal plan lays out a strategy for the region to meet these targets. The Connect SoCal SCS has been found to meet State targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions by 8 percent in 2020, relative to 2005 levels, and by 19 percent in 2035, thereby meeting the GHG reduction targets established by the ARB for the SCAG region.

SCAQMD

In October 2008, SCAQMD staff proposed the use of a percent emission reduction target to determine significance for commercial/residential projects that emit greater than 3,000 metric tons of CO_2e per year. On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for stationary source/industrial projects where SCAQMD is lead agency. However, SCAQMD has yet to formally adopt a GHG significance threshold for land use development projects (e.g., residential/commercial projects) and has formed a GHG Significance Threshold Working Group to further evaluate potential GHG significance thresholds. However, this group as not met since 2010.

Existing Statewide GHG Emissions Inventory

The California statewide GHG inventory is a critical piece, in addition to data from various AB 32 programs, in demonstrating the state's progress in achieving the statewide GHG targets established by AB 32 (reduce emissions to the 1990 levels by 2020) and SB 32 (reduce emissions to at least 40 percent below the 1990 levels by 2030). The 2020 edition of the GHG inventory includes the emissions of the seven GHGs identified in AB 32 for the years 2000 to 2018 and uses an inventory scope and framework consistent with international and national GHG inventory practices. CARB compiles GHG inventories for the State of California. Based on the 2018 GHG inventory data (i.e., the latest year for which data are available from CARB) prepared by CARB in 2020, California's annual statewide GHG emission inventory was estimated at 425 $MMTCO_2e$. A table summary of the emissions reported by sector is provided below in Table 4.15.

Table 4.15
Statewide 2018 GHG Emissions by Scoping Plan Sector

Economic Sector	2018 Emissions (MMT CO_2e)	Percentage
Transportation	169.5	39.9%
Industrial	89.2	21.0%
Electric Power	63.1	14.8%
Commercial & Residential	41.4	9.7%
Agriculture	32.6	7.7%
High GWP	20.5	4.8%
Recycling & Waste	9.1	2.1%
Total	425.4	100 %

Source: California Air Resources Board (2020). California Greenhouse Gas Emission Inventory - 2020 Edition. Data available at: https://ww3.arb.ca.gov/cc/inventory/data/data.htm

a) Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. Neither the City, SCAQMD, nor the State CEQA Guidelines Amendments provide any adopted thresholds of significance for addressing an office and commercial project's GHG emissions. Nonetheless, Section 15064.4 of the CEQA Guidelines serves to assist lead agencies in determining the significance of the impacts of GHGs. Because the City of Los Angeles does not have an adopted quantitative threshold of significance for an office and commercial project's generation of greenhouse gas emissions, the following analysis is based on a combination of the requirements outlined in the CEQA Guidelines.

CEQA Guidelines Section 15064.4 does not establish a threshold of significance; instead lead agencies are called on to establish significance thresholds for their respective jurisdictions in which a lead agency may appropriately look to thresholds developed by other public agencies, or suggested by other experts, such as the California Air Pollution Control Officer's Association ("CAPCOA"), so long as any threshold chosen is supported by substantial evidence. The CEQA Guidelines Amendments also clarify that the effects of GHG emissions are cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analyses.

Lead agencies must either establish significance thresholds for their respective jurisdictions or determine significance on a case-by-case basis. The lead agency should use its "careful judgment" in making a determination of significance and should make a "good-faith" effort to "describe, calculate or estimate" the amount of GHGs that will result from a project. The lead agency is given the discretion to select a reasonable model and methodology to quantify GHGs and to rely on a qualitative analysis or performance-based standards for its determination. A lead agency should also consider the following factors, among others, when assessing the significance of impacts from GHGs: (1) the extent to which the project may increase or reduce GHGs; (2) whether the GHG emissions exceed a threshold of significance that the lead agency determines applies to the project; and (3) the extent to which the project complies with regulations or

requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

The California Supreme Court's decision published on November 30, 2015, in the *Center for Biological Diversity v. California Department of Fish and Wildlife* (62 Cal.4th 204) (also known as the Newhall Ranch Case) reviewed the methodology used to analyze GHG emissions in CEQA. The California Supreme Court suggested regulatory consistency as one pathway to compliance, by stating that a lead agency might assess consistency with AB 32's goal in whole or in part by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities. The Court stated that a lead agency might assess consistency with AB 32's goal in whole or part by looking to compliance with regulatory programs designed to reduce greenhouse gas emissions from particular activities, including statewide programs and local climate action plans or GHG emissions reduction plans. This approach is consistent with CEQA Guidelines Section 15064.4, which provides that a determination that an impact is not cumulatively considerable may rest on compliance with previously adopted plans or regulations, including plans or regulations for the reduction of GHG emissions. Importantly, the Court also suggested: "A lead agency may rely on existing numerical thresholds of significance for greenhouse gas emissions" (bright line threshold approach) if supported by substantial evidence."

For the Project, no applicable numeric significance threshold for GHG emissions has been adopted by the State, SCAQMD, or the City of Los Angeles. Although state, regional, and local plans and policies have been adopted to help address climate change (see discussions above), no current law or regulation would regulate all aspects of the Project's GHG emissions.

In the absence of any adopted numeric threshold, the significance of the Project's GHG emissions is evaluated consistent with CEQA Guidelines Section 15064.4(b)(2) by considering whether the Project complies with applicable plans, policies, regulations, and requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. For this Project, as an office and ground floor commercial land use development project, the most directly applicable adopted regulatory plan to reduce GHG emissions is Connect SoCal, which is designed to achieve regional GHG reductions from the land use and transportation sectors as required by SB 375 and the State's long-term climate goals. This analysis also considers consistency with regulations or requirements set forth by the 2008 Scoping Plan and subsequent updates, SB 375, the City of Los Angeles Sustainable City pLAn/L.A.'s Green New Deal, and the LA Green Building Code.

However, for informational purposes, the analysis also calculates the amount of GHG emissions that would be attributable to the Project using recommended air quality models, as described below. The primary purpose of quantifying the Project's GHG emissions is to satisfy CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and quantify emissions. The estimated emissions inventory is also used to quantify and determine the reduction in the Project's incremental contribution of GHG emissions as a result of compliance with regulations and requirements adopted to implement plans for the reduction or mitigation of GHG emissions. The significance of the Project's GHG emissions impacts is not based on the quantification of GHG emissions provided herein.

Existing Project Site GHG Emissions

The Project Site is currently developed with the recently constructed 640 S. Santa Fe Avenue building, a 107,224 square foot, four-story, mixed-use office and ground floor commercial building with two levels of subterranean parking. Construction of the 640 S. Santa Fe Avenue building was completed in April 2021. As shown in Table 4.16, below, the on-site operations of the existing conditions on the Project Site generates approximately 3,009 metric tons of $CO2_e$ emissions per year ($CO2_eMTY$). The Development Site is improved with a surface parking lot serving the 640 S. Santa Fe Avenue building. Thus, there are no GHG emissions directly attributable to the Development Site.

Table 4.16
Project Site Baseline Conditions Operational GHG Emissions

Emissions Source	CO_2e Emissions (Metric Tons per Year)
Area	<0.01
Energy	1,170
Mobile (Motor Vehicles)	1,626
Stationary	5
Waste	26
Water	182
Total	**3,009**

The CalEEMod worksheets are contained in Appendix D to this IS/MND.
Source: Parker Environmental Consultants, 2021.

Project GHG Emissions

Construction GHG Emissions

Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. These impacts would vary day to day over the approximate 24-month duration of construction activities. Emissions of GHGs were calculated using CalEEMod (*Version 2016.3.2*) for each year of construction of the Project.

The quantification of the Project's construction GHG emissions was estimated based on the demolition of the existing surface parking lot on the eastern portion of the Project Site and the new construction of a 14-story commercial building with 188,954 square feet of floor area and two levels of below grade parking. As shown in Table 4.17, below, the total GHG emissions from construction activities related to the Project would be approximately 1,188 CO_2e MTY, with the greatest annual emissions occurring in 2023.

Table 4.17
Project Construction Greenhouse Gas Emissions

Year	CO_2e Emissions (Metric Tons per Year) [a]
2022	429
2023	584
2024	175
Total Construction GHG Emissions	**1,188**

[a] *Construction CO_2 values were derived using CalEEMod Version 2016.3.2 Calculation data and results are provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.*
Source: Parker Environmental Consultants, 2021.

Pursuant to SCAQMD guidance recommended in the SCAQMD GHG Working Group meeting on November 19, 2009, GHG emissions from construction were amortized (i.e., averaged annually) over the lifetime of the Project. As impacts from construction activities occur over a relatively short-term period of time, they contribute a relatively small portion of the overall lifetime project GHG emissions. In addition, GHG emission reduction measures for construction equipment are relatively limited. Therefore, the SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime, so that GHG reduction measures address construction GHG emissions as part of the operational GHG reduction strategies.[80] Therefore, total construction GHG emissions were divided by 30 to determine annual construction emissions comparable to operational emissions in the analysis below.

Operational GHG Emissions

The GHG emissions resulting from operation of the Project, which involves the usage of on-road mobile vehicles, electricity, natural gas, water, landscape equipment and generation of solid waste and wastewater, were calculated under two separate scenarios in order to illustrate the effectiveness of the Project's compliance with the LA Green Building Code and other mitigating features that would be effective in reducing GHG emissions, such as the Project Site being an infill lot, within a Transit Priority Area, and its proximity to transit. The Project's operational GHG emissions were calculated using CalEEMod (*Version 2016.3.2*). The Project's GHG emissions were quantified based on the operation of a 188,954 square foot commercial building comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses and two levels of subterranean parking. As shown in Table 4.18, below, the net increase in GHG emissions generated by the Project would result in a net increase of 4,503 CO_2e MTY. The total GHG emissions from the entire Project Site are estimated to be 7,512 CO_2e MTY.

[80] *SCAQMD Governing Board Agenda Item 31, December 5, 2008.*

Table 4.18
Project Operational Greenhouse Gas Emissions

Emissions Source	Estimated Project Generated CO_2e Emissions (Metric Tons per Year)
Area	0.02
Energy	1,886
Mobile	2,202
Stationary	5
Waste	34
Water	336
Construction Emissions [a]	40
Total Project GHG Emissions:	**4,503**
Plus Existing Project Site Emissions:	*3,009*
Total Project Site Emissions:	**7,512**

Notes:
[a] *The total construction GHG emissions were amortized over 30 years and added to the operation of the Project.*
Calculation data and results provided in Appendix D, Greenhouse Gas Emissions Calculations Worksheets.
Source: Parker Environmental Consultants, 2021.

The Project is an infill development and is repurposing previously developed land, which is encouraged through the State, regional, and local plans and policies (i.e., AB32, SB375, and SCAG's Connect SoCal growth strategy). As stated above, the GHG analysis presented herein is not based on a quantitative threshold of significance, rather, is based on the Project's compliance with the various regulations, plans, and policies that have been adopted with the intent of reducing GHG emissions in furtherance of the State's GHG reduction targets under SB 32.

Through required implementation of the Green Building Code, the Project Site's location on an infill site within a Transit Priority Area, the Project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including CARB's SB 32 Scoping Plan aimed at achieving a 40 percent reduction of 1990 GHG emission levels by 2030. The following describes the benefits and applicability of the Project's compliance measures and design features that serve to reduce the carbon footprint of the development:

Infill Development. The Project is located on an infill site, half of which is developed with the 640 S. Santa Fe Avenue building, and the other half as the proposed Development Site of the Project, which is currently developed as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project would include the redevelopment of the surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The Project Site is also located in an area that is adequately served by existing infrastructure and would not require the extension of utilities or roads to accommodate the proposed development.

Energy Conservation. The Project would include the development of a new non-residential building or structure of 50,000 gross square feet or more of floor area. As

mandated by the LA Green Building Code, the Project must meet Title 24 2019 standards and include ENERGY-STAR appliances, were applicable. Additionally, the LA Green Building Code mandates additional energy conservation features such as on-site solar generation, which is not quantified in the GHG emissions inventory above, but would serve to further reduce the Project's GHG emissions.

Solid Waste Reduction Efforts. LA Green Building Code Section 5.408.1 and LAMC Section 66.32 require the construction contractor to obtain an AB 939 Compliance Permit certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility. Diversion efforts would be accomplished through source reduction, recycling, and composting. Finally, the Project is required by the California Solid Waste Reuse and Recycling Access Act of 1991 to provide adequate storage areas for collection and storage of recyclable waste materials. As such, a 50 percent reduction of a Project's waste stream to the local landfill would reduce methane emissions and thus lower the Project's contribution to global GHG emissions.

Water Conservation. As mandated by the L.A. Green Building Code, the Project would be required to provide separate submeters for individual leased, rented or other tenant spaces projected to consume more than 100 gallons per day and any building or addition that is projected to consume more than 1,000 gallons per day. Plumbing fixtures would need to comply with one of the following: (1) a 20% reduction in the building's "water use baseline" as demonstrated in Table 5.303.2.2 of the Los Angeles Plumbing Code; or (2) comply with the maximum flow rates shown in Table 5.303.2.3 of the Plumbing Code. The Project would also be required to develop a water budget for landscape irrigation use and install automatic irrigation systems with weather or soil moisture-based controllers.

In addition to the GHG emission reductions described above, it is important to note that the CO_2e estimates from mobile sources (particularly CO_2, CH_4, and N_2O emissions) are conservative and likely much greater than the emissions that would actually occur. The methodology used assumes that all emissions sources are new sources and that emissions from these sources are 100 percent additive to existing environment. This is a standard approach taken for air quality and greenhouse gas emissions analyses. In many cases, such an assumption is appropriate because it is impossible to determine whether emissions sources associated with a project move from outside the South Coast Air Basin and are new emissions sources, or whether they are sources that were already occurring within the Basin and merely shifted to a new location. Because the effects of GHGs are global in nature, a project that shifts the location of a GHG-emitting activity (e.g., where people live, where vehicles drive, or where companies conduct business) would result in no net change in global GHG emissions levels.

Plan Consistency

Consistency with SB 32 Scoping Plan

While the Scoping Plan provided several board goals and policies aimed at reducing greenhouse gasses on a statewide level, some of the policies are applicable or interrelated to the development of specific land use projects at the local level. Provided below in Table 4.19, is a consistency analysis of the Scoping Plan's policies that are applicable or indirectly applicable to the Project. As shown in Table 4.19, the Project would be consistent with the applicable GHG reduction plans and policies of the Scoping Plan.

Table 4.19
Consistency with Applicable 2017 Scoping Plan Measures

Measures	Consistency Analysis
Implement SB 350 by 2030: • Increase the Renewables Portfolio Standard to 50 percent of retail sales by 2030 and ensure grid reliability.	**No Conflict**. The Project complies with this measure inasmuch as the Project would derive its electricity from the Los Angeles Department of Water and Power (LADWP), which has committed to diversify its portfolio of energy sources to achieve 50 percent renewables 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.	**No Conflict**. The Project complies with this measure inasmuch as the Project would be designed and constructed to meet the L.A. Green Building Code for new construction and will include several measures designed to reduce energy consumption.
• Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Plans (IRP) 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.	**No Conflict.** The Project would be designed and constructed to meet LA Green Building Code standards, where applicable by including several measures designed to reduce energy consumption. The Project would be designed with energy efficient boilers, heaters and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels): • Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."	**No Conflict**. SB 375 requires SCAG to prepare the SCS for the region, which is discussed further below. The Project represents an infill development within an existing urbanized area that would concentrate commercial office and retail uses within an HQTA. The Project would include a mix of land uses including commercial office and retail/restaurant uses that would provide new opportunities to live and work within an HQTA, resulting in decreased vehicle miles traveled within the City. Therefore, the Project would be consistent with SCAG's Connect SoCal Plan, which specifically encourages this type of

	development. The Project would also provide direct bicycle and pedestrian access to Jesse Street and Mesquit Street which would be improved with widened sidewalks to activate the street frontage. Thus, this would serve to improve walkability, reduce vehicles-per-miles traveled, promote alternatives to driving, and to reduce GHG emissions. The mix of office, restaurant, and retail uses would provide synergy between the land uses in terms of trip making. The Project Site is also served by a number of transit lines which would all serve to reduce vehicle trips.
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.).	**No Conflict**. The Project complies with this measure inasmuch as the Project would be designed to promote and support pedestrian activity on-site and in the Project Site area. The Project would provide pedestrian connectivity to Jesse Street, S. Santa Fe Avenue, and Mesquit Street. Additionally, the Project Site is within proximity to many services, job opportunities, and transit opportunities within the Arts District. Additionally, a total of five Metro bus lines serve the nearby Project Site area, including Metro Local lines 18, 60, 62; and Metro Rapid Lines 720 and 760. The DASH Downtown A bus also serves the nearby Project Site area. These bus lines have stops located within convenient walking distance of the Project Site along 6th Street, 7th Street, S. Santa Fe Avenue, and other nearby streets with some lines with headways of 15 minutes or less (see Figure 3.1, Project Location Map, above).
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	**No Conflict**. The Project complies with this measure inasmuch as the Project would comply with AB 341, which sets a statewide policy goal that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. LAMC Section 66.32.1 requires all persons who collect, remove or transport solid waste, including C&D waste generated within the City, to obtain an AB 939 Compliance Permit from the Bureau of Sanitation. Compliance with this measure would ensure all C&D waste is transported to a Certified C&D waste processing facility for the purpose of recovering reusable and recyclable materials and disposing of non-recyclable residual materials.
Measures not applicable to this Project are not listed. *Source: California's 2017 Climate Change Scoping Plan, November 2017, pg. 103; Parker Environmental Consultants, 2021.*	

Consistency with SB 375

California SB 375 requires integration of planning processes for transportation, land-use and housing. Under the bill, 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 the target provided in the Scoping Plan, created by CARB, for reducing GHG emissions. SB 375 requires SCAG to direct the development of the SCS for the region. A discussion of the Project's consistency with the SCS is provided further below.

Consistency with Connect SoCal

The Project would be consistent with the following key GHG reduction strategies in SCAG's Connect SoCal, which are based on changing the region's land use and travel patterns:

- Focus growth near destinations and mobility options;
- Promote diverse housing choices;
- Leverage technology innovations;
- Support implementation of sustainable policies; and
- Promote a green region

The Project represents an infill development within an existing urbanized area that would concentrate new office and commercial uses within a High Quality Transit Area ("HQTA"). This is consistent with the smart growth policies of Connect SoCal, which encourage the increase of commercial uses in areas accessible to transit (i.e. Priority Growth Areas (PGAs) such as Job Centers, TPAs, HQTAs, Neighborhood Mobility Areas (NMAs), Livable Corridors, and Spheres of Influence (SOIs). The Project is considered within a High Quality Transit Area, which is defined as a generally walkable transit village or corridor 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. The Project would concentrate new development within a half of a mile (walking distance) of several Metro lines (local lines 18, 60, 62; and rapid lines 720 and 760), the LADOT DASH Downtown A bus line, and a regional Greyhound Lines, Inc. station, all of which connect to regions of the Los Angeles area and beyond. Some of these stops have peak commute service intervals of 15 minutes or less (see Figure 3.1, Project Location Map, above).

The Project would also provide 51 short-term bicycle parking spaces and 95 long-term bicycle parking spaces on-site, the use of which would further facilitate a reduction in vehicle miles traveled and related vehicular GHG emissions. Additionally, in order to accommodate increased service levels on the B Line (Red Line)/D Line (Purple Line), Metro is moving forward with two facility improvements: a new turnback facility in the Division 20 railyard just north of 4th Street and a widening of the heavy rail tunnel south of the US-101 Freeway. The Project is located within one-half mile of the approved Division 20 railyard extension to the B Line/D Line.[81] Thus, the

[81] *Los Angeles County Metro Project Tracker website, https://www.metro.net/interactives/datatables/project/, accessed August 2021.*

Project Site's location and bicycle parking provides opportunities for employees and patrons to use alternative modes of transportation to reduce vehicle trips. These and other measures such as the Project's TDM Program would further promote a reduction in vehicle miles traveled and subsequent reduction in GHG emissions, which would be consistent with the goals of Connect SoCal.

Consistency with L.A. Green Building Code

The LA Green Building Code contains both mandatory and voluntary green building measures for the reduction of GHG emissions through energy conservation. Among many requirements, the LA Green Building Code requires projects to achieve a 20 percent reduction in potable water use and wastewater generation, meet and exceed Title 24 Standards adopted by the California Energy Commission, meet 50 percent construction waste recycling levels, and provide Energy-Star rated appliances where applicable. The Project would comply with these mandatory measures. Therefore, the Project is consistent with the LA Green Building Code.

As demonstrated above, the Project's design features and compliance with regulatory measures would be consistent with local and statewide goals and policies aimed at reducing the generation of GHGs, including SB 32, SB 375, the LA Green Building Code, and CARB's 2017 Scoping Plan aimed at achieving 40 percent below 1990 GHG emission levels by 2030. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution to conflicting with an applicable plan, policy, or regulation for the purposes of reducing the emissions of greenhouse gases, and the Project's impact would be less than significant.

Therefore, the Project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Project impacts related to GHG emissions would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As described above and in response to Checklist Question VIII(a) above in this section, the Project would be consistent with local and Statewide goals and policies aimed at reducing the generation of GHGs, including AB 32, SB 375, the LA Green Building Code, and CARB's 2017 Scoping Plan aimed at achieving 40 percent below 1990 GHG emission levels by 2030 and 80% below 1990 levels by 2050. Therefore, the Project's generation of GHG emissions would not make a project-specific or cumulatively considerable contribution conflicting with an applicable plan, policy or regulation for the purposes of reducing the emissions of greenhouse gases, and the Project's impact would be less than significant.

Mitigation Measures

Project impacts with regard to greenhouse gas emissions would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Pursuant to the Office of Planning and Research's recently published Discussion Draft on CEQA and Climate Change (December 2018), in determining the significance of a project's greenhouse gas emissions, the lead agency should focus its analysis on the reasonably foreseeable incremental contribution of a project's emissions to the effects of climate change. It is the increased accumulation of GHG emissions from more than one project and many sources in the atmosphere that may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable."

Many regulatory agencies, including the SCAQMD, concur that GHG and climate change should be evaluated as a potentially significant cumulative impact, rather than a project direct impact. Accordingly, the GHG analysis presented above analyzes whether the Project's impact would be cumulatively considerable using a plan-based approach (and quantitative and qualitative analysis) to determine the Project's contributing effect on climate change. As concluded above, the Project would be consistent with all applicable local ordinances, regulations and policies that have been adopted in furtherance of the state and City's goals of reducing GHG emissions. Thus, the Project would not make a cumulatively considerable contribution to GHG emissions and impacts would be less than significant.

Mitigation Measures

Cumulative impacts with regard to greenhouse gas emissions would be less than significant. Therefore, no mitigation measures are required.

IX. Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

In 2015, the California Supreme Court in 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 revised thresholds are intended to comply with this decision. Specifically, the decision held that an impact from the existing environment to a project, including future users and/or residents, is not an impact for the purposes of CEQA. However, if the project, including future users and residents, exacerbates existing conditions that already exist, that impact must be assessed, including how it might affect future users and/or residents of the project. For example, if construction of a project on a hazardous waste site will cause the potential dispersion of hazardous waste in the environment, the EIR should assess the impacts of that dispersion to the environment, including to the project's residents.

The following section summarizes and incorporates the referenced information from the following: Phase I Environmental Site Assessment, 640 South Santa Fe Avenue, Los Angeles, California 90021 ("Phase I ESA"), prepared by Ninyo & Moore Geotechnical and Environmental Sciences Consultants ("Ninyo & Moore"), dated March 18, 2016; and Phase II Environmental Site Assessment, 640 South Santa Fe Avenue, Los Angeles, California 90021, prepared by EFI Global, dated June 30, 2016. Both ESAs are included as Appendix E to this IS/MND. It is important to note that while the Phase I ESA and Phase II ESA were analyzed and completed for the 640 S. Santa Fe Avenue Project, both ESAs address the historical environmental conditions of the

entire Project Site, half of which includes the Development Site of the Project and is therefore applicable to the Project.

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. A significant impact may occur if a project would involve the use or disposal of hazardous materials as part of its routine operations or would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. The Project includes the construction of a 14-story office and ground floor commercial development with a gross floor area of 188,954 square feet. During the operation of the Project, no hazardous materials other than modest amounts of typical cleaning supplies and solvents used for janitorial purposes would routinely be transported to the Project Site. The acquisition, use, handling, storage, and disposal of these substances would comply with all applicable federal, State, and local requirements.

Construction could involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids that are common in during construction. However, all potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities. Therefore, the Project would not create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials, and the impacts will be less than significant.

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. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard.

Based on the Department of Toxic Substances Control EnviroStor Database, the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination.[82] Therefore, the Project would not handle, dispose, or store any known hazardous materials during the Project's construction activities. Additionally, the Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes that are typically associated with the operation of the Project, and the use of these substances would comply with State Health Codes and Regulations.

[82] *California, Department of Toxic Substances Search EnviroStor, website: http://www.envirostor.dtsc.ca.gov/public/, accessed August 2020.*

Historical Analysis

Currently, the Development Site for the Project is improved with a surface parking lot for the 640 S. Santa Fe Avenue building. As such, the Project would redevelop this surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The Phase I ESA completed by Ninyo & Moore included historical aerial photographs provided by Environmental Data Resource "(EDR") which showed that the Project Site was developed with commercial-appearing structures from at least 1923 through 1989. The southeast corner of the Project Site was the location of a railroad from at least 1923 through 1994. By at least 1994, the Project Site appeared as vacant land, and by at least 2002 the previous cold storage warehouse and adjacent surface parking lot had been built. The cold storage warehouse and adjacent surface parking lot stood from 2002 until 2019, when they were demolished to construct the 640 S. Santa Fe Avenue building and its adjacent surface parking lot.

Historical Sanborn Fire Insurance Maps analyzed by the Phase I ESA show that the Project Site was developed with residential properties from at least 1890 through 1906 and was then developed with industrial properties from at least 1950 through 1970. The Phase I ESA concluded that the former presence of a machine and metal stamping shop with paint booths and the railroad line represent a recognized environmental condition ("REC"), which are defined by ASTM International as "the presence of likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to a release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of future release to the environment."

The presence of a railroad right-of-way on the southeast portion of the Project Site, which includes a section of the Development Site for the Project, presents a potential for contamination resulting from leaks or spills from the railcars, or historic application of surface chemicals during railroad operations. According to the Phase I ESA, no accidents or spills along the railroad tracks were reported in the Emergency Response Notification System ("ERNS"), and evidence of spills on the former railroad right-of-way was not observed during the site visit in 2016. However, the Phase I ESA concluded that the suspected presence of railroad related chemicals in shallow soils on the Project Site due to operation of the railroad tracks would be considered a REC.

Based on the findings of the Phase I ESA, which reported that the Project Site was historically used as a machine and metal stamping shop with paint booths from at least 1950 through at least 1960 and the southeastern portion of the Project Site containing railroad tracks from at least 1923 through 1989, a Phase II ESA was conducted by EFI Global and completed on June 30, 2016. EGI Global conducted the Phase II ESA to evaluate whether the former Project Site operations and features had significantly impacted the subsurface of the Project Site. A total of 17 borings were advanced to a maximum depth of 15 feet bgs throughout the Project Site, and select soils samples were collected and analyzed. Four additional borings were advanced to depths of 40 feet bgs and soil vapor probes were installed as part of Andersen Environmental's methane testing investigation (discussed further below). From the soil vapor extraction results, which can be found in Appendix E, EFI Global concluded that a threat to human health or groundwater beneath the Project Site was not identified as a result of former Project Site operations. As such,

EGI Global states that further investigation in the areas of the former machine shop and railroads is not warranted at this time, assuming continued commercial use of this site. The Project would redevelop the eastern half of the Project Site currently improved with a surface parking lot for the 640 S. Santa Fe Avenue building into a 14-story office and ground floor commercial building with two levels of subterranean parking. Therefore, the Project would continue to utilize the Project Site as a commercial use.

Oil and Gas Maps

The Phase I ESA also analyzed the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources ("DOGGR") Well Finder website to determine the presence of oil wells on the Project Site and in the vicinity. Several active oil wells are located within a one-mile radius of the Project Site, which is located approximately 0.16 mile south-southeast from the boundaries of the Union station oil field. There are several active oil wells within one mile of the Project Site. The nearest oil well, located approximately 0.13 mile west of the Project Site, has been plugged.

Methane Assessment

The Project Site is located within a designated Methane Buffer Zone of the City. These Zones are subject to testing and mitigation required by the Los Angeles Department of Building and Safety ("LADBS"), Division 71 Methane Seepage Regulations of the LABC, Section 91.71. Pursuant to LABC Division 71, Section 91.7104.2, all buildings located in the Methane Zone and Methane Buffer Zone shall provide a methane mitigation system as required by LAMC Table 71 based on the appropriate Site Design Level. As such, a Methane Assessment was conducted by Andersen Environmental and completed on May 17, 2016, which is included in Appendix E. Field activities included shallow gas probe installations, shallow gas probe testing, deep methane probe set installations, and pressure monitoring and methane testing (see Appendix E for further details). As indicated in Tables 1, 2, and 3 of the Methane Assessment, a maximum methane detection of 100 ppmv and a maximum pressure of 0.11 inches of water were recorded during the three sampling events. Therefore, a Design Methane Concentration of 110 ppmv and a Design Methane Pressure of <2" should be used to determine the Site Design Level.

Based on the results of the Methane Assessment, the Project Site qualifies as Site Design Level II, as defined in the Minimum Methane Mitigation Requirements set forth in Table 1B of the LADBS "Standard Plan: Methane Hazard Mitigation". As such, a Site Design Level II with Design Methane Pressure of $\leq$2" in a Methane Buffer Zone requires no methane mitigation. Accordingly, no methane mitigation design would be required.

Asbestos-Containing Materials (ACMs) and Lead Based Paint

ACMs and lead based paints are associated with older building stock, particularly those built before and right around 1978 and 1989, when the United States Environmental Protection Agency ("EPA") banned lead based paint and ACMs, respectively. The Development Site of the Project is currently improved with a surface parking lot for the 640 S. Santa Fe Avenue Project. As such, there is no presence of ACMs or lead based paints. Therefore, no impacts would occur relating to ACMs and lead based paints.

Environmental Database Search

As part of the Phase I ESA, Ninyo & Moore performed an environmental information database search that included numerous federal, State, and local databases regarding properties of environmental concern or contamination. The Project Site as of March 2016, when the Phase I ESA was completed, was not listed on any of these federal, State, or local databases. This is further supported by the Department of Toxic Substances Control EnviroStor Database, which shows that the Project Site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination.[83]

Vapor Migration

After conducting a preliminary vapor encroachment screen for potential chemicals of concern that might migrate as vapors onto the Project Site as a result of contaminated soil and/or groundwater near the Project Site, the Phase I ESA concluded that it is unlikely that a vapor encroachment condition currently exists beneath the Project Site.

In conclusion, the Phase I ESA completed for the 640 S. Santa Fe Avenue Project determined that there was no evidence of RECs in connection with the Project Site, except for the former use of the Project Site as a machine and metal stamping shop with paint booths from at least 1950 through 1960 and the former presence of railroad tracks on the southeast corner of the Project Site from at least 1923 through 1989. A Phase II ESA was then completed by EFI Global to evaluate whether the identified RECs in the Phase I ESA had significantly impacted the subsurface of the Project Site. The Phase II ESA concluded that a threat to human health or groundwater beneath the Project Site was not identified as a result of former Project Site operations, and that no further investigation is warranted, assuming continued commercial use of the Project Site. Per LADBS requirements, a Methane Assessment was conducted at the Project Site as well, which concluded that the Project Site required no methane mitigation. Therefore, the Project would not 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, and the impacts will be less than significant.

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. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved a risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals or radiation); or (b) the project involved the creation of any health hazard or potential health hazard (i.e., such as exposure to lead based paint, polychlorinated biphenyls, or asbestos). There are no Los Angeles Unified School District schools within one-quarter mile (approx. 1,320 feet) of the Project Site, nor any private or charter schools. The nearest LAUSD school is the Metropolitan High School for continuing education for grades 9 through 12, which is located approximately 1,350 feet southwest of the Project Site and 1,470 feet from the Development Site of the Project.

[83] *Ibid.*

Localized construction impacts associated with noise, dust and localized air quality emissions, and construction traffic/hauling activities generally occur within an area of 500 feet or less of the Project Site. Since no schools are located within 500 feet from the Project Site, the construction activities from the Development Site of the Project would not create a hazard to any nearby schools. Further, the proposed haul route departing from the Project Site to Sunshine Canyon Landfill and the Azusa Land Reclamation landfill would travel south on S. Santa Fe Avenue and west on Porter Street to the I-10 onramp. The haul route departing from Sunshine Canyon Landfill and Azusa Land Reclamation landfill to the Project Site would utilize the I-10 8th Street offramp, travel east on 8th Street, and travel north on S. Santa Fe Avenue. As such, the local haul routes would not pass by any nearby schools. Therefore, construction impacts to nearby schools would be less than significant.

Further, no hazardous materials other than the modest amounts of typical cleaning supplies and solvents used for maintenance and janitorial purposes would be present at the Project Site, and the acquisition, use, handling, storage, and disposal of these substances would comply with all applicable federal, State, and local requirements. The operational activities of the Project would not create a significant hazard through hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Operational impacts on nearby schools would be less than significant.

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?

Less Than Significant Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized releases from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste, and submit such information to the Secretary for Environmental Protection on at least an annual basis. A significant impact may occur if the Project Site is included on any of the above lists and poses an environmental hazard to surrounding sensitive uses. The Project Site is not listed in any government database for having hazardous wastes or released hazardous materials,[84] and development of the Project would not 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?

No Impact. A significant project-related impact may occur if the Project were placed within a public airport land use plan area, or within two miles of a public airport, and subject to a safety hazard. The closest public airport to the Project Site is the Bob Hope Airport. However, the airport is not located within two miles of the Project Site. Furthermore, the Project Site is not in an airport

[84] *Ibid.*

influence area.[85] Therefore, no impacts related to safety hazards in an airport land use plan or within two miles of a public airport will occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. A project would normally have a significant impact to hazards and hazardous materials if: (a) the project involved possible interference with an emergency response plan or emergency evacuation plan. The determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The Project Site is not located in a disaster route according to the Los Angeles Central Area Disaster Route Map of Los Angeles County.[86] Additionally, based on the City of Los Angeles Safety Element, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[87] Development of the Project may require temporary and intermittent partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Further, emergency vehicle drivers 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. Therefore, the Project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and a less than significant impact would occur.

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 Los Angeles and does not include wildlands or high fire hazard terrain or vegetation. The Project Site is not located in a Very High Fire Hazard Severity Zone (VHFHSZ).[88] Therefore, no impacts from wildland fires are expected to occur.

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[85] *Los Angeles County, Department of Regional Planning, Los Angeles County Airport Land Use Commission, Burbank/Glendale/Pasadena Airport Influence Area Map, May 15, 2003, website: http://planning.lacounty.gov/assets/upl/project/aluc_airport-burbank.pdf, accessed September 2020.*

[86] *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008, website: http://dpw.lacounty.gov/dsg/DisasterRoutes/map/Los%20Angeles%20Central%20Area.pdf, accessed August 2020.*

[87] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, November, 2996, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed August 2020.*

[88] *City of Los Angeles, Department of City Planning, City of Los Angeles Zoning Information and Map Access System (ZIMAS), website: http://zimas.lacity.org, accessed October 2020.*

Mitigation Measures

Project impacts with regard to hazards and hazardous materials would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Development of the Project in combination with the related projects identified in Section 3, Project Description, have the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the City of Los Angeles. However, the potential impacts associated with the Project would be less than significant with adherence to all applicable regulations and, therefore, would not be cumulatively considerable. With respect to the related projects, the potential presence of hazardous substances would require evaluation on a case-by-case basis, in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, State, and federal laws regarding hazardous materials, which would further reduce impacts associated with the related projects. Therefore, with compliance with local, State, and federal laws pertaining to hazardous materials, the Project in conjunction with related projects would be expected to result in less-than-significant cumulative impacts with respect to hazardous materials.

Mitigation Measures

Cumulative impacts with regard to hazards and hazardous materials would be less than significant. Therefore, no mitigation measures are required.

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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Regulatory Setting

Clean Water Act of 1972

The federal Clean Water Act (CWA) was first enacted in 1948 to (1) restore and maintain the chemical, physical, and biological integrity of the Nation's waters by preventing point and nonpoint pollution sources, (2) provide assistance to publicly owned treatment works for the improvement of wastewater treatment, and (3) maintain the integrity of wetlands. With subsequent amendments, current regulations provide that discharges of stormwater to waters of the United States from industrial activities and from construction activities that encompass one acre or more of soil disturbance are effectively prohibited unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit.

The CWA directs states to establish water quality standards for all “waters of the United States” and to review and update such standards on a triennial basis. The U.S. EPA has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs in California to the State Water Resources Control Board (SWRCB), and nine Regional Water Quality Control Boards (RWQCB). CWA Section 303(c)(2)(b) requires states to adopt water quality standards for all surface waters of the United States based on the water

body's designated beneficial use. Water quality standards for the Los Angeles region are set forth in The Water Quality Control Plan Los Angeles Region Basin Plan (1995, and as amended in 2010), which is administered by the LARWQCB.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter- Cologne Act) establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Act authorizes the SWRCB to adopt, review, and revise policies for all waters of the State (including both surface and groundwater) and directs the RWQCBs to develop regional Basin Plans. California Water Code Section 13170 also authorizes the SWRCB to adopt water quality control plans on its own initiative. The Porter-Cologne Act is administered in the CPAs by the LARWQCB and is implemented at the city level through various programs.

Statewide NPDES General Construction Activity Stormwater Permit

Pursuant to the CWA Section 402(p) and the Porter-Cologne Act, the SWRCB has issued a statewide NPDES General Permit under Order No. 2009-0009-DWQ, NPDES No. CAR000002, which was adopted on September 2, 2009.14 The Order requires that construction activities obtain a permit and submit a Notice of Intent (NOI) along with the appropriate fee to the SWRCB. Construction activities subject to the NPDES General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of one acre of total land area or more.

Prior to obtaining the Stormwater Permit, an adequate Stormwater Pollution Prevention Plan (SWPPP) has to be prepared. The SWPPP specifies BMPs that will prevent construction pollutants from contacting stormwater with the intent of keeping all products of erosion from moving offsite into receiving waters. BMPs are intended to diminish impacts to the Maximum Extent Practicable (MEP), which is a standard developed by Congress to allow regulators the flexibility needed to shape programs to the site-specific nature of municipal stormwater discharges. The SWPPP includes a description of: (1) the site, (2) erosion and sediment controls, (3) means of waste disposal, (4) implementation of approved local plans, (5) control of post-construction sediment and erosion control measures and maintenance responsibilities, and (6) non-stormwater management controls. Dischargers are also required to inspect their construction sites before and after storms to identify stormwater discharge associated with construction activity and to identify and implement controls where necessary.

Municipal Separate Storm Sewer Permit (MS4 Permit).

Discharges of urban runoff into municipally-owned separate storm sewer systems (MS4s) are regulated under the general NPDES stormwater permit that has been issued by the RWQCB for Los Angeles County ("MS4 Permit"). Development that could occur under the Proposed Plans would be subject, as applicable, to the waste discharge requirements issued by the RWQCB for the MS4 Permit.

The City of Los Angeles is a co-permittee under the MS4 Permit, and therefore has joint/concurrent legal authority to enforce the terms of the permit within its jurisdiction, including the CPAs. The MS4 Permit is intended to ensure that combinations of site planning, source control and treatment control practices are implemented to protect the quality of receiving waters. The permit requires that new development employ best management practices (BMPs) designed to control pollutants in stormwater runoff to the maximum extent practicable (MEP), details specific sizing criteria for BMPs, and specifies flow control requirements. Site design or planning management BMPs are used to minimize runoff from new development and to discourage development in environmentally sensitive areas that are critical to maintaining water quality. These BMPs include structural practices, source control and treatment techniques and systems, and site design planning principles addressing water quality.

Among other things, the MS4 Permit requires the co-permittees to prepare a Stormwater Quality Management Plan (SQMP) specifying the BMPs that will be implemented to reduce the discharge of pollutants in stormwater to the MEP. For development within the City of Los Angeles (which would include the CPAs), the SQMP is implemented through the City's Standard Urban Stormwater Mitigation Plan (SUSMP).

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. A project would normally have a significant impact on surface water quality if discharges associated with the project would create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code ("CWC") or that cause regulatory standards to be violated, as defined in the applicable National Pollution Discharge Elimination System ("NPDES") stormwater permit or Water Quality Control Plan for the receiving body of water. A significant impact may occur if a project would discharge water which does not meet the quality standards of agencies which regulate surface water quality and water discharge into stormwater drainage systems. Significant impacts would also occur if a project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board ("SWRCB") through its nine Regional Boards. The Project Site lies within the jurisdiction of the Los Angeles Regional Water Quality Control Board ("RWQCB"). Applicable regulations include the NPDES permitting system; LAMC Article 4.4; the low impact development ("LID") requirements, which reduce potential water quality impacts during the construction and operation of a project; and the Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles and Ordinance 173,494.

Construction

Three general sources of potential short-term, construction-related stormwater pollution associated with the Project include: 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 via storm runoff or mechanical equipment.

The Applicant would not be required to obtain coverage under the SWRCB's NPDES Construction General Permit. Under the Construction General Permit Order 2009-0009-DWQ, dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activities subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation.

However, as construction activities on the Project Site would be limited to the Development Site on the eastern half of the Project Site, the lot area would be approximately 34,447 square feet (0.79 acres). Therefore, the Project would not disturb one or more acres of soil or disturb less than one or more acres but is part of a larger common plan of development that in total disturbs one or more acres. As such, the Project would not be required to obtain a Construction General Permit and is, therefore, also not required to develop a SWPPP. However, during construction, the Project would still be required to implement BMPs to prevent the transport of sediments from stormwater runoff from the Development Site, per CALGreen Section 5.106.1.2. As such, the implementation of BMPs required by CALGreen Section 5.106.1.2, would ensure that the Project's construction-related soil erosion impacts would be less than significant.

Further, the Geotechnical Report provided recommendations regarding drainage during construction of the 640 S. Santa Fe Avenue Project, which the construction of the Project would also comply with. All grading activities require grading permits from the Department of Building and Safety, which include requirements and standards designed to limit potential erosion impacts to acceptable levels. The standard conditions imposed by the City of Los Angeles Department of Building and Safety, as specified in the Soils Report Approval Letter, will ensure that impacts to soil erosion or the loss of topsoil are reduced to less than significant levels.

Operation

The western half of the Project Site is currently developed with the 640 S. Santa Fe Avenue building, an approved four-story office building with ground floor uses. The eastern half of the Project Site, the Development Site for the Project, is currently developed as a surface parking lot for the 640 S. Santa Fe building. Aside from the 3,286 square feet of ground floor landscaped area and the 641 square feet of permeable pavement area, the Project would be covered with impervious surfaces. Thus, the majority of the Project Site would be covered with impervious surfaces. As such, nearly all surface water runoff from the Project Site would be directed to existing adjacent storm drains located on the southeast corner of Mesquit Street and Jesse Street and would not percolate into the groundwater table beneath the Project Site.[89] However, previous development on the Project Site, which included an industrial building for Value Produce and its adjacent surface parking lot, also covered the Project Site with impervious surfaces. Following completion of construction, the Project and the Project Site as a whole would continue to generate surface water runoff, and runoff would continue to be directed to existing stormwater inlets in a similar manner as the previously developed conditions, and there would not be any increased

[89] *City of Los Angeles, Bureau of Engineering, Navigate LA, website: http://navigatela.lacity.org/navigatela/, accessed August 2020.*

imperviousness of the Project Site. Thus, the Project's potential impacts to surface water runoff would be reduced to a less than significant level by incorporating stormwater pollution control measures, as set forth below, that would regulate the amount and water quality of stormwater leaving the Project Site.

In November 2012, the City of Los Angeles adopted Order No. R4-2012-0175 the NPDES Stormwater Permit for the County of Los Angeles and cities within (NPDES No. CAS004001). The primary objectives of the stormwater program requirements are to: (1) effectively prohibit non-stormwater discharge; and (2) reduce the discharge of pollutants from stormwater conveyance systems to the maximum extent practicable statutory standard. The Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. Since the adoption of the Stormwater and Urban Runoff Pollution Control Ordinance, many additional ordinances have passed to keep LAMC Article 4.4, Stormwater and Urban Runoff Pollution Control, up to date.

Approved in October 2011, the Low Impact Development ("LID") Ordinance (Ordinance No. 181,899) expanded LAMC Article 4.4 and expanded the applicability of the existing Standard Urban Stormwater Mitigation Plan ("SUSMP") requirements by imposing rainwater low impact development strategies on projects that require building permits. LAMC Article 4.4, including LID requirements, was amended in August 2015 with the approval of Ordinance No. 183,833, which incorporates the requirements of the Municipal Separate Storm Sewer System ("MS4") Permit. The Project would be required to comply with the City of Los Angeles Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 172,176, effectuated October 1998), which established LAMC Sections 64.70 through 64.70.13 and set the foundation for stormwater management in the City of Los Angeles. The Project would also be required to prepare a LID Plan and demonstrate compliance with the LID requirements and standards and retain or treat the first ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater.[90]

The Project falls within the second tier of the LID Ordinance requirements, which states that for development projects that involve non-residential uses and result in an alteration of at least 50 percent or more of the impervious surfaces on an existing developed site, the entire site must comply with the standards and requirements of Article 4.4 of Chapter VI of the LAMC and with the Development Best Management Practices Handbook. The Project shall be designed to manage and capture stormwater runoff to the maximum extent practicable utilizing various LID techniques, including but not limited to infiltration, evapotranspiration, capture for use, and treated through high removal efficiency bio-filtration/bio-treatment systems of all runoff on-site. Development and redevelopment projects are required to prepare a LID Plan, which complies with the provisions of the Development Best Management Practices Handbook. If partial or complete on-site compliance of any type is technically infeasible, the Project and LID Plan shall

[90] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016, website: https://www.lacitysan.org/cs/groups/sg_sw/documents/document/y250/mde3/~edisp/cnt017152.pdf, accessed August 2021.*

be required to manage a specified volume of stormwater runoff (Stormwater Quality Design Volume [SWQDv]) on-site in order to maximize on-site compliance. These on-site retention requirements and compliance with the LID requirements would reduce the amount of surface water runoff leaving the Project Site as compared to previous development conditions.[91]

In compliance with the LID ordinance requirements, prior to issuance of grading permits, the Applicant shall submit a LID Plan and design plans to the City of Los Angeles Department of Building and Safety and the Bureau of Sanitation Watershed Protection Division for review and approval. The Project's LID Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook. The BMPs shall be designed to retain or treat the runoff from a storm event producing ¾-inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event (whichever is greater), in accordance with the Planning and Land Development Handbook for Low Impact Development, Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed BMPs meet the numerical threshold standard shall be provided.

To ensure that all stormwater related BMPs are constructed and/or installed in accordance with the approved LID Plan, the City of Los Angeles requires a Stormwater Observation Report to be submitted to the City prior to the issuance of the Certificate of Occupancy. All projects reviewed and approved would require a Stormwater Observation Report and would be prepared, signed, and stamped by the engineer on record responsible for the approved LID Plan. With approval and issuance of a Certificate of Occupancy from LADBS, the Project would be determined to be in compliance with all applicable codes, ordinances, and other laws.[92] Full compliance with the LID requirements and implementation of design-related BMPs would ensure that the operation of the Project would not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality. Therefore, as the Project would be subject to the LID requirements and compliance procedures, operational water quality impacts would be less than significant with code compliance.

As discussed above, the Project would not violate any water quality standards or waste discharge requirements, and the operation-related impacts related to water quality will 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?

Less Than Significant Impact. A project would normally have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or

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[91] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016, accessed August 2021.*

[92] *City of Los Angeles, Planning and Land Development Handbook for Low Impact Development (LID), Part B Planning Activities, 5th Edition, May 9, 2016, accessed August 2021.*

direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

As discussed previously, a majority of the Project Site has previously been and will continue to be impervious. As such, nearly all surface water runoff from the Project Site would be directed to adjacent storm drains and would not percolate into the groundwater table beneath the Project Site. Groundwater was estimated to be approximately 97.02 to 98.30 feet below ground surface in the Phase I ESA for the 640 S. Santa Fe Avenue Project. Perched groundwater was encountered at 73.2 feet bgs in the Geotechnical Report. The Project would excavate soils beneath the Project Site at approximately 32 feet below grade to allow for the construction of the two proposed subterranean parking levels and the proper base and slope for the proposed building's foundation. Because the depth of groundwater is sufficiently lower than the depth of proposed excavation, construction of the Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Further, adherence to Article 4.4 of the LAMC would ensure that the Project would not interfere with groundwater recharge. The Project would not deplete groundwater supplies, and impacts to the groundwater table would be less than significant.

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 project would normally have a significant impact on surface water quality if discharges associated with the project would create substantial erosion, siltation, pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code ("CWC") or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body.

The Project Site is located in a highly urbanized area within the City of Los Angeles, and no streams or river courses are located on or pass through the Project Site. Minor amounts of erosion and siltation could occur during grading. As previously discussed, a majority of the Project Site would be impervious. As such, most of the surface water runoff from the Project Site would be directed to adjacent storm drains along Mesquit Street and Jesse Street. The potential for soil erosion during the operation of the Project is extremely low due to the generally level topography of the Site, and because the Project would comply with the implementation of BMPs through CALGreen Section 5.106.1.2. These BMPs would identify construction Best Management Practices to be implemented to ensure that the potential for soil erosion and sedimentation is minimized, and to control the discharge of pollutants in stormwater runoff as a result of construction activities. Compliance with these regulations would ensure that impacts to soil erosion and siltation would be reduced to less than significant levels.

Further, the Geotechnical Report provided recommendations regarding temporary excavations and temporary shoring during construction of the 640 S. Santa Fe Avenue Project. As stated previously, the Project would also adhere to the recommendations of the Geotechnical Report. All grading activities require grading permits from the Department of Building and Safety, which

include requirements and standards designed to limit potential impacts to acceptable levels. The standard conditions imposed by the City of Los Angeles Department of Building and Safety, as specified in the Soils Report Approval Letter for the 640 S. Santa Fe Avenue Project, would be applicable to the Project and would ensure that impacts to soil erosion and siltation are less than significant levels. Regulatory compliance measures would ensure that runoff leaving the Project Site would not result in substantial erosion or siltation during the construction and operational phases of the Project. Therefore, impacts to substantial erosion or siltation on- or off-site 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 project would normally have a significant impact on surface water hydrology (and the rate and amount of surface water) if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of water flow, or would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. The Project Site is located in a highly urbanized area of Los Angeles and located approximately 375 feet west of the Los Angeles River. Previously mentioned, a majority of the Project Site would be impervious, with the exception of landscaping and permeable pavement. Implementation of the Project would not increase site runoff or result in changes in the local drainage patterns. Implementation of BMPs as required in the LAMC Chapter IX Division 70, per CALGreen Section 5.106.1.2, however, would reduce the amount of surface water runoff after storm events, as the Project would be required to mitigate (infiltrate, filter, or treat) the runoff from a storm event producing ¾ inch of rainfall in a 24-hour period or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The Project would not increase the rate or amount of flow from the Project Site or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems. Impacts associated with localized drainage and surface water runoff would therefore be considered 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 project would normally have a significant impact on surface water quality if discharges associated with the project would create substantial additional sources of pollution, contamination, or nuisance as defined in Section 13050 of the CWC or that cause regulatory standards to be violated, as defined in the applicable NPDES stormwater permit or Water Quality Control Plan for the receiving water body. For the purpose of this specific issue, a significant impact may occur if the volume of storm water runoff from the Project Site were to increase to a level which exceeds the capacity of the storm drain system serving the Project Site. A significant adverse effect would also occur if a project substantially increases the probability that polluted runoff would reach the storm drain system.

The western half of the Project Site is currently improved with a four-story office building with ground floor commercial uses with two levels of subterranean parking. The Development Site of the Project would be located on the eastern half of the Project Site, which is currently developed

as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project would redevelop the surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. Per the County of Los Angeles Department of Public Works SUSMP Review Sheet, BMPs are still required for the Project design plans, despite no increased imperviousness to the Project Site.[93] Any contaminants gathered during routine cleaning of construction equipment would be disposed of in compliance with applicable stormwater pollution prevention permits. Further, any pollutants from the parking areas would be subject to the requirements and regulations of the NPDES and applicable LID Ordinance. Accordingly, the Project will be required to demonstrate compliance with the LID Ordinance standards and retain or treat the first ¾ inch of rainfall in a 24-hour period, or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater, which would reduce the Project's impact to the stormwater infrastructure.

As previously mentioned, because the depth of groundwater (73.2 feet bgs encountered in Geotechnical Report) is sufficiently lower than the depth of proposed excavation (32 feet bgs), groundwater is not anticipated during construction of the two subterranean parking levels. The Project would not provide substantial additional sources of polluted runoff, and potential impacts to surface water quality would be less than significant.

iv. Impede or redirect flood flows?

No Impact. A significant impact may occur if the Project Site was located within a 100-year flood zone and would impede or redirect flood flows. The Project Site is not in an area designated as a 100-year flood hazard area.[94] A review of the Federal Emergency Management Agency ("FEMA") Flood Insurance Rate Map ("FIRM"), Map No. 06037C1636G, dated December 21, 2018, indicates that the Project Site is located in an area designated as "Zone X", described as "Areas determined to be outside the 0.2 percent flood plain."[95] The Project Site is located in a highly urbanized area and, as such no changes to the local drainage pattern would occur with implementation of the Project. The Project would not have the potential to impede or redirect floodwater flows. Therefore, no impact would occur.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. A significant impact would occur if the Project Site is sufficiently close to the ocean or other water body (levee or dam) to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) and if discharges associated with

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[93] *County of Los Angeles Department of Public Works, Building and Safety Division – Drainage and Grading Section, Standard Urban Stormwater Mitigation Plan (SUSMP) Review Sheet, revised January 9, 2008, website: https://dpw.lacounty.gov/bsd/nas/library/documents/Drainage%20and%20Grading/Plan%20Check%20Documents/dg_pc~rev~-SUSMP%20Review%20Sheet%2006-13-2011.pdf, accessed August 2020.*

[94] *City of Los Angeles, Department of City Planning, General Plan Elements, Safety Element Exhibit F, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed August 2020.*

[95] *Federal Emergency Management Agency (FEMA), Flood Map Service Center: Search by Address, Map Number 06037C1636G, December 21, 2008, website: https://msc.fema.gov/portal/, accessed August 2020.*

the project operation would create pollution and contamination due to inundation. Seiches are large waves generated in very large enclosed bodies of water or partially enclosed arms of the sea in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement.

The Project Site is located approximately 13.8 miles from the coast and has a relatively high elevation of 250 feet above mean sea level according to the State Water Resources Control Board GeoTracker. Therefore, tsunamis are not a hazard at the Project Site. The Project Site is located 375 feet from the Los Angeles River. FEMA National Flood Hazard Layer ("NFHL") maps indicate the Project Site is outside the 0.2% annual chance floodplain, Zone X. The potential hazard at the Project Site for flooding due to storm events or tsunamis event is, thus, considered low. According to the FEMA's FIRM, the Project Site is outside of a 100-year flood area.[96] However, a review of the City of Los Angeles General Plan Safety Element, the Project lies within a potential inundation zone mostly related to the Los Angeles River.[97] This is further supported by the Geotechnical Report, which also concluded based on FEMA's FIRM that flooding in the vicinity of the Project Site would generally be isolated to the Los Angeles River to the east. Therefore, the potential for inundation at the Project Site as a result of an earthquake-induced dam failure is considered low.

Additionally, the Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes typically associated with the operation of the Project. The use of these substances would comply with State health codes and regulations. Furthermore, the Project would be designed and constructed with the guidance of the Department of Building and Safety. The City of Los Angeles's Department of City Planning and Department of Building and Safety would review the Project prior to the issuance of a building permit and provide recommendations to ensure that any impacts from the risk release of pollutants due to inundation are less than significant. As such, the Project would result in a less than significant impact associated with the potential 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?

Less Than Significant Impact. A significant water quality impact could occur if a project is not consistent with the Los Angeles Region Water Quality Control Plan or the Sustainable Groundwater Management Act, or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of a Groundwater Sustainability Plan.

In 2014, the California Legislature and Governor passed the Sustainable Groundwater Management Act ("SGMA"), which encourages local agencies to take a leading role in managing their local groundwater resources. The SGMA, a collection of three bills (AB 1739, SB 1168, and SB 1319), provides local agencies with the framework necessary to sustainably manage medium and high priority groundwater basins, as described by the act, with the goal to bring the basins

[96] *Ibid.*

[97] *City of Los Angeles Department of City Planning, General Plan Safety Element, Safety Element Exhibit G: Inundation & Tsunami Hazard Areas In the City of Los Angeles, March 1994, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed September 2020.*

into balance in 20 years. The intent of SGMA is to require sustainable groundwater management practices statewide, which will provide a buffer against drought and climate change. The California Department of Water Resources ("DWR") has prioritized all groundwater basins according to certain criteria established in the California Water Code. The rankings are very low, low, medium, and high. SGMA compliance requires that local agencies form Groundwater Sustainability Agencies ("GSAs") for medium- and high-priority groundwater basins no later than June 30, 2017 and adopt a Groundwater Sustainability Plan ("GSP") no later than January 31, 2022. Currently, the Project Site is located within the Coastal Plain of Los Angeles – Central basin[98], which is neither classified as a medium nor high priority groundwater basin. Therefore, the Project Site is not subject to a sustainable groundwater management plan. Nevertheless, as discussed above, adherence to Chapter VI, Article 4.4 of the LAMC would ensure that the Project would not interfere with groundwater recharge. Therefore, the Project would not deplete groundwater supplies, and impacts to the groundwater table would be less than significant.

The water quality control plan applicable to the Project is the LARWQCB Water Quality Control Plan for the Los Angeles Region ("Basin Plan"), which was adopted on June 13, 1994. The Los Angeles Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

As discussed previously under Question X(a), the Project, once operational, would not use hazardous materials other than modest amounts of typical cleaning supplies and solvents used for housekeeping and janitorial purposes typically associated with the operation of the Project. The use of these substances would comply with State health codes and regulations. Further, the Project would comply with all federal, State, and local regulations governing stormwater discharge. Additionally, the Project would be required to comply with LAMC Chapter VI, Article 4.4 and all applicable laws and regulations pertaining to stormwater runoff and water quality. Therefore, the Project would not include potential sources of water pollutants that would have the potential to substantially degrade water quality, and impacts to water quality would be less than significant. The Project is not subject to a Groundwater Sustainability Plan and would not conflict with or obstruct implementation of the LADWP Water Quality Control Plan. Therefore, impacts would be less than significant.

Mitigation Measures

Project impacts with regard to hydrology and water quality would be less than significant. Therefore, no mitigation measures are required.

[98] *California Department of Water Resources, Groundwater Basin Boundary Assessment Tool, website: https://gis.water.ca.gov/app/bbat/, accessed November 2020.*

Cumulative Impacts

Less Than Significant Impact. Development of the Project in combination with related projects would result in the further infilling of uses in an already dense urbanized area. As discussed above, the Project Site and the surrounding areas are served by the existing City of Los Angeles 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 system. It is likely that most, if not all, of the related projects in the Project vicinity would also drain to the surrounding street system. However, little if any additional cumulative runoff is expected from the Project Site and the related project sites, since this part of the City is already fully developed with impervious surfaces. Under the requirements of the LID Ordinance, each related project would 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 or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. Mandatory structural BMPs in accordance with the NPDES water quality program would 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. As such, 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.

Mitigation Measures

Cumulative impacts with regard to hydrology and water quality would be less than significant. Therefore, no mitigation measures are required.

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. A significant impact may occur if the Project would be sufficiently large enough or otherwise configured in such a way as to create a physical barrier within an established community. The determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing

neighborhoods, communities, or land uses would be disrupted, divided or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Project.

The Project Site is located in an urbanized area of the Central City North Community Plan Area and is consistent with the existing physical arrangement of the properties within the vicinity of the Project Site. The zoning designation for the Project Site is M3-1-RIO (Heavy Industrial) with a General Plan land use designation of Heavy Manufacturing. As discussed in Section 3, Project Description, and as shown in Figure 3.3 and Figure 3.5, the Project Site is surrounded by other industrial manufacturing and commercial office uses. These land uses range from one- to two-stories above grade. With the exception of the LADWP substation zoned PF-1XL-RIO with a General Plan land use designation of Public Facilities, properties surrounding the Project Site are all zoned M3-1-RIO with General Plan land use designations of Heavy Manufacturing, identical to the Project Site. The Project would involve the construction of a 14-story office and ground floor commercial building with 188,954 total square feet of proposed floor area and two levels of subterranean parking along with five levels of parking above grade.

The Project would include no separation of uses or disruption of access between land use types would occur as a result of the Project. Accordingly, implementation of the Project would not disrupt or divide the physical arrangement of the established community, and no impact 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. A significant impact may occur if a project is inconsistent with the General Plan or zoning designations currently applicable to the Project Site, and would cause adverse environmental effects, which the General Plan and zoning ordinance are designed to avoid or mitigate. A significant impact may also occur if a project would conflict with any applicable land use plan, policy, or the regulations of an agency that has jurisdiction over the Project Site.

The Project Site is located within the jurisdiction of the City of Los Angeles and is therefore subject to the designations and regulations of several local and regional plans. At the regional level, the Project Site is located within the planning area of SCAG, the Southern California region's federally designated metropolitan planning organization. The Project is also located within the South Coast Air Basin and, therefore, is within the jurisdiction of the SCAQMD. At the local level, development of the Project Site is guided by the General Plan of the City of Los Angeles, the Central City North Community Plan, the LAMC, the River Improvement Overlay District (ZI-2358), and the East Los Angeles State Enterprise Zone (ZI-2129), all of which are intended to guide local land use decisions and development patterns.

Regional Plans

SCAQMD Air Quality Management Plan

The Project is located within the South Coast Air Basin ("Basin") and, therefore, falls under the jurisdiction of the SCAQMD. In conjunction with SCAG, the SCAQMD is responsible for formulating and implementing air pollution control strategies. The SCAQMD's most recent Air

Quality Management Plan ("AQMP") was updated in 2017 to establish a comprehensive air pollution control program leading to the attainment of State and federal air quality standards in the Basin, which is currently a non-attainment area (non-attainment meaning an area that does not meet the national primary or secondary ambient air quality standards for a particular pollutant or pollutants). With the approval of the requested discretionary General Plan Amendment and Height District Change, the Project would continue to conform to the zoning and land use designations for the Project Site as identified in the General Plan, and, as such, would not add emissions to the Basin that were not already accounted for in the approved AQMP. Furthermore, as noted in Section III, Air Quality, the Project would not exceed the daily emission thresholds during the construction or operational phases of the Project. Therefore, the Project would be consistent with the 2016 AQMP.

SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Project Site is located within the six-county region that comprises the SCAG planning area. On September 3, 2020, SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). Connect SoCal includes the long-term vision of how the SCAG region would address regional transportation and land use challenges and opportunities.

The Project would be consistent with the goals and policies set forth in Connect SoCal, as the Project would be an infill development within an existing urbanized area that would concentrate new office and commercial uses within a High Quality Transit Area ("HQTA"), which is defined as a generally walkable transit village or corridor 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. Additionally, the Project would be within walking distance (one-half mile) of two proposed Metro stations for a B Line/D Line extension in the Arts District. The Project would, therefore, increase the utilization of a property easily accessible by mass transit. As noted in Section 3, Project Description, the Project Site is served by multiple bus stops, some with peak commute service intervals of 15 minutes or less. Consistent with SCAG goals, the Project would increase office and commercial opportunities within a Transit Priority Area. Furthermore, the Project would result in an increase of 184,629 square feet of office space and 4,325 square feet of ground floor commercial retail and restaurant, thus generating approximately 836 office employees and 12 commercial employees, respectively.[99] As such, the Project would be consistent with SCAG's employment growth projections (see Section XIV, Population and Housing, for SCAG's growth projections).

Local Plans

City of Los Angeles General Plan

The Project would conform to objectives outlined in the City of Los Angeles General Plan ("General Plan"). The General Plan is a comprehensive, long-range declaration of purposes, policies, and programs for the development of the City. The General Plan is a dynamic document consisting of 11 elements: Framework Element, Air Quality Element, Conservation Element,

[99] *See Checklist Question XIV a) Population and Housing.*

Housing Element, Noise Element, Open Space Element, Service Systems Element / Public Recreation Plan, Safety Element, Mobility Element, a Plan for a Healthy Los Angeles, and the Land Use Element. The Land Use Element is comprised of 35 community plans.

The elements that would be most applicable to the Project are the Framework Element, the Mobility Plan, and the Land Use Element. The Project Site is currently zoned M3-1-RIO, which has an FAR limit of 1.5:1. The M3 (Heavy Industrial Zone) designation corresponds with the existing Heavy Manufacturing General Plan land use designation on-site. Per LAMC Section 12.32F, Zone Change Height District Change, the Applicant is seeking a Height District Change from Height District No. 1 to Height District No. 2, which would change the zoning code from M3-1-RIO to M3-2-RIO. Approval of the Zone Change Height District Change, the allowable FAR would increase from 1.5:1 to a proposed 4.5:1 to allow for the Project's proposed floor area. This would result in an allowable total floor area of up to 310,018 square feet on the Project Site, based on a buildable lot area of 68,893 square feet. The Project would construct 188,954 total square feet of proposed floor area. Combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building, the total proposed floor area for the entire Project Site would be 296,178 square feet, resulting in a total FAR of 4.3:1, within the approved limit. Of the 188,954 square feet of proposed floor area provided by the Project, 184,629 square feet would be developed as office space and the remaining 4,325 square feet would be developed as ground floor commercial retail and restaurant space.

Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Central City North Community Plan provide growth projections and Community Plan Area ("CPA") capacity, respectively, for the year 2010. The Central City North Community Plan recognizes that population, jobs, and housing within the CPA could grow more quickly, or more slowly, than anticipated, depending on economic trends.

Appendix L, Land Use Plans/Policies Consistency Analysis Tables, includes the consistency analysis with the Framework Element's goals, objectives, and policies relevant to the Project. The Project would be consistent with the Framework Economic Development Chapter's goals and objectives that focus on commercial competitiveness, job creation and retention, and economic prosperity for the City of Los Angeles. The Project is in substantial conformity with the purposes, intent, and provisions of the General Plan Framework Element and the applicable Community Plan by providing a smart growth oriented, dense urban project where such growth is best accommodated based on its proximity to mass transit. As shown in Table 1 in Appendix L, Land Use Plans/Policies Consistency Analysis Tables, the Project would not conflict with the objectives and policies set forth in the Framework Element of the General Plan.

Mobility Plan 2035

The Mobility Plan 2035 ("Mobility Plan") of the City of Los Angeles General Plan, adopted September 7, 2016, is designed to provide a policy foundation for the transportation system within the City of Los Angeles. There are five goals of the Mobility Plan that define the City's high-level mobility priorities and include: safety first; world class infrastructure; access for all Angelenos; collaboration, communication and informed choices; and clean environments and healthy communities. The Mobility Plan contains several objectives pertinent to the Project, which are identified as follows:

- Increase the number of adults and children who receive in-person active transportation safety education, in areas with the highest rates of collisions, by 10% annually;
- Ensure that 80% of street segments do not exceed targeted operating speeds by 2035;
- Increase the combined mode split of persons who travel by walking, bicycling or transit to 50% by 2035.

With respect to the Mobility Plan's stated objectives, the Project would increase commercial uses within one mile to the Transit Enhanced Network ("TEN") (the closest TEN section to the Project Site being 6th Street, located approximately 400 feet north), provide employees and patrons to several existing bus stop locations with peak commute service intervals of 15 minutes or less, and increase the combined mode split of persons who travel by walking, bicycling, or transit. As discussed in the Transportation Assessment Study (Appendix H to this IS/MND), the Project would implement a TDM program to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Table 4 in Appendix L, Land Use Plans/Policies Consistency Analysis Tables, discusses the Project's consistency with the Mobility Plan. As shown in Appendix L, the Project would promote the goals of the Mobility Plan.

Central City North Community Plan

The Project Site is located within the Central City North Community Plan area. Therefore, all development activity on-site is subject to the land use goals, objectives, and policies of the Central City North Community Plan ("Community Plan"). The Project Site has a General Plan land use designation of Heavy Manufacturing.

The Project would redevelop the surface parking lot currently constructed on the eastern half of the Project Site into a 14-story office and commercial building with two levels of subterranean parking and five levels of parking above grade. With approval of the requested Zone Change Height District Change, the allowable FAR would increase from 1.5:1 to a proposed 4.5:1. The Project would construct 188,954 total square feet of floor area. Combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building, which will remain on site under the Project, the total proposed floor area of the entire Project Site would be 296,178 square feet, resulting in a total FAR of 4.3:1, within the limit. Of the 188,954 square feet of proposed floor area for the Project, 184,629 square feet would be developed as office space, and the remaining 4,325 square feet would be developed as ground floor retail and restaurant space. Therefore, the Project

would provide an increase of approximately 756 total employees (see Section XIV. Population and Housing). A detailed analysis of the consistency of the Project with the applicable objectives and policies of the Central City North Community Plan for Commercial Land Uses is presented in Table 2 in Appendix L, Land Use Plans/Policies Consistency Analysis Tables. As shown in Appendix L, the Project would not conflict with the applicable objectives or land use policies of the Community Plan.

River Improvement Overlay District (ZI-2358)

Effectuated by Ordinance Nos. 183,144 and 183,145 in August 2014, the River Improvement Overlay ("RIO") District enables the City of Los Angeles to better coordinate land use development along the 32-mile corridor of the Los Angeles River that flows within the City's boundaries. The RIO District is a proposed special use district that requires new development projects to follow and implement applicable development regulations and design guidelines. The purpose of the RIO District is to support the goals of the Los Angeles River Revitalization Master Plan ("LARRMP"). Specifically, the RIO Ordinance supports the LARRMP by promoting sustainable building practices and providing design guidelines. The RIO Ordinance establishes development regulations that address landscaping, screening/fencing, and exterior site lighting. Additional regulations pertaining to landscape buffers, fencing and fence heights, gates, noise, and river access also apply to properties located within the inner core, which comprises of properties adjacent to the Los Angeles River. This does not include the Project Site, as it does not have property lines that abut the Los Angeles River, nor property lines that abut a River frontage road. The RIO Ordinance also establishes a process for the City Planning Commission to adopt the River Design Guidelines, though the Guidelines are currently in draft form and have not been formally adopted.

The Project is located approximately 375 feet from the Los Angeles River within the outer core of the RIO District. The Project would conform to all applicable development regulations for projects in the outer core detailed by the RIO District, as codified in the LAMC in Section 13.17. Therefore, compliance with the LAMC Section 13.17 would ensure that the Project supports and upholds the goals of the LARRMP. Additionally, as part of Project approval, the Project is subject to the RIO District Checklist Form CP 3519 and requires RIO Administrative Clearance prior to issuance of a building permit. Thus, with approval of the RIO Administrative Clearance, the Project would be consistent with the regulations listed in LAMC Section 13.17 and the goals of the LARRMP. The Project would be designed in accordance with the LA River Design Guidelines that are applicable to the Project. A detailed analysis of the consistency of the Project with the applicable objectives and policies of the River Improvement District is presented in Table 3a in Appendix L, Land Use Plans/Policies Consistency Analysis Tables. As shown in Appendix L, the project would not conflict with the applicable objectives or land use policies of the River Improvement Overlay District.

East Los Angeles State Enterprise Zone (ZI-2129)

Enterprise Zones ("EZs") are specific geographic areas that are designed by City County resolution and have received approval from the California Department of Commerce, with the goal

to "provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services."[100] Parking Standards, described in Section 12.21A4(x)(3) of the LAMC, state that projects within EZs may utilize a lower parking ratio (two (2) parking spaces for every one thousand (1,000) square feet of combined gross floor area) for certain land uses, including retail and other related uses, in order to increase the buildable areas of a parcel in older areas of the City where parcels are small. For the purposes of calculating required parking, a breakdown of 184,629 square feet of office space and 4,325 square feet of commercial retail and restaurant space was used to calculate a total of 379 parking spaces required. An additional 54 parking spaces was added to account for the 54 parking spaces currently developed as part of the surface parking lot for the 640 S. Santa Fe Avenue building on the eastern half of the Project Site, which would be displaced by construction of the Project. This increases the total to 433 required parking spaces.

Pursuant to LAMC Ordinance 185,480 and codified in LAMC 12.21.A4, for a nonresidential building, up to 20 percent of code required parking may be reduced and replaced with bicycle parking at a ratio of 1 car to 4 bicycle parking spaces. A total of 36 vehicle parking spaces were replaced with attended bicycle parking, decreasing the total required amount of vehicle parking spaces to 397 required parking spaces. As such, the Project would provide a total of 397 vehicle parking spaces. Nine vehicle parking spaces would be compliant with the Americans with Disabilities Act ("ADA"), 120 spaces would be Electric Vehicle ("EV") capable, and 40 spaces would contain EV charging stations. A maximum of 40 percent of vehicle parking spaces are allowed to be compact. A total of 39 percent (155 of 397) of the proposed vehicle parking spaces would be compact. Therefore, the Project would provide the required number of commercial office and ground floor commercial parking spaces, consistent with the requirements of the East Los Angeles Enterprise Zone. An analysis of the consistency of the Project with the applicable objective of the East Los Angeles Enterprise Zone is presented in Table 3b in Appendix L. As shown in Appendix L, the Project would not conflict with the applicable objective of the East Los Angeles Enterprise Zone.

Los Angeles Municipal Code

The Project Site is located within the City of Los Angeles, which is also subject to the applicable sections of the LAMC. The western half of the Project Site is developed with the recently constructed 640 S. Santa Fe Avenue building, an approved four-story mixed-use office building with ground floor commercial uses and two levels of subterranean parking. The eastern half of the Project Site is currently developed as a surface parking lot for the 640 S. Santa Fe Avenue building. Approval of the Project would redevelop the surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The Project Site is currently zoned M3-1-RIO. The Applicant is requesting a Zone Change Height District Change from Height District No. 1 to No. 2, thus increasing allowable FAR from 1.5:1 to a proposed 4.5:1 and modifying the zone code to M3-2D-RIO. The Project building would provide 188,954 square feet of total floor area. Combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building, the total proposed floor area is 296,178

[100] *City of Los Angeles, Community Development Department, ZI No. 2129 Enterprise Zone / Employment and Economic Incentive Program Area (EZ), website: http://zimas.lacity.org/documents/zoneinfo/ZI2129.pdf, accessed August 2020.*

square feet for the entire Project Site, resulting in an FAR of 4.3:1, based on a buildable lot area of 68,893 square feet. Therefore, with approval of the Zone Change Height District Change, the proposed FAR on the Project Site would be within the approved 4.5:1 FAR limit.

The Applicant is also requesting a General Plan Amendment ("GPA") to modify footnotes 1 and 6 of the Community Plan. Footnote 1 shows that the Project Site is designated as within Height District No. 1. Footnote 6 states that for properties designated as Height District No. 1, development exceeding an FAR of 1.5:1 up to 3:1 may be permitted through a Zone Change Height District Change procedure, including an environmental clearance. Thus, the Applicant is requesting a GPA to include the boundaries and development standards of the Project, pursuant to LAMC Section 11.5.6. Approval of these changes would, therefore, allow the construction of the Project. The following paragraphs discuss the Project's compliance with the building standards of the LAMC.

Land Use

The Project is zoned M3-1-RIO (Heavy Industrial Zone) with a General Plan land use designation of Heavy Manufacturing. The Project would maintain the Project Site's current General Plan land use designation of Heavy Manufacturing. The Project's office and ground floor commercial uses are permitted on lots zoned M3 as a use by right. As stated previously, the Applicant is requesting a General Plan Amendment to modify footnotes 1 and 6 of the Community Plan to include the boundaries and development standards of the Project, pursuant to LAMC Section 11.5.6. Approval of these changes would, therefore, allow the construction of the Project. Therefore, with discretionary approval, the Project would comply with LAMC land use requirements.

Floor Area

As stated previously, the Project Site contains 68,893 square feet of buildable lot area. The Project would construct a total of 188,954 square feet of office and ground floor commercial uses. Combined with the 107,224 square feet of floor area from the 640 S. Santa Fe Avenue building, the total proposed floor area would be 296,178 square feet, resulting in an FAR of 4.3:1. Currently, the Project Site is designated as within Height District No. 1, which limits FAR to 1.5:1. With approval of the Zone Change Height District Change, which would change the Project Site's Height District from No. 1 to No. 2, the allowable FAR on the Project Site would increase from 1.5:1 to a proposed 4.5:1. This would permit the Project's total proposed floor area and proposed FAR. Therefore, with discretionary approval, the Project would comply with LAMC floor area requirements.

Height

As stated previously, the Project Site is located in Height District No. 1, which does not set a specific height limit for development for the Project Site. As noted above, the Applicant is seeking a Zone Change Height District Change from Height District No. 1 to Height District No. 2 allow for the Project's proposed FAR of 4.3:1. Pursuant to LAMC Section 12.21.1, neither the existing nor the proposed Height Districts assign a height limitation for the Project Site. Therefore, the Project would be within the allowed height limit. The Project proposes a maximum height of 195 feet

above grade and a total of 14 stories. Therefore, with discretionary approval, the Project would comply with LAMC height requirements.

Setbacks

Pursuant to LAMC Section 12.20, there are no front, side, or rear yard setbacks required in the M3 Zone. Nevertheless, the Project would provide an 8-foot and 6-inches front yard setback along Mesquit Street; a 16-foot and 2-inches side yard setback along Jesse Street; a 10-foot and 10-inches side yard setback along the paseo between the Project and the 640 S. Santa Fe Avenue building; and a rear yard setback of 20 feet from the LADWP substation. Therefore, the Project would comply to LAMC setback requirements.

Open Space

The Project would include the construction of a 14-story office and ground floor commercial building. As an office and commercial development, the Project is not required to provide open space. Nevertheless, the Project would provide a total of 15,547 square feet of open space, including 12,261 square feet of ground floor hardscape area (641 square feet of which would be permeable pavement) and 3,286 square feet of ground floor landscaped areas. Additionally, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden area. The Project would provide planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and a total of 20 trees on the Development Site of the Project, including 13 ground level trees and 7 trees located on the rooftop garden. All trees would be planted according to the Los Angeles Urban Forestry Division requirements. Additionally, the top parking level (level 6) is proposed to function as a flexible community space when not in use for parking, such as for farmers' markets and flea markets, which would provide a temporary source of additional open space on-site. The proposed open space areas would, therefore, provide recreational space for residents of the area, employees of the building, and patrons visiting, thus reducing the Project's demand on local parks in the vicinity. Therefore, the Project would comply with LAMC open space requirements.

Vehicle Parking

Regarding commercial office uses, pursuant to LAMC 12.21.A.4.(x)(3)(6) and the requirements of the State Enterprise Zone parking standards, the Project would be required to provide two vehicle parking spaces for every 1,000 square feet of commercial office use and two vehicle parking spaces for every 1,000 square feet of ground floor commercial uses. The Project would provide a total of 188,954 total square feet of office and commercial uses, and, therefore, would be required to provide a total of 379 parking spaces. An additional 54 parking spaces was added to account for the 54 parking spaces currently developed as part of the surface parking lot for the 640 S. Santa Fe Avenue building on the eastern half of the Project Site, which would be displaced by the construction of the Project. This would increase the total to 433 required parking spaces.

Pursuant to LAMC Ordinance 185,480 and codified in LAMC 12.21.A4, for a nonresidential building, up to 20 percent of code required parking may be reduced and replaced with bicycle parking at a ratio of 1 car to 4 bicycle parking spaces. A total of 36 vehicle parking spaces were replaced with attended bicycle parking, decreasing the total required amount of vehicle parking

spaces to 397 required parking spaces. As such, the Project would provide a total of 397 vehicle parking spaces. Nine vehicle parking spaces would be compliant with the Americans with Disabilities Act ("ADA"), 120 spaces would be Electric Vehicle ("EV") capable, and 40 spaces would contain EV charging stations. A maximum of 40 percent of vehicle parking spaces are allowed to be compact. A total of 39 percent (155 of 397) of the proposed vehicle parking spaces would be compact. As such, the Project would be consistent with vehicle parking requirements of the LAMC.

Bicycle Parking

Following LAMC 12.21.A.16(a)(2), short-term and long-term bicycle parking shall be provided for office uses at a rate of one space per 10,000 square feet and one space per 5,000 square feet, respectively. Bicycle parking shall be provided for ground floor commercial (including restaurant, bar, and retail) uses at a rate of one space per 2,000 square feet for both short-term and long-term bicycle parking. As such, the Project would be required to provide a total of 19 short-term and 38 long-term bicycle parking spaces for its proposed office uses. For the proposed ground floor commercial uses, the Project is required to provide one space per 2,000 square feet for both short- and long-term bicycle parking. As such, the Project would be required to provide 2 short- and 2 long-term bicycle parking spaces for its proposed ground floor commercial uses. Therefore, the Project would be required to provide a total of 21 short-term bicycle parking spaces and 40 long-term spaces.

The Project would be consistent with the applicable bicycle parking requirements of the LAMC as amended by Ordinance No. 185,480, effective May 9, 2018, by providing 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces. In the event the floor area is reduced from the current plans, the amount of vehicle and bicycle parking would be revised accordingly to meet the code requirements. As such, the Project would be consistent with the LAMC Bicycle Parking Ordinance requirements.

Industrial Land Use Policy

The City's Industrial Land Use Policy ("ILUP") project is a comprehensive study of the use of industrially zoned land within the City of Los Angeles. As part of this effort, the January 3, 2008 Memorandum on Staff Direction Regarding Industrial Land Use and Potential Conversion to Residential or Other Uses ("ILUP Memo") underscores that the City's adopted policy is to retain industrial land for job producing uses. The ILUP Memo contains "Attachment A-ILUP Geographically Specific Directions" which includes the Central City North – Alameda Industrial Area Directions Map.

According to the ILUP Geographically Specific Directions Map, the Project Site is located within Analysis Area 5 of the Central City North – Alameda Area, which is designated as an Employment Protection District ("EMP"). EMP Districts are defined as "[a]reas where industrial zoning should be maintained, i.e., where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate." In 2006, Analysis Area 5 was characterized as having 656 acres, 541 businesses, and 5,610 jobs. Approximately 135 acres (21%) were comprised of Heavy Industry land uses, 311.3 acres (47%) were comprised of Light Industry land uses, 20.9 acres

(3%) were comprised of Commercial land uses, 3 acres (<1%) were comprised of Institutional land uses, 9.8 acres (1%) were comprised of Residential land uses, 102.8 acres (16%) were comprised of Infrastructure land uses, and 73.5 acres (11%) were comprised of Miscellaneous land uses. The staff direction in the ILUP is to "preserve industrial zoning consistent with the Central City North Community Plan; allow industrial and ancillary commercial uses only." The ILUP defines the Employment Protection District typology as "areas where industrial zoning should be maintained, and where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate."

While neither the ILUP project nor the ILUP Memo took specific action to change any land use designations or zoning with respect to industrial land, nor was it adopted by the City Council, the ILUP Memo was intended in part to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations. As part of the general observations noted in the ILUP Survey Report for the Alameda Preliminary Staff Recommendation Map, the Project Site is located within Analysis Area 5 (sub portion of Area 3) and is specifically designated as "Light Industry". Analysis Area 5 (sub portion of Area 3) contains a variety of light to heavy industrial uses, as well as commercial services, railroad uses, storage, and residential uses. The top five industries within Analysis Area 5 (sub portion of Area 3) include wholesale trade, manufacturing, other services, apparel, and food stores.

Within the ILUP, the Alameda Preliminary Staff Recommendation Map for the Analysis Area 5 (sub portion of Area 3), which includes the location of the Project Site, concludes that industrial zoning consistent with the current Central City North Community Plan should be preserved; to allow industrial and ancillary commercial uses only; to identify and implement infrastructure plans and investment strategies to facilitate industrial uses; and not to encourage new residential uses and allow those existing residential uses to remain.

The Project would maintain its Heavy Industrial Zone of M3 and would only change the Height District from No. 1 to No. 2, thus modifying the zone code from M3-1-RIO to M3-2-RIO to allow for an increase in FAR from 1.5:1 to a proposed 4.5:1, which would allow the Project's proposed FAR of 4.3:1. Thus, the Project's industrial zoning consistent with the current Central City North Community Plan would be preserved. Additionally, the Project only proposes office and ground floor commercial retail uses, not residential uses. As shown in Table 3c, in Appendix L, Land Use Plans/Policies Consistency Analysis Tables, the Project would not conflict with the applicable land use policies and goals of the ILUP.

Citywide Design Guidelines

The Citywide Design Guidelines serve to implement the Framework Element's urban design principles and are intended as performance goals rather than zoning regulations or development standards. Although each of the Citywide Design Guidelines should be considered in a project, not all will be appropriate in every case. Because this is a proposed office and commercial Project, the Commercial Citywide Design Guidelines document was used. A detailed analysis of the consistency of the Project with the applicable objectives and policies of the Citywide Design Guidelines is presented in Table 10 in Appendix L, Land Use Plans/Policies Consistency Analysis

Tables. As shown in Appendix L, the Project would not conflict with the applicable objectives or land use policies of the Citywide Design Guidelines.

As discussed above, the Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. As such land use impacts would be less than significant.

Mitigation Measures

Project impacts with regard to land use and planning would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of any related project is expected to occur in accordance with adopted plans and regulations. It is also expected that most of the related projects would be compatible with the zoning and land use designations of each related project site and its existing surrounding uses. In addition, it is reasonable to assume that the projects under consideration in the surrounding area would implement and support local and regional planning goals and policies. Therefore, the Project's land use impacts would not be cumulatively considerable since the Project would not conflict with applicable local or regional plans and the Project's land use impacts would be less than significant.

Mitigation Measures

Cumulative impacts with regard to land use and planning would be less than significant. Therefore, no mitigation measures are required.

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?	☐	☐	☒	☐

Regulatory Setting

Mineral resource sites within the City and County of Los Angeles have been classified by the State geologist as Mineral Resources Zone (MRZ), according to the known or inferred mineral potential of such sites. MRZ sites contain potentially significant sand and gravel deposits which are to be conserved. Any proposed development plan must consider access to the deposits for purposes of extraction.

City of Los Angeles General Plan Conservation Element

The Conservation Element of the General Plan consists of an identification and analysis of the existing natural resources in the City of Los Angeles. Policies of the Conservation Element include the preservation of mineral resources and of the access to these resources. Much of the area within the MRZ sites in Los Angeles was developed with structures prior to the MRZ classification and, therefore, is unavailable for extraction.

City of Los Angeles Municipal Code (LAMC)

Additionally, the Los Angeles Basin is known to be a source of petroleum. These areas are identified as an “O” (Oil Drilling) District. The 'O' Oil Drilling supplemental use district provisions of the LAMC (Section 13.01) were initially enacted in 1953. They delineate the boundaries within which surface operations for drilling, deepening, or operation of an oil well or related facilities are permitted, subject to conditions and requirements set forth in the code and by a Department of City Planning Zoning Administrator, the Fire Department, and City's petroleum administrator of the Office of Administrative and Research Services. The conditions protect surrounding neighborhoods and the environment from potential impacts, e.g., noise, hazard, spills, and visual blight. In addition, the Department of Water and Power monitors drilling operations to assure protection of water wells and aquifers. Property owners, including the City, receive oil production royalties from lands (e.g., city streets) that lie within oil drilling districts.

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. A significant impact may occur if a project site is located in an area used or available for extraction of a regionally-important mineral resource, or if the project development would convert an existing or future regionally-important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The determination of significance shall be made on a case-by-case basis considering: (a) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone MRZ-2 zone or other known or potential mineral resource area, and (b) whether the mineral resource is of regional or statewide significance, or is noted in the Conservation Element as being of local importance.

The Project Site is zoned M3-1-RIO. However, the Project Site is located within a Mineral Resources Zone 2 (MRZ-2).[101] The State Geologist identifies that primary mineral resources within the City of Los Angeles are rock, gravel, and sand deposits that follow the Los Angeles River flood plain. Based on the City's Environmental and Public Facilities Maps, almost the entire east side of the Downtown Los Angeles area is located within a MRZ-2 Zone. This zoning does not necessarily restrict development on the Project Site, nor does it protect mineral resources. The Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has been historically used for the extraction of mineral resources. Since no mineral extraction is occurring on-site, the development of the Project would not result in a loss of extracting mineral resources. Construction of the Project would not block or hinder access or availability of mineral resources since there are currently no extraction activities on-site and no plans to extract mineral resources. Therefore, the development of the Project would not result in the loss of availability of a known mineral resource, and no impact 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?

Less Than Significant Impact. A significant impact may occur if the Project Site is located in an area used or available for extraction of a regionally-important mineral resource, or if the development would convert an existing or future regionally-important mineral extraction use to another use, or if the development would affect access to a site used or potentially available for regionally-important mineral resource extraction. The Project Site is located within a Mineral Resources Zone 2 (MRZ-2).[102] However, the Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has historically been used for the extraction of mineral resources. 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. As such, a less than significant impact to locally important mineral resources would occur.

Mitigation Measures

Project impacts with regard to mineral resources would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The analysis of cumulative impacts to mineral resources is generally site-specific. As such, the potential for cumulative impacts to occur is geographically limited. Based on the City's Environmental and Public Facilities Maps, almost the entire east side of the downtown Los Angeles area is located within a MRZ-2 Zone.[103] Therefore, cumulative development within the City of Los Angeles has the potential to impact the availability of a locally important mineral resource. Because urban uses, such as residential, office, and commercial

[101] *City of Los Angeles Department of City Planning, Environmental and Public Facilities Maps: Areas containing Significant Mineral Deposits in the City of Los Angeles, September 1996.*

[102] *Ibid.*

[103] *Ibid.*

development, would generally be considered inconsistent with mineral extraction activities, development of these uses in the vicinity of mineral resource sites could hinder or preclude mineral extraction activities. Therefore, cumulative development within the region could result in the loss of availability of some mineral resources. However, the Project Site is not currently used for the extraction of mineral resources, and there is no evidence to suggest that the Project Site has historically been used for the extraction of mineral resources. The Project would not result in loss of, or loss of access to, a mineral resource. Therefore, the Project's contribution to the cumulative loss of available mineral resources or of a known mineral resource that would be of value to the region and/or the residents of the state would not be cumulatively considerable. Cumulative impacts to mineral resources would be less than significant.

Mitigation Measures

Cumulative impacts with regard to mineral resources would be less than significant. Therefore, no mitigation measures are required.

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?	☐	☐	☐	☒

Regulatory Setting

General Plan Noise Element

The Noise Element of the City's General Plan establishes CNEL guidelines for land use compatibility and includes a number of goals, objectives, and policies for land use planning purposes. The overall purpose of the Noise Element of the City's General Plan is to guide policymakers in making land use determinations and in preparing noise ordinances that would limit exposure of citizens to excessive noise levels.

Los Angeles Municipal Code Noise Regulations

The City has numerous ordinances and enforcement practices that apply to intrusive noise and that regulate new construction activities. The City's comprehensive noise ordinance, found in Chapter XI of the LAMC, sets forth sound measurement and criteria, minimum presumed ambient noise levels for different land use zoning classifications, sound emission levels for specific uses, hours of operation for certain uses, standards for determining when noise is deemed to be a disturbance, and legal remedies for violations. Key provisions of Chapter XI of the LAMC are discussed below.

Section 111.01 and Section 111.03 of the LAMC define the ambient noise as the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise level averaged over a period of at least 15 minutes L_{eq}. The LAMC Noise Regulations state that where the ambient noise level is less than the presumed ambient noise level designated, the presumed ambient noise level shall be deemed to be the minimum ambient noise level.

LAMC Section 112.04(b) provides that: "Except as to the equipment and operations specifically mentioned and related elsewhere in this Chapter or for emergency work as that term is defined in Section 111.01(d), and except as to aircraft, tow tractors, aircraft auxiliary power units, trains and motor vehicles in their respective operations governed by State or federal regulations, no person shall operate or cause to be operated any machinery, equipment, tools, or other mechanical or electrical device, or engage in any other activity in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than five (5) decibels.

In accordance with the LAMC, a noise level increase of 5 dBA over the existing average ambient noise level at an adjacent property line is considered a noise violation. To account for people's increased tolerance for short-duration noise events, the Noise Regulation provides a 5 dBA allowance for noise occurring more than five but less than fifteen minutes in any one-hour period and an additional 5 dBA allowance (total of 10 dBA) for noise occurring five minutes or less in any one-hour period.[104] Section 112.01 of the LAMC prohibits noise from any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area or that exceeds the ambient noise level on the premises of any other

[104] *LAMC, Chapter XI, Article I, Section 111.02-(b).*

occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than 5 dBA.

Section 112.02 limits increases in noise levels from air conditioning, refrigeration, heating, pumping and filtering equipment. Such equipment may not be operated in such manner as to create any noise which would cause the noise level on the premises of any other occupied property, or, if a condominium, apartment house, duplex, or attached business, within any adjoining unit, to exceed the ambient noise level by more than 5 dBA.

Section 112.05 of the LAMC prohibits the operation of any powered equipment or powered hand tool that produces a maximum noise level exceeding the specific noise limits at a distance of 50 feet from the source of the noise between the hours of 7:00 A.M. and 10:00 P.M. when the source is located within 500 feet of a residential zone.

The noise limitations above do not apply where compliance is deemed to be technically infeasible. The term technically infeasible means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment. The aforementioned limitations apply only to uses in residential zones or within 500 feet thereof.

Section 41.40 of the LAMC prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 P.M. and 7:00 A.M., Monday through Friday, and between 6 P.M. and 8 A.M. on Saturday. All such activities are also prohibited on Sundays and all federal holidays.

Fundamentals of Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as

well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

> L_{eq} – An L_{eq}, or equivalent energy noise level, is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
>
> L_{max} – The maximum instantaneous noise level experienced during a given period of time.
>
> L_{min} – The minimum instantaneous noise level experienced during a given period of time.
>
> CNEL – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 P.M. to 10:00 P.M. and a 10 dBA "weighting" added to noise during the hours of 10:00 P.M. to 7:00 A.M. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24 hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. For residential uses, environmental noise levels are generally considered low when the CNEL is below 60 dBA, moderate in the 60–70 dBA range, and high above 70 dBA. Noise levels greater than 85 dBA can cause temporary or permanent hearing loss. Examples of low daytime levels are isolated, natural settings with noise levels as low as 20 dBA and quiet suburban residential streets with noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of moderate level noise environments are urban residential or semi-commercial areas (typically 55–60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60–75 dBA) or dense urban or industrial areas (65–80 dBA).

It is widely accepted that in the community noise environment the average healthy ear can barely perceive CNEL noise level changes of 3 dBA. CNEL changes from 3 to 5 dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA CNEL increase is readily noticeable, while the human ear perceives a 10 dBA CNEL increase as a doubling of sound.

According to the World Health Organization ("WHO"), sleep disturbance can occur when continuous indoor noise levels exceed 30 dBA or when intermittent interior noise levels reach 45 dBA, particularly if background noise is low. With a bedroom window slightly open (a reduction from outside to inside of 15 dB), the WHO criteria suggest that exterior continuous (ambient) nighttime noise levels should be 45 dBA or below, and short-term events should not generate noise in excess of 60 dBA. WHO also notes that maintaining noise levels within the recommended levels during the first part of the night is believed to be effective for the ability of people to initially fall asleep. Other potential health effects of noise identified by WHO include decreased performance for complex cognitive tasks, such as reading, attention span, problem solving, and memorization; physiological effects such as hypertension and heart disease (after many years of

constant exposure, often by workers, to high noise levels); and hearing impairment (again, generally after long-term occupational exposure, although shorter-term exposure to very high noise levels, for example, exposure several times a year to convert noise at 100 dBA, can also damage hearing). Finally, noise can cause annoyance and can trigger emotional reactions like anger, depression, and anxiety. WHO reports that, during daytime hours, few people are seriously annoyed by activities with noise levels below 55 dBA or moderately annoyed with noise levels below 50 dBA. Vehicle traffic and continuous sources of machinery and mechanical noise contribute to ambient noise levels. Short-term noise sources, such as truck backup beepers, the crashing of material being loaded or unloaded, car doors slamming, and engines revving outside a nightclub, contribute very little to 24-hour noise levels but are capable of causing sleep disturbance and severe annoyance. The importance of noise to receptors depends on both time and context. For example, long-term high noise levels from large traffic volumes can make conversation at a normal voice level difficult or impossible, while short-term peak noise levels, if they occur at night, can disturb sleep.[105]

Noise levels from a particular source generally decline as distance to the receptor increases. Sound from a small localized source (approximating a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates or drops off at a rage of 6 dBA for each doubling of the distance. Other factors, such as the weather and reflecting or barriers, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. In addition, noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures, such as hills, manmade features, buildings, and walls. Generally, for an at-grade facility in an average residential area where the first row of buildings cover at least 40 percent of total area, the reduction provided by the first row is reasonably assumed to be 3 dBA, with 1.5 dBA for each additional row. For buildings spaced tightly, the first row provides about 5 dBA of reduction, successive rows reduced noise by 1.5 dBA per row, with a maximum reduction limit of 10 dBA.[106] Additional noise attenuation can be provided within residential structures. Depending on the quality of the original building façade, especially windows and doors, sound insulation treatments can improve the noise reduction by 5 to 20 dBA.[107]

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[105] *City & County of San Francisco Superior Court, Mission Bay Alliance v. Office of Community Investment and Infrastructure, November 29, 2016, website: https://caselaw.findlaw.com/ca-court-of-appeal/1756110.html, accessed August 2020.*

[106] *California Department of Transportation, Division of Environmental Analysis, Technical Noise Supplement, September 2013, website: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf, accessed August 2020.*

[107] *Federal Transit Administration, Transit Noise and Vibration Assessment Manual, September 2018, website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf, accessed August 2020.*

Ambient Noise Levels

To assess the existing ambient noise conditions in the area, ambient noise measurements were taken with a CASELLA CEL Sound Level Meter, which conforms to industry standards set forth in ANSI S1.4-1983 (R2001) - American National Standard Specification for Sound Level Meters. Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map, depicts the noise measurement locations near the Project Site and fronting the nearby land uses as the most likely sensitive receptors to experience noise level increases during construction and at the major roadways surrounding the Project Site. The detailed noise monitoring data are presented in Appendix G, Noise Monitoring Data and Calculations Worksheets, and are summarized below in Table 4.20, Existing Ambient Daytime Noise Levels. As shown in Table 4.20, the ambient noise in the vicinity of the Project Site ranges from 66.4 to 76.1 L_{eq}. The maximum instantaneous noise level during the three 15-minute recordings was 96.1 dB L_{max} along Mesquit Street at Location C, where large trucks consistently passed by the noise monitor due to the industrial activities in the local area and construction occurring on the western portion of the Project Site. The primary noise sources that contributed most to the measured ambient noise levels were vehicle traffic during the daytime hours, including cars and delivery trucks, and the construction occurring on the western portion of the Project Site.

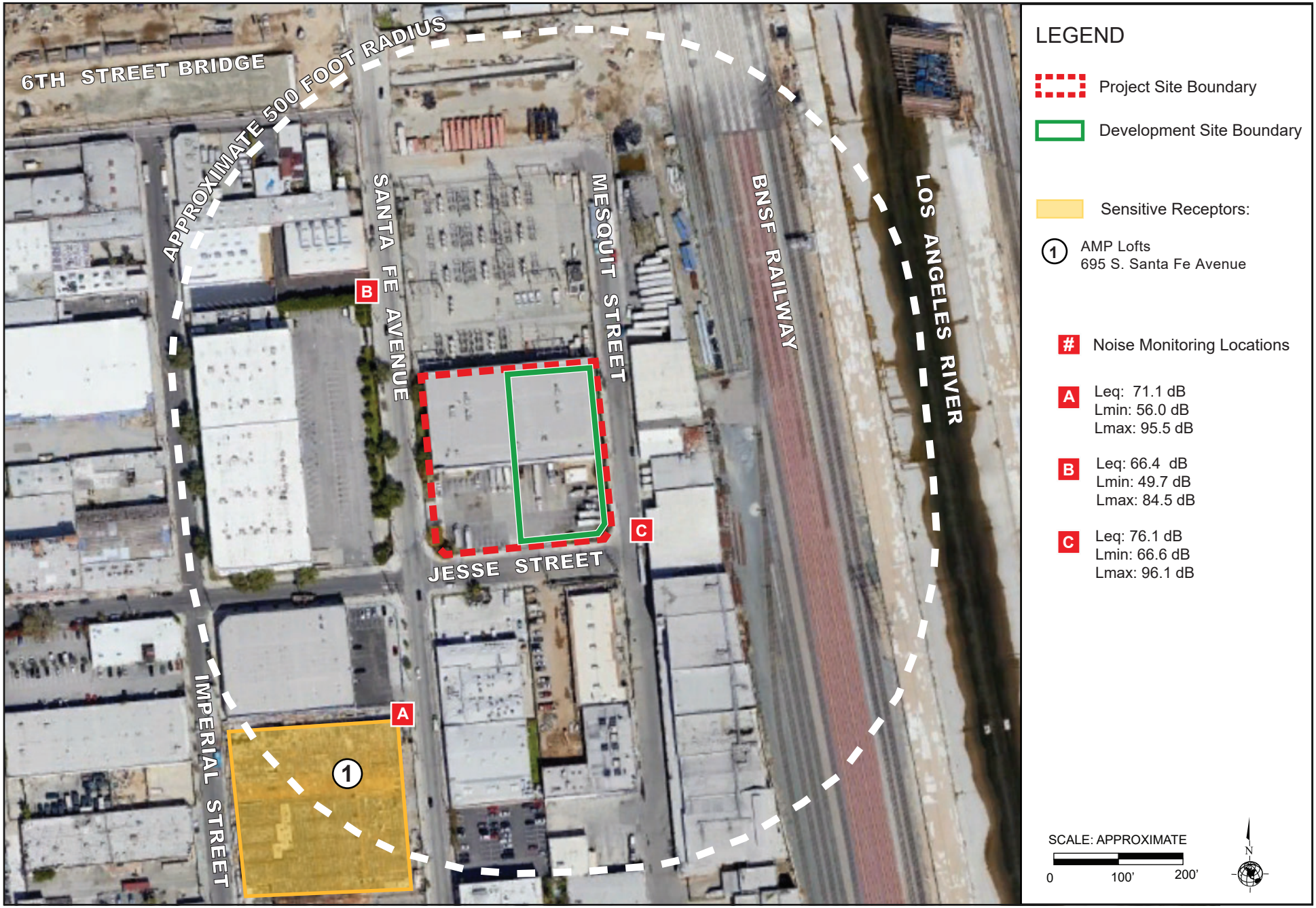
Table 4.20
Existing Ambient Daytime Noise Levels

ID	Location	Primary Noise Sources	Noise Level Statistics [a]		
			L_{eq}	L_{min}	L_{max}
A	On the west side of S. Santa Fe Avenue, at the northeast corner of AMP Lofts	Heavy delivery truck traffic, vehicle traffic	71.1	56.0	95.5
B	On the west side of S. Santa Fe Avenue, northwest of the Project Site	Heavy delivery truck traffic, vehicle traffic, construction from western portion of Project Site	66.4	49.7	84.5
C	On the east side of Mesquit Street near the southeast corner of the Project Site.	Heavy delivery truck traffic, vehicle traffic	76.1	66.6	96.1

Notes:
[a] *Noise measurements were taken on November 3, 2020 at each location for a duration of 15 minutes. See Appendix G of this IS/MND for noise monitoring data sheets.*
Source: Parker Environmental Consultants, 2020.

Sensitive Receptors

The L.A. CEQA Thresholds Guide states that residences, schools, transient lodging, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks can be considered sensitive receptors for noise analysis. Similarly, the Noise Element of the City of Los Angeles General Plan ("General Plan") defines noise sensitive land uses as: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.



Source: Google Earth, Aerial View, 2018.

Figure 4.2
Noise Monitoring and Sensitive Receptor Location Map

One noise sensitive land use is located adjacent to or in the vicinity of the Project. For purposes of assessing noise impacts on sensitive populations, the following sensitive receptors in close proximity (within 500 feet) to the Project Site were identified:

1) AMP Lofts, located at 695 S. Santa Fe Avenue: a mixed-use development with multi-family dwelling units.

With respect to groundborne vibration, there are no structures that share a direct property line with the Project Site. Therefore, no buildings were considered susceptible to groundborne vibration impacts. The location of the AMP Lofts building, which is 320 feet south of the Project Site, is depicted in Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map. Photographs of the land uses immediately surrounding the Project Site are provided in Figure 3.5, Photographs of the Surrounding Land Uses.

Groundborne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., subway operations, vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity ("PPV") or the root mean square ("RMS") velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level and is typically used for evaluating potential building damage. RMS is defined as the square root of the average of the squared amplitude of the level. RMS velocity in decibels ("VdB") is typically more suitable for evaluating human response.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for most people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.[108]

The City has not adopted any regulations for construction or operational groundborne vibration impacts. As such, available vibration impact assessment criteria from the FTA and Caltrans are utilized to assess impacts due to ground-borne vibration.

For purposes of addressing construction-related vibration impacts on buildings, the City of Los Angeles has not adopted any policies or guidelines relative to groundborne vibration impacts. Consequently, the Caltrans Transportation and Construction Vibration Guidance Manual (April

[108] *Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual, September 2018.*

2020) and Federal Transit Administration, Office of Planning and Environment, Transit Noise and Vibration Impact Assessment Manual (September 2018) were used to evaluate potential impacts related to project construction. Based on Caltrans criteria, construction impacts relative to structural damage from groundborne vibration would be considered significant if the following thresholds were to occur as shown in Table 4.21, below.

Table 4.21
Vibration Damage Potential Threshold Criteria

Threshold Criteria	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Structure and Condition		
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: California Department of Transportation, Transportation and Construction Vibration Guidance Manual, Chapter 7: Vibration Prediction and Screening Assessment for Construction Equipment, Table 19. April 2020.

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. A significant impact may occur if the Project would generate excess noise that would cause the ambient noise environment to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element ("Noise Element") and the City of Los Angeles Noise Ordinance ("Noise Ordinance"). Implementation of the Project would result in an increase in ambient noise levels during both construction and operation, as discussed in further detail below. A significant impact may also occur if the Project were to result in a substantial temporary or periodic increase or a substantial permanent increase in ambient noise levels above existing ambient noise levels without the Project.

Construction-related noise impacts upon adjacent land uses would be significant if, as indicated in LAMC Section 112.05, noise from construction equipment within 500 feet of a residential zone exceeds 75 dBA at a distance of 50 feet from the noise source.[109] However, the above noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the above noise limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. Furthermore, pursuant to LAMC Section 112.04(b), the Project would conflict with

[109] *As shown in Figure 3.2, Zoning and General Plan Land Use Designations, the properties surrounding the Project Site are zoned Heavy Manufacturing (M3-1-RIO) or Public Facilities (PF-1XL-RIO). Thus, LAMC Section 112.05 is not applicable to the Project. Notwithstanding the M3 zone designation, the Project's noise impacts upon adjacent residential land uses is addressed in this analysis in accordance with the L.A. CEQA Thresholds Guide.*

the LAMC if machinery, equipment, tools, or other mechanical or electrical device, or other activities create any noise which would cause the noise level on the premises of any other occupied property to exceed the ambient noise level by more than five (5) decibels.

For operational noise impacts, a project would normally have a substantial permanent increase in ambient noise levels from Project operations if the Project causes the ambient noise level measured at the property line of affected uses that are shown in Table 4.22, Community Noise Exposure Levels (CNEL), to increase by 3 dBA in CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or any 5 dBA or greater noise increase.

Table 4.22
Community Noise Exposure Levels (CNEL)

Land Use	Normally Acceptable[a]	Conditionally Acceptable[b]	Normally Unacceptable[c]	Clearly Unacceptable[d]
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

[a] Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

[b] Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

[c] Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

[d] Clearly Unacceptable: New construction or development should generally not be undertaken.

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services); City of Los Angeles, General Plan Noise Element, adopted February 1999.

Thus, a significant impact would occur if noise levels associated with operation of the Project would increase the ambient noise levels by 3 dBA CNEL at homes where the resulting noise level would be at least 70 dBA CNEL. In addition, any long-term increase of 5 dBA CNEL or more is considered to cause a significant impact. Generally, in order to achieve a 3 dBA CNEL increase in ambient noise from traffic, the volume on any given roadway would need to double. In addition

to analyzing potential impacts in terms of CNEL, the analysis also addresses increases in on-site noise sources per the provisions of the LAMC, which establishes a L_{eq} standard of 5 dBA over ambient conditions as constituting a LAMC violation.

Construction Noise

Construction of the Project would require the use of heavy equipment for demolition, site preparation, grading, excavation, the installation of utilities, paving, and building construction. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity. Table 4.22, below, identifies the representative noise levels for the types of construction equipment anticipated to be used for the Project,[110] including estimated usage factors found in the U.S. Department of Transportation, Federal Highway Administration, Roadway Construction Noise Model. The noise levels listed in Table 4.23, below, represent the A-weighted maximum sound level (L_{max}), measured at a distance of 50 feet from the construction equipment.

Table 4.23
Noise Data for Selected Construction Equipment

Construction Phases	Construction Equipment	Estimated Usage Factor %	Actual Measures Noise Level at 50 Feet (dBA L_{max})
Demolition/Clearing	Concrete/Industrial Saws (1)	20	90
	Rubber Tired Dozer (1)	40	82
	Tractor/Loader/Backhoe (2)	40	78
Grading	Excavator (1)	40	78
	Grader (1)	40	85
	Tractor/Loader/Backhoe (2)	40	78
Building Construction	Cement and Mortar Mixers (1)	40	79
	Forklifts (2)	20	75
	Generator Sets (1)	50	81
	Crane	16	81
	Pavers (1)	50	77
	Rollers (1)	20	80
	Tractor/Loader/Backhoe (1)	40	78
Architectural Coating	Aerial Lifts (2)	20	75
	Air Compressors (4)	40	78

Source: FHWA, Roadway Construction Noise Model, Construction Noise Prediction, (at Table 1 CA/T Equipment noise emissions and acoustical usage factors database, January 2006.

Construction activities associated with the Project would be expected to generate similar noise levels to those shown in Table 4.23 during the approximate 24-month construction period. It should be noted that not all construction noise equipment would be utilized concurrently during each phase and the location and spacing of heavy construction equipment and machinery would vary over the course of construction. Mobile equipment moves around the construction site with power applied in cyclic fashion (bulldozers, loaders), or to and from the Project Site (trucks).

[110] *Based on the construction equipment identified in the CalEEMod worksheets for the air quality and greenhouse gas emissions models presented in Appendices A and D to this IS/MND.*

Because the precise numbers and locations of equipment operating at the same time are not known, this analysis follows the recommended procedures contained in the Federal Transit Administration's Transit Noise and Vibration Impact Assessment Manual for a quantitative construction noise assessment. Pursuant to these procedures, the noise levels for the two loudest pieces of construction equipment were calculated from the center of the Project Site and the respective distance to each sensitive receptor.

The City of Los Angeles Building Regulations Ordinance No. 178,048 requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice is required to be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public. Pursuant to LAMC Section 41.40, exterior demolition and construction activities that generate noise are prohibited between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday. The construction activities associated with the Project would comply with the LAMC requirements.

As shown in Table 4.24, Estimated Exterior Construction Noise at Nearest Sensitive Receptors, below, the Project's construction noise levels at Sensitive Receptor No. 1 would be under the 5-dBA threshold increase due to the distance of this sensitive receptor from the Project Site. Further, construction noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. In addition, the building materials used in the sensitive receptor would further attenuate construction noise for interior spaces. For example, standard building construction with closed glass windows can provide an exterior to interior noise reduction of about 20-25 dBA. Thus, construction noise would not adversely impact interior noise environments. Several noise reducing mitigation measures would also be incorporated to reduce the Project's exterior noise impacts during construction. Therefore, a substantial temporary or periodic increase in exterior ambient noise levels would not occur for the identified sensitive receptor, and thus would not be significantly impacted by the Project.

Table 4.24
Estimated Exterior Construction Noise at Nearest Sensitive Receptors

ID[a]	Ambient Noise (dBA L_{eq})[b]	Noise Level Impact (dBA Leq) by Phase [c]				Construction Noise Threshold (dBA Leq)[d]	Noise Impact Above Threshold
		Demo	Grading	Building	Architectural Coating		
1	71.1	56.1	54.4	51.1	49.9	76.1	0.0

Notes:
[a] *ID refers to the sensitive receptor location identified in Figure 4.2, Noise Monitoring and Sensitive Receptor Location Map.*
[b] *Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.*
[c] *An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated sensitive receptor. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.*
[d] *Significance criteria is based on a 5-dBA noise increase above ambient threshold.*
Source: Parker Environmental Consultants, 2021 (see Appendix G, Noise Monitoring Data and Calculations Worksheets).

Haul Truck Noise

During the course of the combined excavation and other construction activities, it is estimated that a total of approximately 31,500 cubic yards (cy) of export soil would be exported to a landfill located within the City. The highest daily haul trips would occur during the grading/excavation phase. It is anticipated that 14 cy capacity haul trucks would be used to export soil, resulting in a total of approximately 3,286 total haul trips, or approximately 50 round trips per day (including 25 inbound and 25 outbound trips) for a projected duration of 66 hauling days. It is assumed that haul truck trips would occur uniformly predominately outside of peak hours.

The haul route departing from the Project Site to Sunshine Canyon Landfill would travel south on S. Santa Fe Avenue and west on Porter Street to the I-10 on-ramp. The haul route departing from Sunshine Canyon Landfill to the Project Site would utilize the I-10 8th Street off-ramp, travel east on 8th Street, and travel north on S. Santa Fe Avenue. A Haul Truck Route program would be described for the Project and approved by LADOT as part of the Construction Management Plan which would be imposed by LADOT as part of their standard conditions of approval. Since haul truck loading and unloading activities would occur on-site and/or within the boundaries of an approved traffic control plan and during the hours as required by the Noise Ordinance, the haul truck noise would be considered less than significant.

Construction impacts for the Project would not result in 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. As such, operational impacts would be less than significant.

Operational Noise

HVAC Equipment Noise

Upon completion and operation of the Project, on-site operational noise would be generated by heating, ventilation, and air conditioning ("HVAC") equipment installed on the new structure. However, the noise levels generated by these equipment types are not anticipated to be substantially greater than those generated by the current HVAC equipment serving the surrounding buildings in the Project vicinity. In addition, the operation of this and any other on-site stationary sources of noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Thus, because the noise levels generated by the HVAC equipment serving the Project would not be allowed to exceed the ambient noise level by five decibels on the premises of the adjacent properties, a substantial permanent increase in noise levels would not occur at the nearby sensitive receptors. Adherence to LAMC Section 112.02 would ensure the Project's noise impacts from HVAC equipment to be less than significant.

Trash Collection and Compactor

Further, the Project's trash collection areas and trash compactor would be located in the interior portions of the ground level (see Figure 3.8, Ground Floor Plan, of the Project Description). Trash

collection would occur in the interior portions of the ground floor, which would block the line of site to any surrounding sensitive receptors. Therefore, noise levels from trash collection and on-site trash compactor would be less than significant.

Traffic Noise

A project's mobile source impact would normally be considered significant if the project causes the ambient noise level measured at the property line of affected noise-sensitive uses to increase by 3 dBA CNEL to or within the "normally unacceptable" or "clearly unacceptable" category, or causes any 5 dBA or greater noise increase regardless of category. A doubling of existing traffic volumes on local roadways would be needed to increase the existing ambient roadway noise level by 3 dBA. Per the Project trip volumes provided in the Transportation Assessment Study contained in Appendix H to this IS/MND, the Project would result in a net increase of 11 percent and 14 percent increase in traffic volume at the intersection of S. Santa Fe Avenue and Jesse Street. At the intersection of Mesquit Street and Jesse Street, the Project would increase existing traffic volumes by 41 percent and 61 percent, respectively during the am and pm peak hours. Therefore, the increase in the roadway volume attributable to the Project would not have the potential to increase noise levels by more than 3 dBA, and roadway noise for the Project would be less than significant.

Operational impacts of the Project would not result in 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. As such, operational impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact.

Construction Vibration Impacts

Excavation and earthwork activities for the Project have the potential to generate low levels of groundborne vibration. The operation of construction equipment generates vibrations that propagate through the ground and diminishes in intensity with distance from the source. Vibration impacts can range from no perceptible effects at the lowest vibration levels to low rumbling sounds and perceptible vibration at moderate levels, to slight damage of buildings at the highest levels. Thus, construction activities associated with the Project could have an adverse impact on sensitive structures (i.e., building damage).

Table 4.24, Vibration Source Levels for Construction Equipment, identifies various PPV and RMS velocity (in VdB) levels for the types of construction equipment that would operate at the Project Site during construction. As shown below in Table 4.25, vibration velocities could range from 0.003 to 0.089 inch/sec PPV at 25 feet from the source activity, with corresponding vibration levels ranging from 58 VdB to 87 VdB at 25 feet from the source activity, depending on the type of construction equipment in use.

Table 4.25
Vibration Source Levels for Construction Equipment

Equipment	Approximate PPV (in/sec)					Approximate RMS (VdB)				
	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet	25 Feet	50 Feet	60 Feet	75 Feet	100 Feet
Large Bulldozer	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Caisson Drilling	0.089	0.031	0.024	0.017	0.011	87	78	76	73	69
Loaded Trucks	0.076	0.027	0.020	0.015	0.010	86	77	75	72	68
Jackhammer	0.035	0.012	0.009	0.007	0.004	79	70	68	65	61
Small Bulldozer	0.003	0.001	0.0008	0.0006	0.0004	58	49	47	44	40

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment, Final Report, 2006.

With respect to construction vibration and potential structural damage impacts, groundborne vibration is considered most hazardous to structures when construction activities would occur directly adjacent to a building façade and share a direct property. There are no buildings that share a direct property line with the Project Site. The property to the north consists of an LADWP switching yard. The nearest off-site structures to the Project Site are industrial/warehouse buildings located approximately 50 feet to the east of the Project Site, across from Mesquit Street. The industrial/warehouse buildings closest to the south of the Project Site, across Jesse Street, are located more than 60 feet away from the Development Site. Based on the anticipated vibration levels for grading equipment at a distance of 50 feet (i.e., 0.031PPV/in.sec.) and the vibration structural impact criteria identified in Table 4.21 above, it is clear that the Project's construction activities would generate vibration levels that are below the impact criteria for modern industrial commercial buildings (0.5 PPV/in.sec). As such, the Project would not have the potential to exceed the groundborne vibration thresholds for structural damage, and any groundborne vibration impacts on the surrounding buildings would be less than significant.

Operational Vibration Impacts

The Project would include an office and commercial retail development and would not involve the use of stationary equipment that would result in high vibration levels, which are more typical for large commercial and industrial projects. Although groundborne vibration at the Project Site and immediate vicinity may currently result from heavy-duty vehicular travel (e.g., refuse trucks and transit buses) on the nearby local roadways, the proposed land uses at the Project Site would not result in the increased use of these heavy-duty vehicles on the public roadways. While refuse trucks would be used for the removal of solid waste at the Project Site, these trips would typically only occur a few times a week and would not be any different than those presently occurring in the vicinity of the Project Site. The operational impacts of the Project would not have the potential to exceed the groundborne vibration thresholds for structural damage, and any groundborne vibration impacts on the surrounding buildings 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. A significant impact may occur if the Project were located within the vicinity of a private airstrip or within an airport land use plan and would introduce substantial new sources of noise or substantially add to existing sources of noise within or in the vicinity of the Project Site. There are no airports within a two-mile radius of the Project Site, and the Project Site is not located within any airport land use plan or airport hazard zone. Additionally, the Project Site is not located in the vicinity of a private airstrip. The Project would not expose people to excessive noise levels associated with airport uses. Therefore, no impact would occur.

Mitigation Measures

Project impacts with regard to noise would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the Project in conjunction with the 26 related projects identified in Section 3, Project Description, 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. The Project Applicant has no control over the timing or sequencing of the related projects that have been identified within the Project study area. While the Project's potential noise impacts are less than significant following mitigation, it is possible that a proximate related project's noise impacts, when coupled with the noise impacts of the Project, could result in a cumulatively significant noise impact.

There are 5 related projects located within 500 feet of the Project Site: Related Project No. 12 (676 S. Mateo Street); Related Project No. 16 (670 Mesquit Street); Related Project No. 19 (640 S. Santa Fe Ave); Related Project No. 23 (2053 E. 7th Street); and Related Project No. 24 (641 Imperial Street). See Figure 3.22, Location of Related Project, in Section 3. Project Description. Related Project No. 12 has been assigned a case number, but no documentation has been formally submitted to the Department of City Planning. Related Project No. 16 has been assigned a case number and a vesting tentative tract map number and submitted initial documentation for both, but it has not been formally approved yet. Related Project No. 19 includes the 640 S. Santa Fe Avenue Project which is on the western half of the Project Site. Construction of the 640 S. Santa Fe Avenue building was completed in early 2021. Related Project No. 23 has been assigned a case number, but no documentation has been formally submitted to the Department of City Planning. Related Project No. 24 has been assigned a case number and submitted initial documentation to the Department of City Planning, but it has not been formally approved yet.

Therefore, it is anticipated that the construction of the Project could potentially have concurrent construction activities with Related Project Nos. 16, 23, and 24, depending on whether these projects obtain approval. Construction-period noise for the Project and each related project (that has not yet been built) would be localized. Each of the related projects would be required to

comply with the City's noise ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require potentially significant impacts to be reduced to the maximum extent feasible. Thus, the cumulative impact associated with construction noise would be mitigated to less than significant levels, and the Project's incremental effects would not be cumulatively considerable.

With respect to cumulative operational noise impacts, each of the related projects would be required to comply with LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties by more than five decibels. Nevertheless, the siting and development of related projects would be subject to further CEQA review and evaluated on a case-by-case basis. Thus, the cumulative impact associated with operational noise would be less than significant.

Mitigation Measures

Cumulative impacts with regard to noise would be less than significant. Therefore, no mitigation measures are required.

XIV. Population and Housing

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) 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 may occur if the project would locate new development such as homes, businesses, 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. The determination of whether the project results in a significant impact on

population and housing growth shall be made considering: (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/buildout, and that 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.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

On September 3, 2020, SCAG's Regional Council adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy ("Connect SoCal"). Connect SoCal is the culmination of a multi-year effort involving stakeholders from across the SCAG Region and balances the Southern California region's future mobility and housing needs with economic, environmental, and public health goals.

Based on the regional growth projections in Connect SoCal, the City of Los Angeles had an estimated permanent population of approximately 3,933,800 persons and approximately 1,367,000 residences in 2016. By the year 2045, SCAG forecasts that the City of Los Angeles will increase to 4,771,300 persons (or a 17.5% increase since the year 2016) and approximately 1,793,000 residences (or a 23.7% increase since the year 2016). SCAG's population and housing projections for the City of Los Angeles, Los Angeles County, and the SCAG region as a whole for 2016 and 2045 are further summarized in Table 4.26, below. Employment within the City of Los Angeles is expected to grow by 286,700 jobs, which is an approximate 13.4 percent increase in employment between 2016 and 2045.

Table 4.26
SCAG Population and Housing Projections for the City of Los Angeles, Los Angeles County, and the SCAG Region

Population			
Region	**2016**	**2045**	**% Growth (2016-2045)**
Los Angeles City	3,933,800	4,771,300	17.5%
Los Angeles County	10,110,000	11,674,000	13.3%
SCAG Region	18,832,000	22,504,000	16.3%
Households			
Region	**2016**	**2045**	**% Growth (2016-2045)**
Los Angeles City	1,367,000	1,793,000	23.7%
Los Angeles County	4,743,000	5,382,000	11.8%
SCAG Region	8,389,000	10,049,000	16.5%
Employment			
Region	**2016**	**2045**	**% Growth (2016-2045)**
Los Angeles City	1,848,300	2,135,000	13.4%
Los Angeles County	3,319,000	4,119,000	19.4%
SCAG Region	6,012,000	7,633,000	21.2%

Source: SCAG, adopted 2020-2045 RTP/SCS Growth Forecast, Connect SoCal Demographics and Growth Forecast Appendix, adopted September 2020.

On a policy level, the Project is consistent with the goals and strategies of Connect SoCal and the Compass Growth Vision Strategy discussed above, as the Project would develop what would otherwise be an underutilized surface parking lot in an existing industrial, office, and commercial area into a 14-story office and ground floor commercial building with two levels of subterranean parking and five parking levels above grade.

The Project is an infill development project within the Central City North Community Plan Area within the Arts District of the City of Los Angeles. With respect to regional growth forecasts, SCAG forecasts the City of Los Angeles Subregion will experience a population increase to 4.7 million persons by 2040. As shown in Table 4.26, above, SCAG population and housing projections from 2016 through 2045 envisions a population growth of 837,500 additional persons (an approximate 17.5% growth rate) in the City of Los Angeles and 3,672,000 additional persons (an approximate 16.3% growth rate) in the entire SCAG Region. The number of households within the City of Los Angeles is anticipated to increase by 426,000 households, or approximately 23.7% between 2016 and 2045. The number of households within the SCAG Region is anticipated to increase by 1,660,000 households, or approximately 16.5% between 2016 and 2045. The number of employment opportunities is anticipated to increase by 286,700 jobs (approximately 13.4%) in the City of Los Angeles between 2016 and 2045, and the SCAG Region is anticipated to increase by 1,621,000 jobs (approximately 21.2%) between 2016 and 2045.

The Project includes the construction of a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. The Project would not involve the construction of any residential units. As shown in Table 4.27, the Project would generate approximately 756 jobs or employees during operations. While construction of the Project would create temporary construction-related jobs, the work requirements of most construction projects 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, Project-related construction workers would not be anticipated to relocate their household's place of residence as a consequence of working on the Project and, therefore, no new permanent residents would be generated during construction of the Project which could induce substantial population growth.

Given that the large workforce available in the Project vicinity and greater urban area, it is anticipated that most of the jobs generated by the Project would be filled by employees who already reside within the City of Los Angeles or County of Los Angeles. However, while jobs associated with the Project's office and commercial uses would likely be filled by employees already residing within the vicinity of the Project Site, it is also possible that some of the office and commercial jobs would be filled by persons moving into the surrounding area, which could increase the housing demand associated with the Project.

However, it is anticipated that some of this demand would be filled by vacancies in the housing market, and some from other new units in the related projects and nearby developments. Therefore, as the Project would not directly contribute to population growth in the vicinity of the Project Site, and most of the jobs and employees generated by the Project would be filled by people already residing in the vicinity of the Project Site, the potential growth associated with the Project's employees who may relocate to the surrounding area would not be substantial. As such, although the Project may result in indirect population growth with new persons relocating to the City of Los Angeles, any such indirect population growth would be well within SCAG's population growth projections. Therefore, this addition of employees would be accounted for and consistent with the SCAG forecasts for the year 2045. Therefore, the Project would not 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/buildout that would result in an adverse physical change in the environment or introduce unplanned infrastructure that was not previously evaluated.

In addition, the construction of the Project would create temporary construction-related jobs. However, the work requirements of most construction projects are highly specialized so that construction workers remain at the job site only for the time frame in which their specific skills are needed to complete the particular task of the construction process. Project-related construction workers would not be likely to relocate their households near the Project Site, and therefore, no permanent residents would be generated as a result of the construction of the Project. The Project would contribute to approximately 756 new jobs/employees to Central City North CPA. The addition of 756 net jobs/employees would be consistent with SCAG's growth projections for the Los Angeles region. As such, the Project's population and housing impacts would be less than significant.

Table 4.27
Projected Employment Growth

Land Use	Size	Total Employees
Project		
Office	184,629 sf	756
Commercial (Retail)	4,325 sf	

Notes: sf = square feet
Source: Projected employment is based on the LADOT's VMT Calculator as shown in the Transportation Assessment Study for the 655 Mesquit Street Project, April 2021. (See Appendix H to this IS/MND).

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. A significant impact may occur if the Project would result in the displacement of existing housing units, necessitating the construction of replacement housing elsewhere. The Project would redevelop an existing surface parking lot that was constructed for the 640 S. Santa Fe Avenue Project into an office and ground floor commercial building. No displacement of existing housing would occur with the Project. Thus, no impact would occur.

Mitigation Measures

Project impacts with regard to population and housing would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The related projects would introduce additional jobs and employment opportunities to the Project Site area. New employment from related projects could also result in population growth if new employees move to the area, resulting in direct and indirect population growth in the Project Site area.

Regarding construction, the Project, in addition to the 26 related projects identified in the Transportation Assessment, are anticipated to generate skilled construction-related jobs during the construction phases. As previously mentioned, the work requirements of many construction projects are highly specialized so that construction workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process. As a result, construction workers typically work at several job sites within the region throughout the year and rotate from job site to job site. Therefore, most construction workers would not be expected to relocate their place of residence as a consequence of working on the Project and related projects. As such, a substantial number of new permanent residents would not be generated as a result of the construction of the Project and related projects. Cumulative impacts associated with population growth due to temporary construction jobs would be less than significant.

Regarding operation, 17 of the 26 related projects would introduce new housing developments that would have the potential to generate additional population growth within the SCAG region. The related projects would propose 5,399 total apartment and condominium dwelling units within the City of Los Angeles. However, the Project does not propose any residential uses. Therefore, the Project would not cumulatively contribute to population and housing growth within the City of Los Angeles and the greater SCAG region. As such, the Project is not cumulatively considerable, and its impacts regarding population and housing growth would be less than significant.

Regarding employment, all 26 related projects would introduce new office, commercial, retail, restaurant, hotel, and/or industrial developments that would generate additional employment growth within the City of Los Angeles and the greater SCAG region. Table 4.28, Estimated Cumulative Employment Growth, below, shows that the Project and related projects would generate an estimated 13,326 new employees, which would be well within SCAG projections within the RTP/SCS. Further, the Project would not have a cumulative contribution to regional employment growth, as the Project would result in a net increase of 756 jobs as compared to the existing conditions. The Project would, thus, not make a cumulatively considerable incremental contribution to a significant cumulative effect. Therefore, the Project's contribution to a cumulative employment impact would be less than significant.

Table 4.28
Estimated Cumulative Employment Growth

Land Use	Quantity	Employment Generation Rate [a]	Total Employees
Related Projects			
Office	2,204,418 sf	4 emp / 1,000 sf	8,818
Commercial [b]	395,088 sf	2 emp / 1,000 sf	790
Retail	491,877 sf	2 emp / 1,000 sf	984
Restaurant [c]	286,717 sf	6.7 emp / 1,000 sf	1,921
Hotel	113 rm	0.5 emp / rm	57
Total Related Projects:	--	--	***12,570***
Project:	*188,954 sf*	--	*756*
Net Total Growth:	--	--	**13,326**

Notes: sf = square feet; emp = employees; rm = room

[a] *Employment generation rates based on LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

[b] *The LADOT's City of Los Angeles VMT Calculation Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020 does not provide an employment generation rate for "Commercial" uses. Therefore, an employment generation rate of 2 employees per 1,000 square feet from General Retail was utilized.*

[c] *To provide a conservative estimate, it is assumed that all restaurant land uses would be Fast Food Restaurant land uses, which provide the highest employment generation rate.*

Source: Parker Environmental Consultants, 2021.

Mitigation Measures

Cumulative impacts with regard to population and housing would be less than significant. Therefore, no mitigation measures are required.

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?	☐	☐	☒	☐

Regulatory Setting

Fire

The LAMC includes provisions for new construction projects within the City. LAMC Section 57.118 establishes LAFD's fire/life safety plan review and LAFD's fire/life safety inspection for new construction projects. Under Section 57.4705.1.6, there must be at least one elevator which shall be available for fire EMS and designed so that key switches located in the building control station/fire command center will recall elevator(s) to the designated main floors.

The Fire Code, as it pertains to the Project, specifies standards for development to ensure that adequate fire service features, such as response distance, emergency access, and fire flow, are maintained. The Fire Code specifies the maximum response distance allowed between specific sites and engine and truck companies, based upon land use and fire flow requirements.

Police

The City Charter, Administrative Code, and LAMC identify law enforcement regulations and the powers and duties of the LAPD. City Charter Article V, Section 570 gives the power and the duty to the LAPD to enforce the penal provisions of the Charter, City ordinances, and state and federal laws. The Charter also gives responsibility to the LAPD to act as peace officers and to protect lives and property in case of disaster or public calamity.

Section 22.240 of the Administrative Code requires the LAPD to adhere to the state standards described in Section 13522 of the California Penal Code, which charges the LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances (such as excessive noise), and providing support to the Department of Building and Safety Code Enforcement inspectors and the LAFD in the enforcement of the City's Fire, Building, and Health Codes.

Schools

Pursuant to California Education Code Section 17620(a)(1), the governing board of any school district is authorized to levy a fee, charge dedication, or other requirement against any construction within the boundaries of the district, for the purpose of funding the construction or reconstruction of school facilities. The Leroy F. Greene School Facilities Act of 1998 (SB 50) sets a maximum level of fees a developer may be required to pay to mitigate a project's impacts on school facilities. Pursuant to SB 50, LAUSD collects developer fees for new construction within its boundaries.

Parks

As authorized under the State Quimby Act, on September 7, 2016, the City Council approved the Parks Dedication and Fee Update Ordinance, Ordinance No. 184,505 to mitigate the park- and

open space-related impacts of new residential development projects. The Parks Dedication and Fee Update Ordinance applies to all new residential dwelling units and joint living and work quarters, except affordable housing units and secondary dwelling units in single-family zones. Since the Project consists of a parking structure development and does not include any residential component, the City's Quimby and Parkland Fees are not applicable to the Project.

Libraries

The Los Angeles Public Library Branch Facilities Plan (Facilities Plan) was adopted by the Board of Library Commissioners in 1988 and revised in 2007. The Facilities Plan guides the construction, maintenance and organization of public branch libraries.

A facility map identifying the public services in the vicinity of the Project Site is provided in Figure 4.3, below.

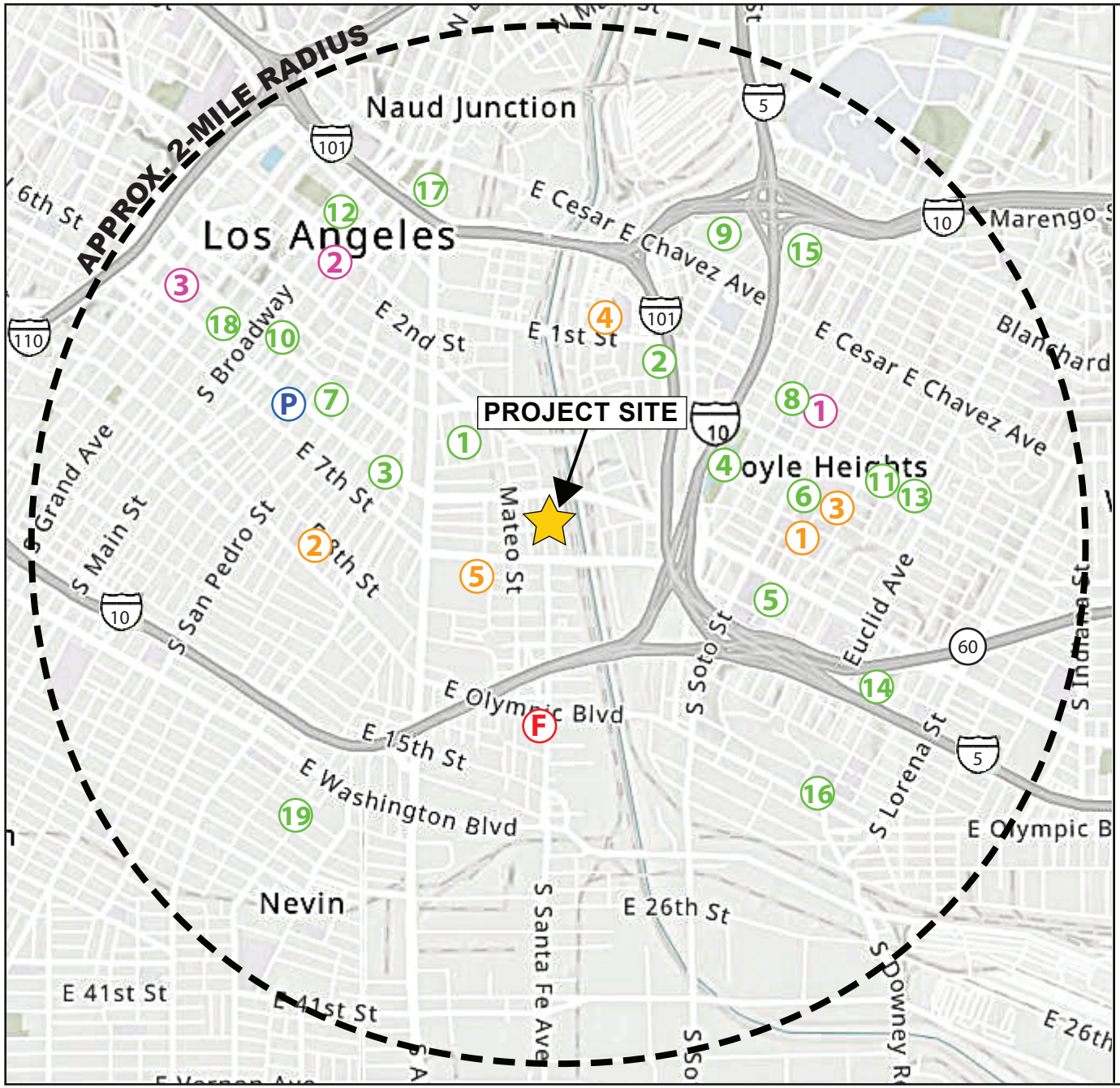
Project Impact Analysis

a) Fire protection?

Less Than Significant Impact. A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation or relocation of an existing facility to maintain service. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service would only be considered significant if such activities result in a physical adverse impact upon the environment.[111]

The City of Los Angeles Fire Department ("LAFD") considers fire protection services for a project adequate if a project is within the maximum response distance and has the minimum fire flow required for the land use proposed. Pursuant to Section 57.507.3.3, Table 507.3.3, of the 2017 City of Los Angeles Fire Code, the maximum response distance between commercial land uses and a LAFD fire station that houses an engine company or truck company is one mile or 1.5 miles, respectively. If either of these distances were exceeded, all structures located in the applicable residential or commercial area would be required to install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the project were located beyond the maximum response distance.

[111] *City of Hayward et al. v. Board of Trustees of the California State University (2015).*



LEGEND

F LAFD Station No. 17

P Central Bureau Community Police Station

Schools

1. Hollenbeck Middle School
2. 9th Street Elementary
3. Theodore Roosevelt Senior High
4. Felicitas and Gonzalo Mendez Senior High
5. Metropolitan High School

Parks

1. Arts District Park
2. Pecan Recreation Center
3. Gladys Park
4. Hollenbeck Park
5. Boyle Heights Sports Center
6. Roosevelt Pool
7. San Julian Park
8. Ross Valencia Community Park
9. Prospect Park
10. Spring Street Park
11. Boyle Heights Senior Citizen Center
12. City Hall Park Center
13. Evergreen Recreation Center
14. Ramona Garcia Recreation Center
15. State Street Recreation Center
16. Costello Senior Center
17. Los Angeles Plaza Park
18. Pershing Square
19. Central Park Recreation Center

Library

1. Benjamin Franklin Branch Library
2. Little Tokyo Branch Library
3. Central Library

Source: ArcGIS, 2020

Figure 4.3
Public Services in the Project Site Vicinity

Construction Impacts

Construction of the Project would increase the potential for accidental on-site fires from the operation of construction equipment and the use of flammable construction materials. The implementation of best management practices ("BMPs") for the operation of mechanical equipment and the use of flammable construction materials by construction contractors and work crews would minimize fire hazards associated with the construction of the Project. The BMPs that would be implemented during construction of the Project would include: keeping mechanical equipment in good operating condition, and, as required by law, carefully storing flammable materials in appropriate containers, and the immediate and complete cleanup of spills of flammable materials when they occur.

Construction activities also have the potential to affect fire protection services, such as emergency vehicle response times, by adding construction traffic to the street network and potentially requiring partial lane closures during street improvements and utility installations. Thus, construction could have the potential to adversely affect fire access. However, these impacts are considered to be less than significant because emergency access would be maintained to the Project Site and surrounding vicinity during construction through marked emergency access points approved by the LAFD; construction impacts are temporary in nature and do not cause lasting effects, and no complete lane closures are anticipated. Additionally, if any partial street closures are required, flag persons would be used to facilitate the traffic flow until construction is complete. Further, emergency vehicle drivers 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. Construction of the Project would result in a less than significant impact.

Operation Impacts

A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service that would result in a physical adverse impact upon the environment.

As indicated above, the City of Los Angeles Fire Department ("LAFD") considers fire protection services for a project adequate if a project is within the maximum response distance for the land use proposed or if structures located in the applicable residential area install automatic fire sprinkler systems. With such systems installed, fire protection would be considered adequate even if the Project is located beyond the maximum response distance. Although the Project is within the adequate response distance (0.9 miles), the Project would install a fire sprinkler system to ensure safety from any fire hazards that may occur within the building.

The Project would redevelop what would otherwise be an underutilized surface parking lot into a 14-story office and ground floor commercial building with two levels of subterranean parking, totaling at 188,954 square feet of floor area within the City of Los Angeles, generating a net increase of approximately 756 employees.[112] The Project would increase the utilization of the Project Site by adding additional office and commercial space and could thus potentially increase

[112] *The Project's employment generation was estimated by the City of Los Angeles Department of Transportation VMT Calculator (see Appendix H, Transportation Assessment Study to this IS/MND).*

the demand for LAFD services. The Project Site is served by LAFD Station No. 17, located at 1601 S. Santa Fe Avenue, which is approximately 0.9 miles (driving distance) south of the Project Site (see Figure 4.3, Public Services in the Project Vicinity). Based on the response distance criteria specified in LAMC 57.09.07A and the relatively short distance from Fire Station No. 17 to the Project Site, fire protection response would be considered adequate.

Furthermore, the adequacy of existing water pressure and water availability in the area of the Project would be verified by the LAFD during the plan check review process. Compliance with the Los Angeles Building Code and LAFD standards is mandatory and routinely conditioned upon projects when they are approved. Further, the Project would work with LAFD and incorporate LAFD's recommendations relative to fire safety into the building plans. As part of the Project, the Project Applicant would submit a plot plan for review and approval by the LAFD either prior to the recordation of a final map or prior to the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width and all structures must be within 300 feet of an approved fire hydrant. Thus, compliance with regulatory compliance measures regarding fire protection and safety, including installation of fire sprinklers, would ensure that any impacts upon fire services created by the Project would be less than significant.

Therefore, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to fire protection would be less than significant based on compliance with existing regulations.

b) Police protection?

Less Than Significant Impact. A significant impact may occur if the City of Los Angeles Police Department ("LAPD") could not adequately serve a project, necessitating a new or physically altered station that would result in a physical adverse impact upon the environment. Section 15382 of the CEQA guidelines defines "significant effect on the environment" as "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant." Thus, the addition of a new police station or police substation, if warranted, would only be considered significant if such activities result in a physical adverse impact upon the environment.[113]

The Project Site is currently served by LAPD Central Bureau, which oversees LAPD operations in the Central, Hollenbeck, Newton, and Rampart areas. Based on correspondence with LAPD, the Central Bureau Community Police Station, located at 251 East 6th Street, approximately 1.3 miles northeast (driving distance) and seven minutes from the Project Site (see Figure 4.3, Public Services in the Project Vicinity). The time and distance was calculated from a departure point starting from the Central Area Community Police Station. This arrival time was also configured

[113] *City of Hayward et al. v. Board of Trustees of the California State University (2015).*

utilizing some traffic delays, but estimated times of arrival can vary depending on call load, traffic delays, and types of calls.

The Central Community Police Station area is approximately 4.5 square miles, consists of 52 Reporting Districts, and includes the communities of Chinatown, Little Tokyo, South Park, Central City East, Historic Core, Financial District, Artist Lofts, Olvera Street, Jewelry District, the Convention Center, and the Fashion District. The service boundaries for Central Area are as follows: Stadium Way, Pasadena Freeway (SR-110) to the north, Washington Boulevard, 7th Street to the south, Los Angeles River to the east, and the Harbor Freeway (I-110) to the west. Within the Central Division Area, the Project is located within Reporting District (RD) 159.[114]

The Central Community Police Station has approximately 397 sworn personnel and 19 civilian support staff assigned. It is a culturally diverse community with a population of approximately 40,000 people. The officer to resident ratio is: 1 officer to 92 residents in the Central Area. Additionally, there are special service teams available within the LAPD to service the Central Area. Central Police Station's emergency response system is directly linked to the LAPD's Communications Division's Dispatch Centers. Communications Division has the responsibility to staff and answer, on a 24-hour basis, the telephones upon which calls for service are received. This includes 911 emergency calls (police, fire, and paramedic). The average response time to emergency calls for service in Central Area during 2021 was 2.9 minutes. The average response time for non-emergency calls for service in Central Area during 2021 was 21.2 minutes.[115] Table 4.29, Central Area Crime Statistics, provides crime statistics for local Project Site area in the City of Los Angeles.

Construction Impacts

Construction sites, if left unsecured, have the potential to attract trespassers and/or vandals that would potentially result in graffiti, excess trash, and potentially unsafe conditions for the public. Such occurrences would adversely affect the aesthetic character of the Project Site and surrounding area and could potentially cause public health and safety concerns. As part of the standard condition of approval issued by the Department of Building and Safety, the Applicant will be required to ensure the site is secure and does not pose a nuisance to pedestrians or adjacent property owners during construction. Temporary construction fencing shall be placed along the periphery of the active construction areas to screen as much of the construction activity from view at the local street level and to keep unpermitted persons from entering the construction area. As such, with adherence to regulations and project conditions, Project impacts would be less than significant during the construction period.

[114] *City of Los Angeles Department of City Planning, Zone Information and Map Access System, website: http://zimas.lacity.org/, accessed August 2020.*

[115] *LAPD Correspondence, 655 Mesquit Street Project [ENV-2020-6829-EIR], July 20, 2021. (See Appendix J to the IS/MND).*

Table 4.29
Central Area Profile Crime Statistics

Crimes	2020 (Year to Date)[a]	2019 (Year to Date)	2018 (Year to Date)
Violent Crimes			
Homicide	56	41	36
Rape	111	163	177
Robbery	1,264	1,524	1,570
Aggravated Assault	2,585	2,592	2,416
Property Crimes			
Burglary	1,593	1,349	1,392
Motor Vehicle Theft	3,094	2,175	2,455
BTFV	3,776	4,131	4,255
Personal / Other Theft	3,032	4,610	4,331
Total Property Crimes	11,495	12,265	12,433
Total Part 1 Crimes	15,575	15,575	16,737
Child / Spousal Abuse (Part I & II)[b]	1,774	2,088	2,153
Shots Fired	378	320	293
Shooting Victims	158	151	122

Notes:

[a] *Crime Statistics for week ending July 25, 2020.*

[b] *Part II Child/Spousal Abuse Simple Assaults not included in Part I Aggravated Assaults above to comply with the FBI's Uniform Crime Reporting guidelines.*

Source: LAPD, COMPSTAT Unit, Central Bureau Area Profile, accessed August 2020.

Operation Impacts

The Project would increase the utilization of the Project Site by developing new office and commercial space, generating a net increase of approximately 756 employees.[116] Development of the Project would result in an increase of employees, visitors, and patrons to the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. Responses to thefts, vehicle burglaries, vehicle damage, traffic-related incidents, and crimes against persons would be anticipated to escalate as a result of the increased on-site activity and increased traffic on adjacent streets and arterials. The Project includes a number of design and operational features to address operational security needs. These include but are not limited to the following: exterior on-site lighting consisting of low-level illuminated pedestrian walkways and common open space areas, parking areas, and within the outdoor paseo courtyard; the Project building design incorporating LAPD's Design Out Crime Guidelines: Crime Prevention Through Environmental Design, to provide security design measures for semi-public and private spaces to eliminate dead spaces; restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns; and providing on-site security personnel during operating hours and as needed, such

[116] *The Project's employment generation was estimated by the City of Los Angeles Department of Transportation VMT Calculator (see Appendix H, Transportation Assessment Study to this IS/MND).*

as using parking level 6 as a community space when not in use as parking. These preventative and proactive security measures would decrease the number of service calls to the LAPD.

Upon completion of the Project, the Applicant would provide the Central Area Commanding Officer with a diagram of each portion of the Project. The diagram should include access routes and any additional information that might facilitate police response. With incorporation of the security design features identified in the LAPD's "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", which will be confirmed through the Site Plan Review process, the Project's potential impact upon LAPD services would be less than significant.

Therefore, the Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and the impacts related to police services would be less than significant based on compliance with existing regulations.

c) Schools?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District ("LAUSD"). The Project Site is located in LAUSD Board District 2. The Project Site is currently served by one elementary school, one middle school, and three high schools (see Figure 4.3, Public Services in the Project Vicinity).Table 4.30, Resident Schools Serving the Project Site, details the names, grades served, and location of each school.

Table 4.30
Resident Schools Serving the Project Site

School Name	Grades	Address
Hollenbeck Middle School	6-8	2510 E 6th Street
9th Street Elementary	K-5	835 Stanford Ave
Theodore Roosevelt Senior High	9-12	456 S Mathews Street
Felicitas and Gonalo Mendez Senior High	9-12	1200 Plaza Del Sol
Metropolitan High School	9-12	727 Wilson Street

Source: Los Angeles Unified School District, Resident School Identifier, website: http://rsi.lausd.net/ResidentSchoolIdentifier /, accessed August 2020.

As shown below in Table 4.31, Project Estimated Student Generation, the Project would generate approximately 94 elementary students, 26 middle school students and 51 high school students, for a total of approximately 171 students. The Project Applicant would be required to pay all applicable developer fees to the LAUSD to offset the Project's demands upon local schools. Prior to issuance of a building permit, the General Manager of the City of Los Angeles, Department of Building and Safety, or designee, shall ensure that the Applicant has paid all applicable school facility development fees in accordance with California Government Code Section 65995.

Table 4.31
Project Estimated Student Generation

Land Use [a]	Size (emp)[a]	Elementary School Students [b]	Middle School Students [b]	High School Students [b]	Total Students
Project					
Office (184,629 sf)	*756*	94	26	51	171
Commercial (4,325 sf)					

Notes: sf = square feet, emp = employee

[a] *Refer to Table 4.27, Project Employment Growth, in Section XIV. Population and Housing, of this IS/MND.*

[b] *It is assumed that 0.2249 students are generated per office and commercial retail employee (see Table 15 of the 2018 Developer Fee Justification Study). Since the LAUSD Developer Fee Justification Study does not specify the grade levels of students that are generated from non-residential land uses, the total number of students was divided among the elementary, middle, and high schools with the same ratio as the residential generation (55% elementary school, 15% middle school, and 30% high school).*

Source: Los Angeles Unified School District, 2018 Developer Fee Justification Study, March 2018.

Pursuant to Government Code Section 65995, payment of development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation." With the payment of these school development fees, the Project's potential impact upon public school services would be less than significant.

d) Parks?

Less Than Significant Impact. A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment. The determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available.

Parks and recreation facilities within a two-mile radius of the Project Site include: Arts District Park, Gladys Park, Boyle Heights Sports Center, Roosevelt Pool, Pecan Recreation Center, Pecan Pool, Hollenbeck Lake, Hollenbeck Park, Hollenbeck Safe Spot Skate Spot, Hollenbeck Recreation Center, San Julian Park, Ross Valencia Community Park, Spring Street Park, Costello Senior Citizen Center, Ramon Garcia Recreation Center, Lou Costello Jr. Recreation Center, Prospect Park, Evergreen Recreation Center, Costello Pool, Central Park Recreation Center, Central Pool, Los Angeles Plaza Park, Pershing Square Park, and Pershing Square. The Project would provide open space that would reduce the Project's demand upon public parks and recreational facilities.

A significant impact generally occurs if a project includes substantial population growth through residential development that could generate an increased demand in recreational and park facilities. No residential uses are proposed under the Project. The Project is expected to attract site visitors, patrons, and retailers that may increase activity in the surrounding area and surrounding recreation and park facilities. As such, the Project may result in slightly increased recreation and park use in the Project Site vicinity. Nevertheless, the increased use in daytime

recreation and park facilities would be minimal, and on-site landscaped open space areas and the rooftop garden would further serve to minimize daytime use of parks. The Project would not result in substantial and adverse physical impacts associated with new or physically altered governmental facilities, and no impacts related to parks will be less than significant.

e) Other public facilities?

Less Than Significant Impact. A significant impact may occur if a project includes substantial employment or population growth that could generate a demand for other public facilities (such as libraries), which would exceed the capacity available to serve the Project Site. The determination of whether the project results in a significant impact on libraries shall be made considering the following factors: (a) the net population increase resulting from the Project; (b) the demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to library services (renovation, expansion, addition or relocation) and the project's proportional contribution to the demand; and (c) whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct financial support to the Los Angeles Public Library).

Within the City of Los Angeles, the Los Angeles Public Library ("LAPL") provides library services at the Central Library, seven regional branch libraries, 56 community branches and two bookmobile units, consisting of a total of five individual bookmobiles. Approximately 6.5 million books and other materials comprise the LAPL collection. The LAPL branches currently serving the Project Site include:

- Benjamin Franklin Branch Library, located at 2200 E. 1st Street, approximately 1.7 miles northeast of the Project Site;
- Little Tokyo Branch Library, located at 203 S. Los Angeles Street, approximately 1.8 miles northwest of the Project Site;
- Central Library, located at 630 W. 5th Street, approximately 2.2 miles northwest of the Project Site.

The Project is anticipated to generate 756 employees and therefore would increase the presence of visitors, patrons, and retailers on-site and in the surrounding area. These persons may utilize surrounding neighborhood library facilities. However, any increases in the use of library facilities caused by the Project are expected to be minimal, since residents usually utilize local libraries. Moreover, the Central Library and branch libraries currently meet the library demands of the community and are anticipated to be able to meet the Project's demand for library services, because the LAPL is committed to increase the number of people who use the library services, to increase the number of library card holders and actively promote and robustly market programs and services to increase residents' overall engagement with the libraries. Therefore, the Project's impacts upon library services would be less than significant.

Mitigation Measures

Project impacts with regard to public services would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. Development of the residential related projects is projected to generate additional employment, housing, and resident population within the study area, which would likely generate additional demands upon fire protection services, police protection services, schools, parks, and library services. As part of the City's annual budget review process, the City assesses the need for public services and allocates funds via existing mechanisms (e.g., sales taxes, government funding, and developer fees), to which the Project and related projects would contribute. The cumulative impacts upon each of the service providers is addressed below.

Fire

With respect to fire services, the Project, in combination with the related projects, could increase the demand for fire protection services in the LAFD service area. Specifically, there could be increased demands for additional LAFD staffing, equipment, and facilities over time. Over time, LAFD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, trucks and engines, ambulances, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. 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 and would not likely cause a significant impact upon the environment. Nevertheless, the siting and development of any new fire stations would be subject to further CEQA review and evaluated on a case-by-case basis.

Consistent with *City of Hayward v. Board Trustees of California State University (2015) 242 Cal.App.4th 833* ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2) the obligation to provide adequate fire protection services is the responsibility of the City. LAFD would continue to monitor population growth and land development in the City and identify additional resource needs including staffing, equipment, basic cars, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the required level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and allocated according to the priorities at the time. Further analysis, including a specific location, would be speculative and beyond the scope of this document. However, as the LAFD does not currently have any plans for new fire stations to be developed in proximity to the Project Site, the Project would not make a cumulatively considerable impact to fire protection services, and cumulative impacts upon LAFD services would be less than significant.

Police

With respect to police services, the Project, in combination with the related projects, would increase the demand for police protection services in the Project Site area. Specifically, there would be an increased demand for additional LAPD staffing, equipment, and facilities over time. To help reduce any on-site increase in demand for police services, the Project and related projects would implement comprehensive safety and design features to enhance public safety and reduce the demand for police services. In addition, the Project, as well as the related projects, would generate revenues to the City's Municipal Fund (in the form of property taxes, sales revenue, etc.) that could be applied toward the provision of new facilities and related staffing, as deemed appropriate. Furthermore, in accordance with the police protection-related goals, objectives, and policies set forth in the Framework Element, the LAPD would continue to monitor population growth and land development throughout the City and identify additional resource needs including staffing, equipment, vehicles, and possibly station expansions or new station construction that may become necessary to achieve the desired level of service. Through the City's regular budgeting efforts, the LAPD's resource needs would be identified and monies allocated according to the priorities at the time.

Consistent with *City of Hayward v. Board Trustees of California State University (2015) 242 Cal.App.4th 833* ruling and the requirements stated in the California Constitution Article XIII, Section 35(a)(2) the obligation to provide adequate police services is the responsibility of the City. LAPD would continue to monitor population growth and land development in the City and identify additional resource needs including staffing, equipment, basic cars, other special apparatuses, and possibly station expansions or new station construction that may become necessary to achieve the required level of service. Through the City's regular budgeting efforts, LAPD's resource needs would be identified and allocated according to the priorities at the time. Further analysis, including a specific location, would be speculative and beyond the scope of this document. 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 impact to police protection services, and cumulative impacts on police protection would be less than significant.

Schools

With respect to cumulative impacts upon schools, the Project, in combination with related projects is expected to result in a cumulative increase in the demand for school services within the LAUSD service area. Development of the related projects would likely generate additional demands upon 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 new developments would be responsible for paying mandatory school fees to mitigate the increased demand for school services. Therefore, cumulative impacts on schools would be less than significant.

Parks

With respect to cumulative impacts upon parks, development of the Project in conjunction with related projects could result in an increase in demands upon parks in the area of the Project Site. However, as an office and commercial development, the Project is expected to contribute very

little demand upon daytime park use. 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 are required to comply with payment of Parks and Recreation Fees. 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 and related projects would not make a cumulatively considerable impact to parks and recreational facilities, and cumulative impacts would be less than significant.

Libraries

With respect to cumulative impacts upon library services, the Project includes the development of a 14-story office and ground floor commercial building over two levels of subterranean parking and, thus, would not directly increase residential population in the area. Development of the residential related projects is projected to generate additional housing and residents within the study area, which would likely generate additional demands upon library services. This increase in resident population would result in a cumulative increase in demands upon public library services. To meet the increased demands upon the City's Public Library system, Los Angeles voters passed a Library Bond Issue for $178.3 million to improve, renovate, expand, and construct 32 branch libraries. Since the Program's inception in 1998, the Library Department and the Department of Public Works, Bureau of Engineering have made considerable progress in the design and construction of the branch library facilities. Based on the growth forecasts utilized in the 2015-2020 Strategic Plan, much of this growth has already been accounted for in planning new and expanded library facilities. Thus, the potential increase in library use generated by the Project would not make a cumulatively considerable impact upon the City's library system. Therefore, the cumulative impacts related to library facilities would be considered less than significant.

Mitigation Measures

Cumulative impacts with regard to public services would be less than significant. Therefore, no mitigation measures are required.

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?	☐	☐	☒	☐

Regulatory Setting

As authorized under the State Quimby Act, on September 7, 2016, the City Council approved the Parks Dedication and Fee Update Ordinance, Ordinance No. 184,505 to mitigate the park- and open space-related impacts of new residential development projects. The Parks Dedication and Fee Update Ordinance applies to all new residential dwelling units and joint living and work quarters, except affordable housing units and secondary dwelling units in single-family zones. Since the Project consists of an office and ground floor commercial building and does not include any residential component, the City's Quimby and Parkland Fees are not applicable to the Project.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Less Than Significant Impact. For the purpose of this Initial Study, a significant impact may occur if the project would include substantial employment or population growth, which would 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. The determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (a) the net population increase resulting from the proposed project; (b) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available.

The Project includes the construction of a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. The Project would provide on-site open space with a landscaped roof deck to be utilized by office tenants. The Project is expected to generate a net increase of 756 jobs and would thus increase the number of visitors, patrons, and retailers to the Project Site. Any incremental need for open space as a result of the

Project would be expected to be met by the Project's 15,547 total square feet of open space areas, in addition to the 3,685 total square feet of rooftop garden space. As such, the Project would not be expected to increase demand on the surrounding area and surrounding recreation and park facilities. Any increase in recreation and park facilities use would be minimal, and a less than significant impact would occur.

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. A significant impact may occur if a project includes or requires the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As noted above, the Project does not include a residential component and would not directly result in the increase of residential population in the area. As such, the Project would not result in a substantial increase of recreational or park use in the area. The Project itself does not include the expansion of park facilities and does not require the construction or expansion of recreational facilities that might have an adverse impact on the environment. Therefore, a less than significant impact would occur.

Mitigation Measures

Project impacts with regard to recreation would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Less Than Significant Impact. The Project in combination with the related projects would be expected to increase the cumulative demand for parks and recreational facilities in the City of Los Angeles. The related projects that include a residential component would be required to provide on-site open space and pay the Quimby fees to improve recreation and park facilities in the area and to mitigate their impacts upon park and recreational facilities. Additionally, each related project would be subject to the provisions of the LAMC for providing on-site open space, which is proportionately based on the amount of new development. Because the Project would have a less than significant incremental contribution to the potential cumulative impact on recreational resources, the Project would have a less than significant cumulative impact on such resources.

Mitigation Measures

Cumulative impacts with regard to recreation would be less than significant. Therefore, no mitigation measures are required.

XVII. Transportation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. 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 following section summarizes and incorporates by reference the information provided in the Transportation Assessment Study for 655 Mesquit Street, City of Los Angeles prepared by The Mobility Group, dated April 2021, and is provided as Appendix H to this IS/MND ("Transportation Assessment").

Regulatory Setting

California Senate Bill 743 ("SB 743"), which went into effect in January 2014, requires the Governor's Office of Planning and Research to change the way public agencies evaluate transportation impacts of projects under CEQA. Under SB 743, the focus of transportation analysis shifts from driver delay, which is typically measured by traffic level of service ("LOS"), to a new measurement, vehicle miles traveled ("VMT"), that addresses the state's goals on reduction of greenhouse gas ("GHG") emissions, creation of a multi-modal transportation network, and promotion of compact, mixed-use development patterns. On July 30, 2019, the City of Los Angeles adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts under CEQA.

LADOT most recently updated the TAG in July 2020. The CEQA thresholds provide the methodology for analyzing the Appendix G transportation thresholds, including providing the City's adopted VMT thresholds. The non-CEQA thresholds provide a method to analyze projects for purposes of entitlement review and making necessary findings to ensure the project is consistent with adopted plans and policies including Mobility Plan 2035. Specifically, the TAG is intended to effectuate a review process that advances the City's vision of developing a safe,

accessible, well-maintained, and well-connected multimodal transportation network. The TAG have been developed to identify land use development and transportation projects that may impact the transportation system; to ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices; to define whether off-site improvements are needed; and to provide step-by-step guidance for assessing impacts and preparing Transportation Assessment Studies.[117]

a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Less Than Significant Impact. A significant impact may occur if a project would conflict with a program plan, ordinance, or policy designed to maintain adequate effectiveness of an overall circulation system, including transit, roadway, bicycle and pedestrian facilities. In accordance with the City's TAG, a project that generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent. As concluded in the Transportation Assessment Study in Appendix H to this IS/MND, City documents that establish the regulatory framework, as listed in Table 2.1-1 of the TAG were reviewed to evaluate the Project's potential impacts relative to conflicts with policies, plans, or ordinances adopted specifically to mitigate or avoid an environmental impact. This evaluation identified the various elements and policies of the City of Los Angeles General Plan, including the Los Angeles Mobility Plan 2035, Plan for Healthy Los Angeles, Central City North Community Plan, River Improvement Overlay, State Enterprise Zone, Industrial Land Use Policy, LAMC Section 12.21 A.16 Bicycle Parking Requirements, LAMC Section 12.26 J Transportation Demand Management Ordinance, Vision Zero Action Plan, Vision Zero Corridor Plans, and the Citywide Design Guidelines. The evaluation in the land use plans and policy consistency tables provided in Appendix H, Transportation Assessment Study, demonstrate that the Project is in conformance with the applicable policies and programs corresponding to the Project and would not preclude the City's implementation of any adopted policy and/or program. Therefore, 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.

Appendix L to this IS/MND, provides a detailed analysis of the Project's consistency with applicable plans, policies addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. As discussed in Appendix L, 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) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3 subdivision (b)?

Less Than Significant with Mitigation Incorporated. CEQA Guidelines Section 15064.3(b)(1) states for land use projects, vehicle miles traveled exceeding an applicable threshold of

[117] *Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines. https://ladot.lacity.org/sites/default/files/documents/2020-transportation-assessment-guidelines_final_2020.07.27_0.pdf. Accessed March 2021.*

significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Vehicle-Miles-Traveled Analysis

As stated above, State of California SB 743, requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emissions (GHG), creation of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles has updated its travel demand model, and has developed and calibrated to local conditions an impact evaluation methodology and transportation impact thresholds based on VMT. This is called the VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and thresholds as of July 30, 2019.

Transportation Assessment Screening Criteria

In accordance with LADOT, an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area.

With respect to VMT, if a Project requires a discretionary action and the answer to either of the following questions is affirmative, then a VMT analysis is required.

- *T-2.1.1 Would the land use project generate a net increase of 250 or more daily vehicle trips?*

Yes. See discussion below.

- *T-2.2.2 Would the project generate a net increase in daily VMT?*

Yes. See discussion below.

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips are estimated using the VMT Calculator tool. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT

Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

As calculated by the VMT calculator, the Project's 184,629 square feet of office uses and 4,325 square feet of retail commercial would generate 2,086 daily vehicle trips. The Project is expected to generate a net increase of 2,086 daily trips and thus a project VMT analysis is required.

VMT Thresholds

The LADOT VMT Calculator analyzes in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by subarea of the city. For this area of the City the following thresholds have been identified:

Household VMT per Capita: 6.0

Work VMT per Employee: 7.6

VMT Analysis with Project

The operational VMT impacts of the Project were quantified using DOTs VMT Calculator tool *(Version 1.3)* for the Project is presented in further detail below.

As calculated by the VMT calculator, the Project would generate a total of 2,074 daily vehicle trips, resulting in 15,430 daily VMT without mitigation. With mitigation, the Project would generate a total of 1,887 daily vehicle trips, resulting in 13,965 daily VMT.

The VMT impacts relative to the household per capita VMT threshold and work per capita thresholds with and without mitigation are summarized in Table 4.32, below. The results show that with the Project, the Household VMT per Capita would be 0 compared to the threshold of 6.0, and the Work VMT per Capita would be 9.0 compared to the threshold of 7.6. Therefore, it is concluded that the Project would cause significant VMT impacts for Work VMT.

Table 4.32
Project VMT Impacts With and Without Mitigation

Category	Household			Work		
Scenario	Household VMT Threshold	Household VMT Per Capita	Significant Impact?	Work VMT Threshold	Work VMT Per Capita	Significant Impact?
VMT with Project	6.0	0.0	No	7.6	9.0	Yes
VMT with Project and Mitigation	6.0	0.0	No	7.6	7.5	No

Note: VMT calculations excludes the 5,000 sq. ft. of retail/restaurant space as local serving retail, per LADOT guidelines.
Source: The Mobility Group, Transportation Assessment Study for 655 Mesquit Street, Los Angeles, April 2021 (see Appendix H to this IS/MND).

Project Design Features and Mitigation Measures

The VMT Calculator provides for inputs relating to trip reduction measures (TDM strategies), either as project design features or as project mitigations. The following trip reducing mitigations are necessary and were included in the analysis.

- Parking - Price Workplace Parking (50% of employees assumed eligible, $6 daily parking charge assumed)
- Education & Encouragement - Promotions and Marketing (100% of employees eligible)
- Commute Trip Reductions - Ride-share program (100% of employees eligible)
- Bicycle Infrastructure - Provide bicycle parking per LAMC

With the proposed mitigation program, the Project Work VMT would be 7.5, which would not exceed the threshold and there would be no significant VMT impacts.

Mitigation Measures:

MM-TR-1: Transportation Demand Management (TDM) Strategies

The Project shall integrate the following additional TDM strategies:

- Parking - Price Workplace Parking (50% of employees assumed eligible, $6 daily parking charge assumed)
- Education & Encouragement - Promotions and Marketing (100% of employees eligible)
- Commute Trip Reductions - Ride-share program (100% of employees eligible)
- Bicycle Infrastructure - Provide bicycle parking per LAMC

Cumulative Impacts

The Project falls under the VMT impact threshold and so aligns with the long term VMT and greenhouse gas emissions goals of SCAG's RTP/SCS. There would therefore be no cumulative impacts.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incomplete uses (e.g., farm equipment)?

Less Than Significant Impact. A significant impact may occur if the Project includes new roadway design or introduces a new land use or features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area, or if project site access or other features were designed in such a way as to create hazard conditions. The Project would not include unusual or hazardous design features.

Screening Criteria

Pursuant to the Project Screening criteria in the TAG, if a project requires discretionary action and the answer is yes to either of the following questions, then further evaluation is required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses.

- *Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?*

Yes. The project is proposing a new driveway on Mesquit Street. It will also utilize an approved driveway for the 640 S. Santa Fe Avenue Project.

- *Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?*

No. The project is therefore required to conduct further evaluation.

Access to the Project Site would be provided via a two-way internal driveway between S. Santa Fe Avenue and Mesquit Street along the northern edge of the site, as shown in Figure 3.8. The internal driveway would access S. Santa Fe Avenue and Mesquit Street, with full movements at both street driveways. The internal driveway would utilize the existing driveway for the 640 S. Santa Fe Avenue Project so it would not constitute a new driveway. Therefore, the Project would have a less than significant impact related to substantially increasing roadway hazards due to geometric design features or incompatible uses.

Impact Analysis

The driveways will both be perpendicular to the street, with no sharp curves, or visibility issues. Landscape design will also ensure there will be no impediments to visibility of and by vehicles, bicycles and pedestrians. The Project Site is essentially flat. There are no slopes, curves, landscaping or other barriers that would impede visibility or that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

The LADOT Driveway Design Guidelines (Manual of Policies and Procedures Section 321) recommended driveway width for two-way driveways for commercial projects is 30 feet. The new driveway on Mesquit Street will be two-way with one lane in each direction and is proposed to be 30 feet wide. This driveway would be located approximately 280 feet away from the interaction of Mesquit Street and Jesse Street, thereby exceeding the 75 foot minimum distance required from the adjacent intersection, per the Driveway Design Guidelines. Parking entry control and security gate would be occur at two internal driveways within the Project Site. The same characteristics exist for the existing driveway on S. Santa Fe Avenue that will be utilized by the Project.

The Project would not make any changes to the roadway system that would impact the High Injury Network or Safe Routes to School (there are no safe routes to school adjacent to the Project). The Project would not substantially increase hazards due to a geometric design feature. As such, impacts would be less than significant.

Cumulative Impacts

The previously approved and constructed 640 S. Santa Fe Avenue Project is part of the Project Site and adjacent to and to the west of the proposed Development Site. These two Projects are designed to share parking spaces accessed via shared driveways. Therefore, the Project access would not conflict with access for the 640 S. Santa Fe Avenue Project. In conclusion, there would be no cumulative impacts regarding substantially increasing hazards due to geometric design features or incompatible use.

d) Result in inadequate emergency access?

Less Than Significant Impact. A significant impact may occur if the project design would not provide emergency access meeting the requirements of the LAFD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. As previously discussed, the Project Site is not located in a disaster route according to the Los Angeles Central Area Disaster Route Map of Los Angeles County.[118] Additionally, based on the City of Los Angeles Safety Element, the Project Site is not located on an identified disaster route or an adopted emergency response or evacuation plan.[119]

Development of the Project may require temporary and/or partial street closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would not be expected to substantially interfere with emergency response or evacuation plans. The Project would not cause permanent alterations to vehicular circulation routes and patterns, impede public access, or travel upon public rights-of-way. Further, the Project would be developed in a manner that satisfies the emergency response requirements of the LAFD. There are no hazardous design features included in the access design or site plan for the Project that could impede emergency access. Furthermore, the Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles. Further, emergency vehicle drivers 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. The Project would not result in inadequate emergency access. As such, impacts would be less than significant.

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[118] *Los Angeles County Department of Public Works, City of Los Angeles Central Area Disaster Route Map, August 13, 2008, website: http://dpw.lacounty.gov/dsg/DisasterRoutes/map/Los Angeles Central Area.pdf, accessed August 2020.*

[119] *City of Los Angeles, Safety Element Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles, November 1996, website: https://planning.lacity.org/odocument/31b07c9a-7eea-4694-9899-f00265b2dc0d/Safety_Element.pdf, accessed August 2020.*

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.	☐	☒	☐	☐

Regulatory Setting

Recognizing that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources, the Native American Historic Resource Protection Act (Assembly Bill 52, or AB 52) was signed into law on September 25, 2014. AB 52 applies specifically to projects for which a Notice of Preparation or a Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration is filed on or after July 1, 2015. 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. The primary intent of AB 52 was to involve California Native American Tribes early in the environmental process and to establish a new category of resources related to Native Americans, that require consideration under CEQA, known as 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: 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)?

Potentially Significant Impact Unless Mitigation Incorporated. Public Resources Code Section 21084.2 establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." A project would cause a substantial adverse change in the significance of a tribal cultural resource with cultural value to a California Native American tribe if such resource 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), or if such resource is 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. Public Resources Code 5024.1(c) states that "[a] resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

2. Is associated with the lives of persons important in our past.

3. 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.

4. Has yielded, or may be likely to yield, information important in prehistory or history.

As discussed in Section V, Cultural Resources, the Project Site and immediate surrounding areas do not contain any known archaeological resources.[120,121] While there are currently no recorded archaeological sites within the Project Site area, buried resources could potentially be unearthed during project activities.

The Project would include excavation and grading to ensure the proper base and slope for the two levels of subterranean parking and the proposed building foundation. Thus, there would be a potential for the accidental discovery of unknown and unrecorded archaeological materials, including tribal cultural resources. As such, it would be possible that unknown tribal cultural resources could be discovered during construction of the Project, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. Because the presence or absence of such materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. Accordingly, the recommended mitigation measure (MM TCR-1) listed below will be implemented to ensure that if

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[120] *City of Los Angeles Department of City Planning, General Plan Framework Element Final Environmental Impact Report, Section 2.15 Cultural Resources, Figure CR-1 Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles, August 2001.*

[121] *South Central Coastal Information Center, Record Search Results for the 655 Mesquit Street Project [ENV-2020-6829-EAF], February 8, 2021.*

any archaeological resources or tribal cultural resources are encountered during construction, impacts to such resources would be reduced to a less than significant level.

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?

Potentially Significant Impact Unless Mitigation Incorporated. The Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. Pursuant to the procedures imposed by AB 52, pre-consultation request letters were sent on April 15, 2021 to eleven local Native American Tribal representatives who are on file with the Department of City Planning as having requested to be notified of future development projects. The City did not receive any responses. Based on the Project Site's prior soil disturbance, prior development, and lack of any known Native American resources or cultural or sacred sites, the probability for the discovery of a known site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American Tribe is considered low. Based on the history of the Project Site's recent excavation associated with the 640 S. Santa Fe Avenue Project that did not yield any discovery of tribal cultural resources, the lead agency has determined that there is no substantial evidence indicating that the Project would result in any adverse impacts to tribal cultural resources. After acting in good faith and after reasonable effort, the City has concluded the AB 52 consultation process.

As noted above and in Section II, Project Description, the Project would include excavation and grading to a depth of approximately 32 feet below ground surface to ensure the proper base and slope for the two levels of subterranean parking and the proposed building foundation. Because the presence or absence of tribal cultural materials cannot be determined until the site is excavated, periodic monitoring during construction is required to identify any previously unidentified archaeological resources uncovered by Project construction activity. With the implementation of the mitigation measures (TCR-1) below, the Project's potential impacts to tribal cultural resources would be less than significant.

Mitigation Measures

TCR-1 (Tribal Cultural Resources)

Prior to commencing any ground disturbance activities at the Project site, the Applicant, or its successor, shall retain archeological monitors and tribal monitors that are qualified to identify subsurface tribal cultural resources. Ground disturbance activities shall include excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, driving posts, augering, backfilling, blasting, stripping topsoil or a similar activity at the project site. Any qualified tribal monitor(s) shall be approved by a tribal representative of a traditionally and culturally affiliated California Native American

tribe that is geographically associated with the project locale; however, after good faith effort to retain a tribal monitor, if the Tribe is unable to provide an on-site monitor at the time of any demolition, grading or excavation activities, the Applicant may proceed with construction). Any qualified archaeological monitor(s) shall be approved by the Department of City Planning, Office of Historic Resources ("OHR").

The qualified archeological and tribal monitors shall observe all ground disturbance activities on the project site at all times the ground disturbance activities are taking place. If ground disturbance activities are simultaneously occurring at multiple locations on the project site, an archeological and tribal monitor shall be assigned to each location where the ground disturbance activities are occurring. The on-site monitoring shall end when the ground disturbing activities are completed, or when the archaeological and tribal monitor both indicate that the site has a low potential for impacting tribal cultural resources.

Prior to commencing any ground disturbance activities, the archaeological monitor in consultation with the tribal monitor, shall provide Worker Environmental Awareness Program (WEAP) training to construction crews involved in ground disturbance activities that provides information on regulatory requirements for the protection of tribal cultural resources. As part of the WEAP training, construction crews shall be briefed on proper procedures to follow should a crew member discover tribal cultural resources during ground disturbance activities. In addition, workers will be shown examples of the types of resources that would require notification of the archaeological monitor and tribal monitor. The Applicant shall maintain on the Project site, for City inspection, documentation establishing the training was completed for all members of the construction crew involved in ground disturbance activities.

In the event that any subsurface objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities, all such activities shall temporarily cease within the area of discovery, the radius of which shall be determined by a qualified archeologist, in consultation with a qualified tribal monitor, until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:

1. Upon a discovery of a potential tribal cultural resource, the Applicant, or its successor, shall immediately stop all ground disturbance activities in the vicinity of the find 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; (2) and OHR.

2. If OHR determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be a tribal cultural resource in its discretion and supported by substantial evidence, 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, or its successor, and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.

3. The Applicant, or its successor, shall implement the tribe's recommendations if a qualified archaeologist retained by the City and paid for by the Applicant, or its successor, in consultation with the tribal monitor, reasonably conclude that the tribe's recommendations are reasonable and feasible.

   In addition to any recommendations from the tribal representative, a qualified archeologist shall develop a list of actions that shall be taken to avoid or minimize impacts to the identified tribal cultural resources substantially consistent with best practices identified by the Native American Heritage Commission and in compliance with any applicable federal, state or local law, rule or regulation.

4. If the Applicant, or its successor, does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist or qualified tribal monitor, the Applicant, or its successor, may request mediation by a mediator agreed to by the Applicant, or its successor, and the City. The mediator must have the requisite professional qualifications and experience to mediate such a dispute. The City shall make the determination as to whether the mediator is at least minimally qualified to mediate the dispute. After making a reasonable effort to mediate this particular dispute, the City may (1) require the recommendation be implemented as originally proposed by the archaeologist or tribal monitor; (2) require the recommendation, as modified by the City, be implemented as it is at least as equally effective to mitigate a potentially significant impact; (3) require a substitute recommendation be implemented that is at least as equally effective to mitigate a potentially significant impact to a tribal cultural resource; or (4) not require the recommendation be implemented because it is not necessary to mitigate any significant impacts to tribal cultural resources. The Applicant, or its successor, shall pay all costs and fees associated with the mediation.

5. The Applicant, or its successor, may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by both the qualified archaeologist and qualified tribal monitor and determined to be reasonable and appropriate.

6. The Applicant, or its successor, may recommence ground disturbance activities inside of the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in paragraphs 2 through 4 above.

7. 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 and to the Native American Heritage Commission for inclusion in its Sacred Lands File.

8. Notwithstanding paragraph 8 above, any information that the Department of City Planning, in consultation with the City Attorney's Office, determines to be confidential in nature shall be excluded from submission to the SCCIC or provided to the public

under the applicable provisions of the California Public Records Act, California Public Resources Code, section 6254(r), and handled in compliance with the City's AB 52 Confidentiality Protocols.

Cumulative Impacts

Less Than Significant. As indicated above, the Project Site does not contain any known tribal cultural resources, nor did search results by the Assembly Bill 52 consultation process provide substantial evidence as to the presence of tribal cultural resources on site. Additionally, compliance with standard conditions of approval and regulatory requirements would ensure potential impacts from inadvertent discovery would be reduced to a less-than-significant level. It is unknown whether or not any of the properties on which the related projects are located contain tribal cultural resources. However, similar to the Project, each of the related projects would be required to follow the regulatory requirements of Assembly Bill 52, as applicable, which includes notifying tribes to solicit consultation and to analyze and mitigate potential impact of tribal cultural resources. Any related project sites that contain tribal cultural resources would be required to comply with conditions of approval to avoid or substantially lessen potential impacts. Therefore, cumulative impacts would be less that significant.

Mitigation Measures

Cumulative impacts with regard to tribal cultural resources would be less than significant. Therefore, no mitigation measures are required.

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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Regulatory Setting

Water

The Los Angeles Department of Water and Power (LADWP) supplies the City of Los Angeles with water and is responsible for ensuring that water demands within the City are met. LADWP's 2015 Urban Water Management Plan identifies water efficient strategies to promote the efficient use and management of its water resources. The Chapter XIII of the LAMC and Chapter IX, Article 9 of the LA Green Building Code also establishes water requirements for the City's residential and non-residential development. The City has also enacted Ordinance No. 170,978 and Ordinance No. 181,288 (Emergency Conservation Plan) to impose water conservation measures to landscaping and to ration water during drought conditions, respectively.

Wastewater

The Los Angeles Department of Public Works, Bureau of Sanitation Division (LASAN) provides sewer conveyance infrastructure and wastewater treatment services to the City of Los Angeles. The Los Angeles General Plan Framework Element, Chapter 9, Infrastructure and Public Services, identifies goals, objectives, and policies for utilities within the City, including a goal to provide adequate wastewater collection and treatment capacity to City-owned wastewater treatment facilities. The Los Angeles Integrated Resources Plan (IRP), which addressed interrelated management between LASAN and LADWP regarding wastewater, stormwater, and recycled water. The IRP projects future wastewater generation based on population projections from SCAG and how population increases will affect the capacity of sewer systems like the Hyperion Water Reclamation Plant. City-prepared One Water LA 2040 provides an integrated approach to Citywide recycled water supply and builds on the IRP to ensure greater resiliency to drought conditions and climate change. In addition, the LA Green New Deal 2019 includes a multi-

faceted approach to developing locally sustainable water supplies and reduce reliance on imported water, and it establishes a target of recycling 100% of all wastewater by 2035. The LAMC Sections 64.11 and 64.12 also establish requirements regarding wastewater sewer system services, including the completion of a Sewer Capacity Availability Review (SCAR) to assess the existing sewer capacity of a project site and determine adequate capacity of the existing sewer system for a project.

Solid Waste

At the State level, solid waste is regulated by Assembly Bill 939 (AB 939) which requires all cities, counties, and regional solid waste management agencies to reduce their waste disposal by certain amounts and specifically requires cities and counties to develop Source Reduction and Recycling Elements (SRRE) detailing how diversion goals would be met. At the regional level, the Los Angeles County Integrated Waste Management Plan is comprised of the County's describes the steps to be taken by local agencies, acting independently and in concert, to achieve the state mandated diversion rate by integrating strategies aimed toward reducing, reusing, recycling, diverting, and marketing solid waste generated within the County. At a local level, under the City's Solid Waste Integrated Resources Plan (SWIRP), the City committed to reaching Zero Waste by diverting 70% of the solid waste generated in the City by 2013, diverting 90% by 2025, and becoming a zero waste city by 2030.[122]

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 increase demands upon infrastructure to such a degree that the construction or relocation of facilities currently serving the Project Site would result in significant environmental impacts. The determination of whether a project results in a significant impact on water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities shall be made considering the following factors: (a) the total estimated demand for the project; (b) whether sufficient capacity exists in the infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; and (c) whether improvements or upgrades necessary to serve the project would result in significant environmental impacts.

Water Treatment Facilities and Existing Infrastructure

The Los Angeles Department of Water and Power ("LADWP") ensures the reliability and quality of water supply through an extensive distribution system that includes more than 7,200 miles of pipes, more than 100 storage tanks and reservoirs within the City, and eight storage reservoirs along the Los Angeles Aqueducts. Much of the water flows north to south, entering Los Angeles at the Los Angeles Aqueduct Filtration Plant ("LAAFP") in Sylmar, which is owned and operated

[122] *City of Los Angeles, Department of Public Works, Bureau of Sanitation, Zero Waste Progress Report, March, 2013.*

by LADWP. Water entering the LAAFP undergoes treatment and disinfection before being distributed throughout the LADWP's Water Service Area. The LAAFP has the capacity to treat approximately 600 million gallons per day (mgd).[123] In 2017, the LADWP's water system supplied 4 million customers with nearly 160 billion gallons of treated water, resulting in an average daily water demand of approximately 438 mgd. Therefore, the LAAFP has a remaining capacity of treating approximately 162 mgd, which may fluctuate depending on the season.[124]

Based on correspondence from the LADWP, the Project Site is currently served by an 8-inch water main along S. Santa Fe Avenue, a 6-inch water main along Jesse Street, and a 6-inch main along Mesquit Street.[125] There are no known water deficiencies in the area.[126]

The Project would result in the construction of a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. As shown in Table 4.33, the Project would generate a net increase in water demand of approximately 42,200 gallons per day (gpd) of water (or approximately 47.3 acre feet per year [AFY]) and a total Project Site water demand of 67,935 gpd (or approximately 76.2 AFY), which is significantly below available capacity.

Further, because the Project's employment growth is within SCAG's forecast, the Project's increased water demand would not measurably reduce the LAAFP's capacity. Therefore, no new or expanded water treatment facilities would be required. With respect to water treatment facilities, the Project would have a less-than-significant impact.

Although no further upgrades are anticipated at this time, in the event that water main and/or other infrastructure upgrades are required for the Project, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area, and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be of a short-term nature, (b) the replacement of the water mains would be within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate project vicinity. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. Therefore, potential impacts resulting from water infrastructure improvements for the Project would be less than significant.

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[123] *U.S. Department of Energy, website: https://betterbuildingssolutioncenter.energy.gov/showcase-projects/los-angeles-aqueduct-filtration-plant-modernization—-oxygen-plant-replacement, accessed August 2020.*

[124] *Los Angeles Department of Water and Power, Water, L.A.'s Drinking Water Quality Report, website: http://www.ladwp.com/, accessed August 2020.*

[125] *City of Los Angeles Department of Water and Power, Water and Electricity Connection Services Request, 655 Mesquit Street, December 23, 2020 (see Appendix J to this IS/MND).*

[126] *Ibid.*

Table 4.33
Project Estimated Water Demand

Type of Use	Size	Water Demand Rate (gpd/unit) [a]	Total Water Demand (gpd)
Existing Conditions			
640 S. Santa Fe Avenue			
Office	91,235 sf	204 gpd / ksf	18,612
Retail	9,435 sf	30 gpd / ksf	283
Commercial (Restaurant)	6,554 sf (190 seats)	36 gpd / seat	6,840
		Total Existing Water Demand:	**25,735**
Project			
655 Mesquit Street			
Office	184,629 sf	204 gpd / ksf	37,664
Commercial (Retail/Restaurant) [b]	4,325 sf (126 seats)	36 gpd / seat	4,536
		Total Project Water Demand:	**42,200**
		Project Plus Existing Water Demand:	*25,735*
		Total Project Site Water Demand:	**67,935 gpd (76.2 AFY)**

Notes: sf =square feet; ksf = 1,000 sf; gpd = gallons per day; AFY = acre feet per year

[a] *Water demand is based on 120% of the estimated wastewater generation based on the Bureau of Sanitation, Wastewater Engineering Services Division, 655 Mesquit Street Project - Request for Wastewater Service Information, November 25, 2020 (see Appendix J to this IS/MND).*

[b] *As restaurant uses generate more wastewater than retail uses, it is assumed all commercial uses are restaurant uses to provide a conservative estimate. Seating capacity for the restaurant use was based on 126 seats as estimated by LASAN (See Appendix J).*

Source: Parker Environmental Consultants, 2021.

Wastewater Treatment Facilities and Existing Infrastructure

A project would normally have a significant wastewater impact if: (a) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (b) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General plan and its elements.

The Los Angeles Bureau of Sanitation ("BOS") provides sewer service to the Project Site area. Sewage from the Project Site is conveyed via sewer infrastructure to the Hyperion Water Reclamation Plant ("HWRP"). The Hyperion Water Reclamation Plant treats an average daily flow of 275 million gallons per day ("mgd") on a dry weather day. Because the amount of wastewater entering the HWRP can double on rainy days, the plant was designed to accommodate both dry and wet weather days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800

mgd.[127] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP.

The Project would result in the new construction of a 14-story commercial building with approximately 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. As shown in Table 4.34, below, the Project would generate a net increase in wastewater generation of approximately 35,167 gallons per day (gpd) of wastewater and a Project Site total wastewater generation of 56,613 gpd which is significantly below available capacity.

Table 4.34
Project Estimated Wastewater Generation

Type of Use	Size	Wastewater Generation Rate (gpd/unit) [a]	Total Wastewater Generation (gpd)
Existing Conditions			
640 S. Santa Fe Avenue			
Office	91,235 sf	170 gpd / ksf	15,510
Retail	9,435 sf	25 gpd / ksf	236
Commercial (Restaurant)	6,554 sf (190 seats)	30 gpd / seat	5,700
Total Existing Wastewater Generation:			**21,446**
Project			
655 Mesquit Street			
Office	184,629 sf	170 gpd / ksf	31,387
Commercial (Retail/Restaurant) [b]	4,325 sf (126 seats)	30 gpd / seat	3,780
Total Project Wastewater Generation:			**35,167**
Project Plus Existing Wastewater Generation:			*21,466*
Total Project Wastewater Generation:			**56,613**

Notes: sf =square feet; ksf = 1,000 sf; gpd = gallons per day; AFY = acre feet per year

[a] *Wastewater generation rate based on the Bureau of Sanitation, Wastewater Engineering Services Division, 655 Mesquit Street Project - Request for Wastewater Service Information, November 25, 2020 (see Appendix J). It is assumed all water turns into wastewater.*

[b] *As restaurant uses generate more wastewater than retail uses, it is assumed all commercial uses are restaurant uses to provide a conservative estimate. Seating capacity for the restaurant use was based on 126 seats as estimated by LASAN (See Appendix J).*

Source: Parker Environmental Consultants, 2021.

Based on correspondence from the City of Los Angeles Bureau of Sanitation ("BOS"), Wastewater Engineering Services Division, the Project Site is currently served by an 8-inch line on Mesquit Street that feeds into a 38-inch line on Wilson Street before discharging into a 40-inch sewer line on 8th Street. Based on this Request for Wastewater Services Information Letter, BOS has determined that the sewer lines serving the Project Site are likely adequate for the construction

[127] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.lacitysan.org/san/faces/wcnav_externalId/s-lsh-wwd-cw-p-hwrp?_adf.ctrl-state=t4yrq0jkq_4&_afrLoop=10780400868530458#!, accessed August 2020.*

and maintenance of the Project.[128] Through the rules and regulations established in the City of Los Angeles Sewer Allocation Ordinance (Ord. 166,060), the BOS will re-verify the gauging of the sewer lines and make the appropriate decisions on how best to connect to the local sewer lines at the time of construction. If it is later determined that the local sewer system has insufficient capacity to serve the Project, the Applicant would be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the Project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the Project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public right-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time, typically lasting a few days to a few weeks. Impacts to sewer capacity and infrastructure would be less than significant. Therefore, impacts to sewer capacity and infrastructure would be less than significant.

Stormwater Drainage Facilities

As described in Section X(a), Hydrology and Water Quality, the Project would not result in a significant increase in site runoff, or any changes in the local drainage patterns. The Project would be required to demonstrate compliance with Low Impact Development ("LID") standards and retain or treat the first ¾-inch of rainfall in a 24-hour period, or the rainfall from an 85th percentile 24-hour runoff event, whichever is greater. The western half of the Project is currently improved with the 640 S. Santa Fe Avenue building, a four-story mixed-use office and ground floor commercial building with two subterranean parking levels. The Development Site, located on the eastern half of the Project Site, is currently improved as a surface parking lot for the 640 S. Santa Fe Avenue building. The Project would redevelop the surface parking lot into a 14-story office and ground floor commercial building with two subterranean parking levels and five parking levels above grade. Runoff from the Project Site is, and would continue to be, directed toward existing storm drains in the Project vicinity. As also stated and previously discussed in Section X(a), Hydrology and Water Quality, the Project shall comply with National Pollutant Discharge Elimination System ("NPDES") requirements and the Low Impact Development regulations and implement Best Management Practices ("BMPs") during the construction and operation of the Project.

The appropriate design and application of BMPs devices and facilities shall be determined by the Watershed Protection Division of the Bureau of Sanitation, Department of Public Works. Thus, development of the Project would not create or contribute to runoff water, which may exceed the capacity of existing or planned stormwater drainage systems. Therefore, Project impacts to stormwater drainage facilities would be considered less than significant.

Electricity

The projected increase in electrical demand due to the Project would not have an adverse impact on its electrical system. Depending on the exact location and size of the requested services (to be determined as site plans are finalized), the Project Applicant may be financially responsible for

[128] *City of Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division, 655 Mesquit Street Project – Request for Wastewater Service Information, November 25, 2020 (see Appendix J to this IS/MND).*

some infrastructure improvements necessary to serve the Project (e.g. installation of electric power facilities or service connections or adding a line extension on the public street). New service connections may occasionally result in temporary disruptions in electrical services for existing customers. However, no outages or short outage is anticipated to occur when hooking up the Project.

The Project Site is located in a highly urbanized area in the Central City North Community. Based on correspondence with LADWP, dated December 23, 2020 (see Appendix J of this IS/MND), two overhead 34.5kV circuits run along Mesquit Street, one overhead circuit runs along Jesse Street, and two overhead 4.8kV circuits run along Mesquit Street and S. Santa Fe Avenue. The LADWP has confirmed that there are no existing electricity service problems or deficiencies in the Project area. However, cumulative effects of the Project and other new and added loads in the area may require near term and/or future additions to distribution system capacity. The Project would require an on-site transformer facility and may require underground line extension on public streets. In the event that infrastructure upgrades are required for the proposed development, such infrastructure improvements would be conducted within the right-of-way easements serving the Project Site area and would not create a significant impact to the physical environment. This is largely because (a) any disruption of service would be short-term, (b) upgrades would be conducted within public rights-of-way, and (c) any foreseeable infrastructure improvements would be limited to the immediate Project Site vicinity.

The Project's estimated net additional electricity consumption would be approximately 3,111,922 kWh per year.[129] The LADWP has confirmed that the estimated power requirement for the Project is within the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system. In planning sufficient future resources, the LADWP's Power Strategic Long-Term Resource Plan ("SLTRP") incorporates the estimated power requirement for the Project through the load forecast input and has planned sufficient resources to supply the electricity needs. Electricity supplies from LADWP are adequate to serve the Project, and any improvements to existing infrastructure would not be expected to result in any significant secondary environmental effects. Therefore, the Project impacts to local and regional electricity supplies and existing electrical facilities would be less than significant.

Natural Gas

SoCal Gas provides natural gas resources to the City through existing gas mains located under the streets and public rights-of-way. Natural gas services are provided in accordance with SoCalGas's policies and extension rules on file with CPUC at the time contractual agreements are made. Natural gas is delivered to the Project Site through natural gas facilities underneath the adjacent public streets. Construction of the Project would necessitate closing off existing service connections to the Project Site and re-establishing new service connections to the proposed structure. Such infrastructure improvements would be conducted on-site and within the right-of-way easements serving the Project Site area and would not create a significant impact to the physical environment. This is largely due to the fact that (a) any disruption of service would be short-term, (b) upgrades would be localized to the portion of the Project Site proposed to be

[129] *See Table 4.12, Project Electricity Demand. The Project's electricity usage estimate was based on the Project Annualized GHG emissions provided in Appendix D to this IS/MND.*

developed (the Development Site of the Project on the eastern half), and (c) any foreseeable off-site improvements would be limited to the right-of-way easements in the immediate Project Site vicinity.

As shown in Table 4.13, Estimated Natural Gas Consumption by the Project, above (See Section VI, Energy), the Project's estimated net additional operational natural gas usage is approximately 2,721,965 cubic feet per year. As mentioned in response to Checklist Question VI, Energy, the SoCalGas allocated approximately 112.5 billion cubic feet to residential, small industrial, and commercial customers, and it is anticipated that it would be able to meet the needs of future development within the region. Therefore, potential impacts resulting from natural gas infrastructure improvements would be less than significant.

The natural gas consumption of 2.7 million cubic feet per year would represent a very small fraction of one percent of the SoCalGas's existing natural gas storage capacity and therefore, would be well within the SoCal Gas' existing natural gas storage capacity of 112.5 billion cubic feet as of 2018. The operation of the Project would not result in the increase in demand for 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. Therefore, the Project would result in a less than significant impact to natural gas infrastructure capacity.

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. A significant impact may occur if a project would increase water consumption to a degree such that new water sources would need to be identified. The determination of whether the Project results in a significant impact on water shall be made considering the following factors: (a) the total estimated water demand for the project; (b) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (c) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (d) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

As previously mentioned, the City's water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the Metropolitan Water District ("MWD") of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2015 Urban Water Management Plan ("UWMP"), which estimates future demand based on population and growth reported in SCAG's RTP/SCS, projects a total water demand and supply of 675,685 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the 25-year planning period covered by the 2015 UWMP. Through various conservation strategies, the LADWP will be able to reduce the City's water demand during dry years to respond to any reductions to water supplies during multiple dry years.

As shown in Table 4.33, the Project's net increase for water demand would be 67,935 gallons per day. The Project, which would add approximately 756 new employees and would contain 188,954

square feet of new floor area, is below the threshold required by State law for preparation of a Water Supply Assessment. The Project's employment growth of 756 new jobs is consistent with the employment growth of 472,700 new jobs in the City of Los Angeles subregion and the 2,432,000 new jobs forecasted within the SCAG region between 2012 and 2040, respectively. Accordingly, the Project's anticipated water demand has been accounted for and would not exceed the water demand estimates of the City's 2015 UWMP. Thus, the Project would have a less-than-significant impact on water demand.

In addition, high efficiency water closets, high efficiency urinals, and low flow faucets must be installed in new construction. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 184,248, Los Angeles Ordinance No. 184,692, the 2019 Los Angeles Plumbing Code, the 2019 California Green Building Standards Code ("CALGreen") and the 2020 Los Angeles Green Building Code. With respect to landscaping, the Project would be required to comply with Los Angeles City Ordinance No. 170,978 and the City of Los Angeles Irrigation Guidelines, which imposes numerous water conservation measures in landscape, installation, and maintenance (e.g., use drip irrigation and soak hoses in lieu of sprinklers to lower the amount of water lost to evaporation and overspray, set automatic sprinkler systems to irrigate during the early morning or evening hours to minimize water loss due to evaporation, and use water less in the cooler months and during the rainy season).

The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent Statewide drought. Los Angeles City Ordinance No. 181,288 (Emergency Water Conservation Plan) imposes phased water rationing during drought conditions and imposes penalties for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. Compliance with the regulatory compliance measures identified above would ensure the Project's demands for potable water resources to a less than significant level.

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 would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board. Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the State, other than into a community sewer system, shall file a Report of Waste Discharge ("ROWD") containing information which may be required by the appropriate Regional Water Quality Control Board ("RWQCB"). The RWQCB then authorizes an NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project Site area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Water Reclamation Plant ("HWRP"). The HWRP is a public facility and, therefore, is subject to the State's wastewater treatment requirements. As stated above, the HWRP treats an average daily flow of 275 million gallons per day ("mgd") on a dry weather day and was designed to accommodate both dry and wet weather

days with a maximum daily flow of 450 mgd and a peak wet weather flow of 800 mgd.[130] This equals a remaining capacity of 175 mgd of wastewater able to be treated at the HWRP.

As estimated above (see Table 4.34, Project Estimated Wastewater Generation), the Project would generate approximately 35,167 gpd of wastewater, representing a fraction of one percent of the available capacity. Wastewater from the Project Site is and would continue to be treated according to the wastewater treatment requirements enforced by the LARWQCB. Therefore, a less than significant impact would occur.

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 such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. The determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (a) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (b) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (c) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element ("SRRE") or its updates, the Solid Waste Management Policy Plan ("SWMPP"), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Regulatory Setting

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multi-family developments, private haulers provide waste collection services for most multi-family residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Under the City's RENEW LA Plan, adopted in February 2006, the City committed to reaching Zero Waste. The goal of Zero Waste, as defined by the RENEW LA Plan, is to reduce, reuse, recycle, or convert the resources currently going to disposal so as to achieve an overall diversion rate of 90 percent or more by the year 2025 and becoming a Zero Waste city by 2030.[131] State law (AB 341) currently requires at least 50% solid waste diversion and establishes a State-wide goal of not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. As of 2012, the City of Los Angeles

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[130] *City of Los Angeles Department of Public Works, Bureau of Sanitation, Hyperion Water Reclamation Plant, website: https://www.dropbox.com/s/arifp525e4ypbdf/Hyperion%20Water%20Reclamation%20Plant.pdf?dl=0, accessed August 2020.*

[131] *City of Los Angeles, Bureau of Sanitation, Solid Waste Integrated Resources Plan – A Zero Waste Master Plan, October 2013, Final Adoption, April 2015, website: https://www.lacitysan.org/san/sandocview?docname=cnt012522, accessed August 2020.*

achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[132]

Moreover, AB 341 requires mandatory commercial recycling in all businesses or public entities that subscribe to waste collection services or are multi-family residential properties of five or more units, and State law imposes additional reporting requirements on local agencies, including the City of Los Angeles. In order to meet these requirements and goals, the City has established an exclusive, competitive franchise system for the collection, transportation, and processing of commercial and multi-family solid waste that will aid the City in meeting its diversion goals by, among other things: (i) requiring franchisees to meet diversion targets; (ii) increasing the capacity for partnership between the City and solid waste haulers; (iii) allowing the City to establish consistent methods for diversion of recyclables and organics; (iv) increasing the City's ability to track diversion, which will enable required reporting and monitoring of state mandated commercial and multi-family recycling; (v) increasing the City's ability to ensure diversion quality in the processing facilities handling its waste and recyclables; and (vi) increasing the City's capacity to enforce compliance with federal, State, county, and local standards.[133]

Analyzing solid waste collection and disposal infrastructure capacity, the Project Site is located within the Downtown Commercial Waste Franchise Zone, which is serviced under contract to NASA Services, Inc. (service provider). Under this contract, the service provider is required to deliver all solid waste resources collected to the certified facilities specified in Table 4.35, below.

Table 4.35
Downtown Zone Authorized Solid Waste Disposal/Transfer Facilities

Facility Name	Facility Address	Primary or Secondary
Central LA Recycling & Transfer Station (CLARTS)	2201 E. Washington Blvd. Los Angeles, CA 90034	Primary Transload
Puente Hills Material Recovery Facility	2808 South Workman Mill Rd. Whittier, CA 90601	Secondary

Source: City of Los Angeles Department of Sanitation, recycleLA website, Copy of Exclusive Franchise Contract with NASA, Appendix B: Facility Utilization Plan, Zone: Downtown, pg. 152. Website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-zwlaf/s-lsh-wwd-s-zwlaf-au/s-lsh-wwd-s-zwlaf-au-a?_adf.ctrl-state=105jfhii6_147&_afrLoop=19600575710069264#!, accessed August 2021.

Landfill availability is limited by several factors, including: (1) restrictions to accepting waste generated only within a particular landfill's jurisdiction and/or waste shed boundary, (2) tonnage permit limitations, (3) types of waste, and (4) operational constraints. Planning to serve long-term disposal needs is constantly being conducted at the regional level (e.g., siting new landfills within the County and transporting waste outside the region). As noted in Table 4.35, above, landfill waste from areas within the Downtown Commercial Waste Franchise Zone would utilize the Central LA Recycling and Transfer Station ("CLARTS") and Puente Hills Material Recovery Facility as primary/secondary facilities. To provide a conservative analysis, it is assumed that the

[132] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013, https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed August 2020.*

[133] *City of Los Angeles Ordinance 184666, approved 12/14/2016, website: http://clkrep.lacity.org/onlinedocs/2016/16-1235_ORD_184666_12-14-16.pdf, accessed August 2020.*

Project's solid waste that is unable to be recycled or diverted would be disposed of at the Sunshine Canyon Landfill.

In September 2020, the Los Angeles Countywide Integrated Waste Management Plan 2019 Annual Report was published. It analyzed the County's disposal capacity needs and strategies for maintaining adequate capacity through a 15-year period. For the Sunshine Canyon Landfill, as of December 31, 2019, it has a remaining capacity of 55.2 million tons (69.7 million cubic yards) and an estimated remaining life of 18 years. Its maximum permitted daily capacity is 12,100 tons (15,316 cubic yards), or annual equivalent of 3,775,200 tons (4,778,734 cubic yards).[134] In 2018, the Sunshine Canyon Landfill had an average disposal intake of 6,387 tons (8,080 cubic yards), based on its operating schedule of 6 days per week (Mondays through Saturdays).[135]

Los Angeles County has separate landfill facilities that accept construction and demolition ("C&D") waste that can be recycled. The closest transfer and recycling facility to the Project Site that is authorized under the Downtown Commercial Waste Franchise Zone services contract is CLARTS, which is located approximately 1.9 miles south of the Project Site.[136] This recycling center has a daily permitted intake of 4,025 tons per day and has a present capacity of 2,500 tons/day.[137] Based on the most current data regarding incoming material by origin, CLARTS accommodated an average of 3,000 tons/day during the 2014-2015 reporting period.[138]

Construction Impacts

The Project's construction impact analysis includes the demolition of the existing surface parking lot on the eastern portion of the Project Site and the new construction of a 14-story commercial building with 188,954 square feet of floor area and two levels of below grade parking. The Project would follow all applicable solid waste policies and objectives that are required by law, statute, or regulation. Under the requirements of the hauler's AB 939 Compliance Permit from the Bureau of Sanitation, all construction and demolition debris would be delivered to a Certified Construction and Demolition Waste Processing Facility. Debris from demolition of any asphalt surface parking located on the Project Site would be recycled/recovered and would not be deposited in area landfills. Based on the calculations provided below in Table 4.36, it is estimated that the proposed construction activities would generate approximately 982 tons of debris during the demolition and

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134 *County of Los Angeles, Department of Public Works, Countywide Integrated Waste Management Plan, 2019 Annual Report, September 2020, website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed February 2021.*

135 *Ibid.*

136 *Los Angeles County, Department of Public Works, Construction and Demolition Debris Recycling Facilities in Los Angeles County, updated February 2020, website: https://ladpw.org/epd/CD/cd_attachments/Recycling_Facilities.pdf, accessed August 2020.*

137 *City of Los Angeles, LASAN, CLARTS Facts and Services Fact Sheet, website: https://www.lacitysan.org/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-s/s-lsh-wwd-s-cl/s-lsh-wwd-s-cl-fs?_adf.ctrl-state=18bskyzkh_309&_afrLoop=6955658940440808&_afrWindowMode=0&_afrWindowId=null#!%40%40%3F_afrWindowId%3Dnull%26_afrLoop%3D6955658940440808%26_afrWindowMode%3D0%26_adf.ctrl-state%3D18bskyzkh_313, accessed August 2020.*

138 *Ibid.*

Table 4.36
Project Construction and Demolition Debris

Construction Activity	Size	Rate	Generated Waste (tons)
Demolition			
Surface Asphalt	513 cy [a]	2,400 lbs / cy [b]	615
Construction			
Commercial	184,629 sf	3.89 lbs / sf [c]	359
Restaurant	4,325 sf	3.89 lbs / sf	8
		Total Debris:	**982 tons**

Notes: sf= square feet; lbs = pounds; cy = cubic yards

[a] *Based on the Project's building's lot area of approximately 27,667 square feet, which includes the Development Site on the eastern half of the Project Site.*

[b] *Based on CalRecycle's Solid Waste Cleanup Program Weights and Volumes for Project Estimates, June 12, 2019, website: https://www.calrecycle.ca.gov/swfacilities/cdi/tools/calculations, accessed August 2021.*

[c] *Based on USEPA Report No EPA530-98-010, Characterization of Building Related Construction and Demolition Debris in the United States, Chapter 2, Table 4: Estimated Generation of Non-Residential Construction Debris, June 1998.*

Source: Parker Environmental Consultants, 2021.

construction process that would be exported to a landfill located within the City. In order to meet the diversion goals of the California Integrated Waste Management Act and the City of Los Angeles, the Applicant's contractor would be required to obtain an AB 939 Compliance Permit from the Bureau of Sanitation certifying the delivery of the construction and demolition waste to a certified construction and demolition waste processing facility.

Operational Impacts

The Project operational impact analysis is based on the operation and maintenance of a 188,954 square foot commercial building with 184,629 square feet of office uses and 4,325 square feet of retail/restaurant uses ("Project"). As shown in Table 4.37, below, Project Operational Solid Waste Generation, the Project's net increase in solid waste generation during operation of the Project would be approximately 7,961 pounds per day (or 3.98 tons per day). However, this estimate is conservative, as it does not factor in any recycling or waste diversion programs. The Project's solid waste would be handled by private waste collection services. Therefore, the amount of solid waste generated by the Project is within the available capacities at area landfills and Project impacts to regional landfill capacity would be less than significant. In compliance with AB 341, recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the Project's regular solid waste disposal program. The Project Applicant shall only contract for waste disposal services with a company that recycles solid waste in compliance with AB 341. Therefore, compliance with all applicable solid waste policies and objectives that are required by law, statute, or regulation would ensure that the Project's impacts to operational solid waste generation are less than significant.

Table 4.37
Project Operational Solid Waste Generation

Type of Use	Quantity [a]	Solid Waste Generation Rate [b] (lbs/unit/day)	Total Solid Waste Generated (lbs/day) [c]
Project			
14-Story Office and Ground Floor Commercial Building (188,954 sf)	756 emp	10.53 lbs/emp/day	7,961
Total Project Solid Waste Generation:			**7,961 (3.98 tpd)**

Notes: sf = square feet; lbs = pounds; emp = employees; tpd = tons per day

[a] *Quantity of employees is taken from Table 4.27, Projected Employment Growth, in Section XIV, Population and Housing.*

[b] *The solid waste generation rates, provided in the LA CEQA Thresholds Guide on page M.3-2, are based on employees for commercial land uses.*

[c] *Based on LA CEQA Thresholds Guide, page M.3-2. Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill.*

Source: Parker Environmental Consultants, 2021.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste management in the State is primarily guided by the California Integrated Waste Management Act of 1989 (AB 939), which emphasizes resource conservation through reduction, recycling, and reuse of solid waste. AB 939 establishes an integrated waste management hierarchy consisting of (in order of priority): (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. In addition, AB 1327 provided for the development of the California Solid Waste Reuse and Recycling Access Act of 1991, which requires the adoption of an ordinance by any local agency governing the provision of adequate areas for the collection and loading of recyclable materials in development projects.

In 2002, Senate Bill (SB) 1374 was signed into law to assist jurisdictions with diverting their construction and demolition ("C&D") waste material. SB 1374 requires that the Countywide Integrated Waste Management Board ("CIWMB") (now CalRecycle) complete five items in regards to the diversion of construction and demolition waste: (1) adopt a model ordinance for diverting 50 percent to 75 percent of all C&D debris from landfills; (2) consult with multiple regulators and waste entities (e.g., California State Association of Counties, private and public waste services, building construction materials industry, etc.) during the development of the model ordinance; (3) compile a report on programs that can be implemented to increase diversion of C&D debris; (4) post a report on the agency's website for general contractors on methods that contractors can use to increase diversion of C&D waste materials; (5) post on the agency's website a report for local governments with suggestions on programs to increase diversion of C&D waste materials. Under SB 1374, jurisdictions must also include in their annual AB 939 report a summary of the progress made in diverting construction and demolition waste. The model ordinance was adopted by CalRecycle on March 16, 2004.[139]

[139] *CalRecycle, Senate Bill 1374 (2002), August 24, 2018 Board Meeting, Agenda Item No. 13, website: https://www2.calrecycle.ca.gov/Docs/CIWMBMeeting/Agenda/821, accessed November 2020.*

Furthermore, Assembly Bill 341 ("AB 341"), which became effective on July 1, 2012, requires businesses and public entities that generate four cubic yards or more of waste per week and multi-family dwellings with five or more units, to recycle. The purpose of AB 341 is to reduce greenhouse gas emissions by diverting commercial solid waste from landfills and expand opportunities for recycling in California. In addition, in March 2006, the Los Angeles City Council adopted RENEW LA, a 20-year plan with the primary goal of shifting from waste disposal to resource recovery within the City, resulting in "zero waste" by 2030. The "blueprint" of the plan builds on the key elements of existing reduction and recycling programs and infrastructure and combines them with new systems and conversion technologies to achieve resource recovery (without combustion) in the form of traditional recyclables, soil amendments, renewable fuels, chemicals, and energy. The plan also calls for reductions in the quantity and environmental impacts of residue material disposed in landfills.

More recently, in October 2014, Governor Jerry Brown signed AB 1826, requiring businesses to recycle their organic waste on and after April 1, 2016, depending on the amount of waste generated per week. Specifically, beginning April 1, 2016, businesses that generate eight cubic yards of organic waste per week shall arrange for organic waste recycling services. In addition, beginning January 1, 2017, businesses that generate four cubic yards of organic waste per week shall arrange for organic waste recycling services. Mandatory recycling of organic waste is the next step toward achieving California's recycling and greenhouse gas emission goals. Organic waste such as green materials and food materials are recyclable through composting and mulching, and through anaerobic digestion, which can produce renewable energy and fuel. Reducing the amount of organic materials sent to landfills and increasing the production of compost and mulch are part of the AB 32 (California Global Warming Solutions Act of 2006) Scoping Plan.

Regional solid waste management is governed by the Los Angeles County Integrated Waste Management Plan. AB 939 mandates jurisdictions to meet a diversion goal of 50 percent by the year 2000, and thereafter. In addition, each county is also required to prepare and administer a Countywide Integrated Waste Management Plan. This plan is comprised of the County's and the cities' solid waste reduction planning documents, an Integrated Waste Management Summary Plan ("Summary Plan"), and a Countywide Siting Element ("CSE"). In order to assess compliance with AB 939, the Disposal Reporting System ("DRS") was established to measure the amount of disposal from each jurisdiction. Comparing current disposal rates to base-year solid waste generation determines whether each jurisdiction complies with the diversion mandate. The most recent annual report, the 2019 Annual Report, was released in September 2020. The purpose of the Annual Report is to provide an annual update to the Summary Plan and CSE. The Los Angeles County Department of Public Works prepares the Annual Report to summarize the changes in solid waste management that have taken place since the approval of the Summary Plan and the CSE, including updated strategies to meet the long-term needs and maintain adequate disposal

capacity. The CIWMP 2019 Annual Report provides disposal analysis and facility capacities for 2019, as well as projections to the CIWMP's horizon year of 2034.[140]

Local solid waste management is governed by the Los Angeles Solid Waste Integrated Resources Plan, LA's Green New Deal Sustainable City pLAn 2019, the Los Angeles General Plan Framework Element's Infrastructure and Public Services Chapter, and the LAMC. Under the City's Solid Waste Integrated Resources Plan, the City committed to reaching Zero Waste by diverting 70% of the solid waste generated in the City by 2013, diverting 90% by 2025, and becoming a zero-waste city by 2030.[141] Mentioned previously in response to question XIX(d) of this section, because state law requires mandatory commercial recycling in all businesses and multi-family complexes, as well as additional reporting requirements on local agencies which include the City of Los Angeles, the City has established an exclusive competitive franchise system for the collection, transportation and processing of commercial and multi-family solid waste that would aid the City in meeting its diversion goals.

As reported by the Bureau of Sanitation, the City's solid waste diversion rate for the 2013 fiscal year was 76.4 percent. Therefore, the City is exceeding the State-mandated diversion goal of 50% by 2000 set by the California Integrated Waste Management Act (AB 939) of 1989.[142] The City's Sustainable City pLAn recently updated in 2019 (and retitled the LA Green Deal) calls for achieving 90 percent diversion by 2025 and 95 percent diversion by 2035 through on-going development of waste management infrastructure and innovative source reduction, reuse, recycling and composting programs. These programs include Green Mulching and Composting workshops, green waste recycling cans, the City-owned CLARTS and Residential Special Material and Electronics Recycling or S.A.F.E. Centers. New programs are being implemented to increase the amount of waste diverted by the City, including multi-family recycling, food waste recycling, commercial recycling and technical assistance, and support for City departments to help meet their waste reduction and recycling goals.

LA's Green New Deal / Sustainable City pLAn 2019 establishes short-term and long-term sustainability targets for the City over the next 20 years in 14 categories to strengthen and promote sustainability of the environment, economy, and equity in Los Angeles. Targets pertaining to solid waste include an increase in landfill diversion rate to 90% by 2025, 95% by 2035, and 100% by 2050; a reduction in municipal solid waste generation per capita by at least 15% by 2030, including phasing out single-use plastics by 2028; an elimination of organic waste going to landfills by 2028; and an increase in the proportion of waste products and recyclables productively reused and/or repurposed within LA County to at least 25% by 2025 and at least 50% by 2035.

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[140] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020, website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed February 2021.*

[141] *City of Los Angeles, Department of Public Works, Bureau of Sanitation, Zero Waste Progress Report, March, 2013, website: https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed August 2020.*

[142] *Ibid.*

LA's General Plan Framework Element's Chapter on Infrastructure and Public Services discusses goals, objectives, and policies to support integrated solid waste management efforts that maximize waste reduction, minimize adverse environmental impacts for solid waste that cannot be reduced, recycled, or composted, and create economically cost-effective management systems to adequately finance operational and maintenance needs, among other things.

Within the LAMC, guidance on solid waste management and reduction was addressed with Ordinance No. 184,692 in 2016, which modified Article 9 within the LAMC to reflect the integration of the 2019 CALGreen Code. One of the specifics covered was that Projects filed on or after January 1, 2020 must comply with the provisions of the City's Green Building Code. LAMC Section 66.32.1 requires all persons who collect, remove, or transport solid waste, including C&D waste, source-separated materials or co-mingled recyclables generated within the City, to obtain an AB 939 Compliance Permit from the Bureau of Sanitation. It requires that C&D waste collected within the City be transported to a Certified Construction and Demolition Waste Processing Facility or to another facility if at least two Certified Construction and Demolition Waste Processing Facilities refuse to accept the waste. Solid waste guidance was also addressed with LAMC Section 12.21 A.19, Areas for Collecting and Loading Recyclable Materials, which states that all new development projects shall provide adequate areas for collecting and loading recyclable materials to divert solid waste and address source reduction, recycling, and composting activities.

The Project would be consistent with the applicable regulations associated with solid waste. Specifically, the Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that development projects include an on-site recycling area or room of specified size. The Project would also comply with AB 939, AB 341, AB 1826 and City waste diversion goals, as applicable, by providing clearly marked, source-sorted receptacles to facilitate recycling. Since the Project would comply with federal, State, and local statutes and regulations related to solid waste, impacts would be less than significant, and no mitigation measures are required.

Mitigation Measures

Project impacts with regard to utilities and service systems would be less than significant. Therefore, no mitigation measures are required.

Cumulative Impacts

Water

Less Than Significant Impact. Development of the Project, related projects, and the cumulative growth throughout the City of Los Angeles would further increase the demand for potable water within the City of Los Angeles. Through the 2015 Urban Water Management Plan, the LADWP has demonstrated that it can provide adequate water supplies for the City of Los Angeles through the year 2040 with the implementation of conservation strategies and proper supply management. This estimate is based in part on demographic projections obtained for the LADWP service area from the Metropolitan Water District ("MWD"). The MWD utilizes a land-use based planning tool that allocates projected demographic data from the Southern California Association of Governments ("SCAG") into water service areas for each of MWD's member agencies. MWD's

demographic projections use data reported in SCAG's RTP/SCS ("Connect SoCal"). As discussed previously in Section XIV, Population and Housing, the Project's population and employment growth is consistent with SCAG's growth projections for the City of Los Angeles sub region. As such, the additional water demands generated by the Project are accounted for in the 2015 Urban Water Management Plan.

Cumulative Water Demand

For the purposes of evaluating the Project's cumulative impacts related to water infrastructure, the analysis below is based on a review of the related projects identified in Section 3, Project Description, to determine whether any related projects have the potential to result in cumulative impacts associated with connecting to the local water system infrastructure.

Water Infrastructure

The Project and related projects have the potential to increase demands upon the local water infrastructure serving the Project Site and surrounding area. As discussed above, the LAAFP has the capacity to treat approximately 600 million gallons per day, and in 2017 the LADWP's water system supplied 4 million customers with nearly 160 billion gallons of treated water, which averages to a daily water demand of approximately 438 mgd. The remaining capacity of the LAAFP, therefore, is approximately 162 mgd, which may fluctuate depending on the season. Shown in Table 4.38, Estimated Cumulative Water Demand, below, the related projects would generate an average daily water demand of approximately 1,206,098 gpd (approximately 1,351 AFY). This estimate is conservative, as it does not account for any net reduction in water demand associated with infill related projects that displace existing land uses that currently generate a demand for potable water. The estimated cumulative water demand also does not account for water conservation measures, such as the mandatory indoor water reduction rates required by the LA Green Building Code. The Project, in conjunction with the 26 related projects in the LADWP service area would yield a total average daily water demand of approximately 1,248,298 gpd. This represents a fraction of one percent of the LAAFP's approximate total capacity of 600 mgd. Therefore, this cumulative increase in water demand would not measurably impact the LAAFP's treatment capacity, and no new or expanded water treatment facilities would be required.

Additionally, based on the 26 related projects identified in Section 3, Project Description, the only projects within the immediate vicinity of the Project Site include Related Project No. 12, 16, 19, 23, and 24, all of which are located within 500 feet of the Project Site. These are the only related projects that would have the potential to impact the local water lines serving the Project Site. However, similar to the Project, all five of these related projects would be required to consult with the LADWP to ensure the local infrastructure is adequate to serve their projects. In the event that system upgrades are anticipated, the construction impacts associated with such upgrades would be localized in nature and would not combine with the Project's construction impacts resulting in significant physical environmental impacts. With respect to water treatment facilities and infrastructure, the Project, in conjunction with the related projects, would have a less than significant cumulative impact.

Table 4.38
Estimated Cumulative Water Demand

Type of Use	Size	Unit	Water Demand Rate (gpd) [a]	Total Water Demand (gpd)
Related Projects				
Apartment	5,399	du	150 gpd / du	809,850
Office	2,204,418	sf	120 gpd / 1,000 sf	264,531
Restaurant [b]	286,717	sf	300 gpd / 1,000 sf	86,015
Commercial	395,088	sf	50 gpd / 1,000 sf	19,755
Retail	491,877	sf	25 gpd / 1,000 sf	12,297
Hotel	113	rm	120 gpd / rm	13,560
			Total Related Projects Water Demand:	**1,206,098**
			Total Project Water Demand:	42,200
			TOTAL CUMULATIVE:	**1,248,298 (1,399 AFY)**
			Project % of Cumulative:	**3.4%**

Notes: du = dwelling unit; sf = square feet; rm = room; gpd = gallons per day.

[a] *Water demand rate is based on LASAN's Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012, as recommended by LADWP in calculating water demand. It is assumed that all water turns into wastewater.*

[b] *Although it is assumed that not all of the restaurant land uses proposed for the related projects would be take out restaurants, it was chosen to provide a conservative estimate since it generates the most water out of all the restaurant options given in the LASAN's Sewage Generation Factor for Residential and Commercial Categories document.*

Source: Parker Environmental Consultants, 2021.

Water Supply

The City of Los Angeles receives water from local groundwater sources, the Los Angeles-Owens River Aqueduct, State Water Project, and from the MWD of Southern California, which is obtained from the Colorado River Aqueduct. The MWD utilizes a land-use based planning tool that allocates projected demographic data from the SCAG into water service areas for each of MWD's member agencies. The 2015 Urban Water Management Plan ("UWMP"), which estimates future demand based on population and growth reported in SCAG's RTP/SCS, projects a total water demand and supply of 675,685 AFY in 2040. With its current water supplies, planned future water conservation, and planned future water supplies, LADWP will be able to reliably provide water to its customers through the year 2040, which includes the Project's buildout year, based on the growth projections in SCAG's RTP/SCS.

In terms of the City's overall water supply, the water demand for projects that are consistent with the allowable land uses, building area, and density contained in the City's General Plan have been taken into account in the planned growth of the water distribution system. Development of each related project would be evaluated on a case-by-case basis to determine if they are consistent with the allowable land uses and densities pursuant to the applicable zoning and land use designation. For projects that meet the requirements established in Sections 10910-10915 of the State Water Code, a Water Supply Assessment ("WSA") report demonstrating sufficient water availability would be required prior to project approval to ensure LADWP has sufficient capacity to serve the project without affecting regional water supplies. This process ensures that

cumulative growth in the City would not exceed the LADWP's future water supplies through 2040 and beyond. Further, the Project and all of the related projects within the City of Los Angeles would be required to meet the prescriptive water conservation plumbing fixture requirements of Sections 99.04.303 and 99.05.303 of the California Green Building Code, which would decrease the Project water demand. Because the LADWP has determined that it can supply the anticipated growth in the City of Los Angeles through the year 2040 and beyond based on the growth projections of the 2015 UWMP, the Project's anticipated water demands are within these growth projections, and the Project's and related projects' compliance with regulatory measures, the Project's cumulative contribution to impacts upon the City's water resources would be less than significant.

Wastewater

Less Than Significant Impact. Implementation of the Project in conjunction with the related projects identified in Section 3, Project Description, would further increase cumulative demands for wastewater treatment within the HWRP service area. As identified in Section 3, Project Description, there are seven related projects within the City of Los Angeles, all of which are within the service area of the HWRP. As shown in Table 4.39, Estimated Cumulative Wastewater Generation, below, the Project, in conjunction with the related projects, would generate approximately 1,241,265 gpd of wastewater (or 1.24 mgd).

Similar to the calculations for water demand, this estimate is conservative as it does not account for the net reduction in wastewater generated by infill developments that are displacing current land use that generate wastewater flows and water conservation measures such as the mandatory indoor water reduction rates required by the LA Green Building Code in new development projects. As discussed above, the HWRP has a design capacity to treat 450 mgd and has a projected wastewater treatment flow of 283 mgd through the year 2040. Based on the HWRP's estimated future capacity through the year 2040, the HWRP is expected to have adequate capacity to accommodate the cumulative wastewater flow of approximately 1.24 mgd from the Project and related projects. In addition, similar to the process for the Project, and in accordance with LAMC Section 64.15, a SCAR analysis would be conducted for each related project to determine if there is adequate capacity existing in the local sewer collection system to convey the newly generated sewage to the appropriate sewage treatment plant, and LAMC Sections 64.11.2 and 64.16.1 will require approval of a sewer permit prior to connection to the sewer system. Through this process, the City would evaluate each related project on a case-by-case basis to ensure the local conveyance system is adequately serviced and maintained to accommodate sewer flows commensurate with new development. Therefore, the Project in combination with the related projects would not require the construction of new wastewater treatment facilities or the expansion of existing wastewater treatment facilities and impacts on wastewater services would be less than significant.

Table 4.39
Estimated Cumulative Wastewater Generation

Type of Use	Size	Unit	Wastewater Generation Rate (gpd)[a]	Total Wastewater Generation (gpd)
Related Projects				
Apartment	5,399	du	150 gpd / du	809,850
Office	2,204,418	sf	120 gpd / 1,000 sf	264,531
Restaurant [b]	286,717	sf	300 gpd / 1,000 sf	86,015
Commercial	395,088	sf	50 gpd / 1,000 sf	19,755
Retail	491,877	sf	25 gpd / 1,000 sf	12,297
Hotel	113	rm	120 gpd / rm	13,560
Total Related Projects Water Demand:				**1,206,098**
Total Project Water Demand:				35,167
TOTAL CUMULATIVE:				**1,241,265 (1,390 AFY)**
Project % of Cumulative:				**2.8%**

Notes: du = dwelling unit; sf = square feet; gpd = gallons per day; rm = room

[a] *Water demand rate is based on LASAN's Sewage Generation Factor for Residential and Commercial Categories, effective April 6, 2012.*

[b] *Although it is assumed that not all of the restaurant land uses proposed for the related projects would be take out restaurants, it was chosen to provide a conservative estimate since it generates the most water (and thus wastewater) out of all the restaurant options given in the LASAN's Sewage Generation Factor for Residential and Commercial Categories document.*

Source: Parker Environmental Consultants, 2021.

Solid Waste

Less Than Significant Impact. The impacts of the continued growth of the region would likely have the effect of diminishing the daily excess capacity of the regional landfills, including the Sunshine Canyon Landfill, which serves the Project Site. The Sunshine Canyon Landfill has a remaining capacity of 55.1 million tons and an estimated remaining life of 18 years (as of December 31, 2019).[143] As discussed above, the Project would contribute approximately 4.46 tons of solid waste per day (tpd) to the Sunshine Canyon Landfill, which represents approximately 0.036 percent of the remaining daily capacity of the landfill (12,100 tpd). While this is the primary local landfill that would accommodate the Project's waste stream, there are several other landfill facilities within the County and out of County that serve the regional solid waste demands of the City of Los Angeles and County of Los Angeles.

For purposes of determining the cumulative impacts of the Project in conjunction with the related projects identified in Section 3, Project Description, the cumulative solid waste generation of all 26 related projects was calculated based on generation factors provided in the LA CEQA Thresholds Guide. As shown in Table 4.40, below, the Project, in conjunction with the related

[143] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020, website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed February 2021.*

projects, would generate a total of approximately 206,354 lbs/day of solid waste or approximately 103.2 tpd.

Table 4.40
Estimated Cumulative Solid Waste Generation

Land Use	Quantity [a]			Solid Waste Generation Rate [c]	Solid Waste Generation (lbs/day)
Related Projects					
	du	**unit**	**emp [b]**		
Apartments	5,399	--	--	12.23 lbs/du	66,030
Office	--	2,204,418 sf	8,818	10.53 lbs/emp	92,854
Restaurant – Fast Food [d]	--	286,717 sf	1,921	10.53 lbs/emp	20,228
Commercial	--	395,088 sf	790	10.53 lbs/emp	8,319
Retail	--	491,877 sf	984	10.53 lbs/emp	10,362
Hotel	--	113 rm	57	10.53 lbs/emp [e]	600
Related Projects Solid Waste Generation					***198,393***
Project Operational Solid Waste Generation					*7,961*
Cumulative Total Solid Waste Generation					**206,354 (103.2 tpd)**
Project % of Cumulative					**3.9%**

Notes: du = dwelling units; sf = square feet, emp = employees; lbs = pounds; tpd = tons per day.

[a] *The quantity in terms of dwelling units and square footage is based on Table 3.5, Related Projects List, in Section 3, Project Description.*

[b] *Number of employees is based on the LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, May 2020.*

[c] *The solid waste generation rates, provided in the L.A. CEQA Threshold Guide, are based on either dwelling units for all residential land uses or employees for commercial land uses.*

[d] *Although it is assumed that not all proposed restaurant land uses for the related projects would be fast food restaurants, it was chosen to provide a conservative estimate since fast food restaurants generate the largest number of employees based on LADOT's City of Los Angeles VMT Calculator Documentation, Table 1: Land Use and Trip Generation Base Assumptions, November 2019.*

[e] *Although the L.A. CEQA Thresholds Guide does not provide a generation rate for Hotel uses, a generation rate of 10.53 lbs per employee from Commercial was applied to provide a quantitative analysis.*

Source: Parker Environmental Consultants, 2021.

As of December 2019, there was an estimated 148.40 million tons of permitted solid waste disposal capacity remaining within the County, with a maximum daily intake capacity of 42,297 tpd.[144] The total combined in-County landfill disposal rate in 2019 was reported to be approximately 16,756 tpd.[145] The 103.2 tpd that are estimated to be generated by the Project and related projects combined, represents approximately 0.62 percent of the existing available daily permitted capacity of all of the in-County facilities. Additionally, the Countywide Integrated Waste Management Plan also accounts for cumulative waste generation for the 15-year period ending in 2034. Therefore, cumulative waste generation produced by the Project and related projects is accounted for in the CIWMP. Because of this, and since there is currently adequate capacity to

[144] *County of Los Angeles Department of Public Works, The Countywide Integrated Waste Management Plan 2019 Annual Report, September 2020 (at Appendix E-2 Table 4), website: https://pw.lacounty.gov/epd/swims/ShowDoc.aspx?id=14372&hp=yes&type=PDF, accessed February 2021.*

[145] *Ibid.*

accommodate the cumulative disposal needs of the Project and related projects, cumulative impacts with respect to solid waste would be less than significant.

Moreover, as of 2012, the City of Los Angeles achieved a landfill diversion rate of 76.4%, based upon the calculation methodology adopted by the State of California.[146] Waste diversion rates are required to increase to 75 percent by 2025 and through on-going development of waste management infrastructure over the last decade and innovative source reduction, reuse, recycling, and composting programs have been implemented. The City is also developing programs to ultimately meet a goal of zero waste by 2030. Thus, the Project's contribution to cumulative impacts would continue to decrease as it increases waste diversion rates in accordance with City goals. Additionally, as with the Project, other related projects would participate in regional source reduction and recycling programs significantly reducing the amount of solid waste deposited in area landfills. Therefore, the Project's contribution to cumulative solid waste impacts would be less than cumulatively considerable, and cumulative impacts with respect to solid waste would be less than significant.

Mitigation Measures

Cumulative impacts with regard to utilities and service systems would be less than significant. Therefore, no mitigation measures are required.

XX. Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒

[146] *City of Los Angeles, Bureau of Sanitation, Zero Waste Progress Report, March 2013, website: https://planning.lacity.org/eir/8150Sunset/References/4.K.3.%20Solid%20Waste/SW.04_Zero%20Waste%20Progress%20Report_March%202013.pdf, accessed August 2020.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Responses a through d: No Impact. A potential significant impact upon wildfire hazards could occur if the Project Site were to be located on state responsibility areas or lands classified as very high fire hazard severity zones. Lands subject to this provision have been designated by the City of Los Angeles Fire Department pursuant to Government Code 51178 that were identified and recommended to local agencies by the Director of Forestry and Fire Protection based on criteria that includes fuel loading, slope, fire weather, and other relevant factors. These areas must comply with the Brush Clearance Requirements of the Fire Code. The Very High Fire Hazard Severity Zone ("VHFHSZ") was first established in the City of Los Angeles in 1999 and replaced the older "Mountain Fire District" and "Buffer Zone." The Project Site is not located within a state responsibility area or land classified as a very high fire hazard severity zone. Therefore, this checklist question is not applicable to the Project and no impact would occur.

Mitigation Measures

Project and cumulative impacts with regard to wildfire risk would be less than significant. Therefore, no mitigation measures are required.

XXI. Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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. A significant impact would occur only if the Project results in potentially significant impacts for any of the above issues. The Project is located in a densely populated urban area and would have no unmitigated significant impacts with respect to biological resources or California's history or pre-history. As noted in the analysis above, the western half of the Project Site is developed with a four-story mixed-use office and ground floor commercial building with two levels of subterranean parking. The eastern half of the Project Site, the Development Site for the Project, is developed with a surface parking lot for the 640 S. Santa Fe Avenue Project. The Project would redevelop the surface parking lot into a 14-story office and ground floor commercial building, with two levels of subterranean parking and five levels of parking above grade. The Project Site does not support any substantial habitat of a fish or wildlife species. There is currently no vegetation on site (see Figures 3.4 and 3.5). As such, the Project would not have the potential to conflict with the Los Angeles Tree Ordinance No. 177,404. The Project Site is located approximately 375 feet west of the Los Angeles River. However, due to its distance from the River, the Project would not interfere with the movement of any migratory fish and would likely not interfere with any wildlife species or corridor along the River. Therefore, the Project would have a less than significant impact on biological resources.

Additionally, although no known direct impacts to archaeological resources are anticipated, implementation of the City's standard condition of approval for addressing inadvertent finds would ensure any impacts upon cultural resources are reduced to a less than significant level in the unlikely event any such archaeological materials are accidentally discovered during the construction process.

With respect to paleontological resources, excavations that extend down below five feet may encounter significant fossil vertebrate specimens. Any substantial excavations below the uppermost layers in the area of the Project, therefore, should be monitored closely to quickly and professionally recover any fossil remains discovered while not impeding development. With adherence to regulatory compliance measures, any impacts to paleontological resources would be reduced to a less-than-significant level.

With adherence to regulatory compliance measures, the Project would not have the potential to 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, and 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. A significant impact may occur if the Project, in conjunction with other related projects in the area of the Project Site, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. As concluded in the analysis provided under each Checklist Question above, the Project's incremental contribution to cumulative impacts related to aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology/soils, greenhouse gas emissions, hazards/hazardous materials, hydrology/water quality, land use/planning, mineral resources, noise, population/housing, public services, recreation, transportation, tribal cultural resources, utilities, and wildland fire hazards would be less than significant. As such, the Project's contribution to cumulative impacts would be less than significant.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. A significant impact may occur if the Project has the potential to result in significant impacts, as discussed in the preceding sections. Based on the preceding environmental analysis, the Project would result in a potentially significant impact with respect to work-related VMT prior to mitigation (see Environmental Checklist Question XVII. Transportation, above). With incorporation of mitigation measure TR-1, the Project's work related VMT impact would be reduced to less than significant levels. Thus, with mitigation, any potentially significant impacts to humans would be less than significant.

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2. Acronyms and Abbreviations

AAM	Annual Arithmetic Mean
AB	Assembly Bill
ACM	Asbestos-containing materials
AEP	Association of Environmental Professionals
AFY	Acre-feet per year
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society of Testing and Materials
ASTs	above-ground storage tanks
ATCS	Adaptive Traffic Control System
Basin	South Coast Air Basin
BMPs	Best Management Practices
C/D	construction/demolition
CAA	Clean Air Act
CAAQS	California ambient air quality standards
Caltrans	California Department of Transportation
Cal/EPA	California Environmental Protection Agency
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CAT	Climate Action Team
CBC	California Building Code (2007)
CCAA	California Clean Air Act
CCAR	California Climate Action Registry
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CDMG	California Division of Mines and Geology
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLIS	Comprehensive Environmental Response, Compensation, and Liability Information System
Cf	Cubic feet
CFC	Chlorofluorocarbons
CGS	California Geological Survey
CH_4	Methane
CHMIRS	California Hazardous Material Incident Report System
CiSWMPP	City of Los Angeles Solid Waste Management Policy Plan
CIWMA	California Integrated Waste Management Act
CLARTS	Central Los Angeles Refuse Transfer Station

CMP	Congestion Management Plan
CNEL	Community Noise Exposure Level
CO	carbon monoxide
CO_2	carbon dioxide
CO2e	carbon dioxide equivalent
COHb	carboxyhemoglobin
COPC	Chemical of Potential Concern
CORRACTS	Corrective Action Treatment, Storage, and Disposal Facilities
CPA	Community Plan Area
CPT	cone penetrometer test
CPU	Crime Prevention Unit
CRA/LA	Community Redevelopment Agency of the City of Los Angeles
CUP	conditional use permit
CWA	Clean Water Act
CWC	California Water Code
cy	cubic yards
dB	decibel
dBA	A-weighted decibel scale
d/D	flow level
DHS	California Department of Health and Services
DOGGR	California Department of Conservation Division of Oil, Gas, and Geothermal Resources
DWP	Department of Water and Power
DWR	California Department of Water Resources
du	dwelling unit
EIR	Environmental Impact Report
EMS	Emergency Medical Service
EOO	Emergency Operations Organization
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
EZ	Los Angeles State Enterprise Zone
FAR	Floor Area Ratio
FCAA	Federal Clean Air Act
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GBCI	Green Building Certification Institute
GHG	greenhouse gas
gpd	gallons per day
gpm	gallons per minute
GWP	Global Warming Potential
HFC	hydrofluorocarbons
HQTA	High-Quality Transit Areas
HSA	Hyperion Service Area
HTP	Hyperion Treatment Plant
HVAC	Heating, Ventilation and Air Conditioning
I-101	Hollywood Freeway
ISO	Interim Control Ordinance
ITE	Institute of Transportation Engineers
km	kilometers
kV	kilovolt
kWh	kilowatt-hours

LAA	Los Angeles Aqueduct
LAAFP	Los Angeles Aqueduct Filtration Plant
LABC	City of Los Angeles Building Code
LABS	Los Angeles Department of Public Works Bureau of Sanitation
LADBS	Los Angeles Department of Building and Safety
LADOT	Los Angeles Department of Transportation
LADRP	Los Angeles Department of Recreation and Parks
LADWP	Los Angeles Department of Water and Power
LAFD	Los Angeles Fire Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Library
LARWQCB	Los Angeles Regional Water Quality Control Board
LAUSD	Los Angeles Unified School District
LBP	Lead-based paint
lbs/day	pounds per day
LCFS	Low Carbon Fuel Standard
L_{dn}	day-night average noise level
LEED	Leadership in Energy and Environmental Design
L_{eq}	equivalent energy noise level/ambient noise level
LID	Low Impact Development
LOS	Level of Service
LST	localized significance thresholds
LUST	leaking underground storage tank
LUTP	Land Use/Transportation Policy
MBTA	Migratory Bird Treaty Act
MCE	Maximum Considered Earthquake
MEP	maximum extent practicable
MERV	Minimum Efficiency Reporting Value
Metro	Los Angeles County Metropolitan Transit Authority
mgd	million gallons per day
mi	miles
MPO	Metropolitan Planning Organization
MS4	medium and large municipal separate storm sewer systems
msl	mean sea level
mm	millimeters
M_{max}	maximum moment magnitude
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
MWh	Mega-Watt hours
N_2O	nitrous oxide
NAAQS	National ambient air quality standards
NAHC	Native American Heritage Commission
NFRAP	No Further Remedial Action Planned Sites
NO_2	nitrogen dioxide
NOP	Notice of Preparation
NOx	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NPL	National Priorities List
O_3	Ozone
OAL	California Office of Administrative Law
OPR	Office of Planning and Research

Pb	lead
PCB	polychlorinated biphenyl
PCE	tetrachloroethylene
PEC	Potential environmental concern
PFC	perfluorocarbons
PGA	peak horizontal ground acceleration
PM	particulate matter
PM_{10}	respirable particulate matter
$PM_{2.5}$	fine particulate matter
ppd	pounds per day
ppm	parts per million
PSI	pounds per square inch
PUC	Public Utilities Commission (also see CPUC)
PWS	Public water suppliers
RCP	Regional Comprehensive Plan
RCPG	Regional Comprehensive Plan and Guide
RCRA	Resource Conservation Recovery Act
RD	Reporting District
REC	Recognized Environmental Condition
ROG	Reactive Organic Gases
ROWD	Report of Waste Discharge
RTP	Regional Transportation Plan
RTP/SCS	Regional Transportation/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCG	Southern California Gas Company
SCH	State Clearinghouse
sf	square feet
SF_6	sulfur hexafluoride
SIP	State Implementation Plan
SLIC	Spills, Leaks, Investigation and Cleanup
SO_2	sulfur dioxide
SO_4	sulfates
SOx	sulfur oxides
SOPA	Society of Professional Archeologist
SPT	Standard Penetration Test
SR-110	Harbor Freeway
SRA	source receptor area
SRRE	Source Reduction and Recycling Element
SUSMP	Standard Urban Storm Water Mitigation Plan
SWAT	Solid Waste Assessment Test
SWF/LF	Solid Waste Information System
SWFP	Solid Waste Facility Permit
SWMP	Stormwater Management Plan
SWMPP	Solid Waste Management Policy Plan
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TAC	Toxic Air Contaminants

TCM	transportation control measures
TDM	Transportation Demand Management Plan
TFAR	Transfer of Floor Area Rights
TIA	Traffic Impact Assessment
TOD	Transit Oriented District
TPH	total petroleum hydrocarbons
TSD	Treatment, Storage, and Disposal
TSP	Transportation Specific Plan
ULSD	Ultra Low Sulfur Diesel
US-101	Hollywood Freeway
U.S.EPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGBC	United States Green Building Council
USGS	U.S. Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	Volume-to-Capacity
VCP	Voluntary Cleanup Plan
VdB	Vibration decibels
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
VRF	Variable Refrigerant Flow Air-conditioning
WE	Water Efficiency
WMA	Watershed Management Area
WMUDS	Waste Management Unit Database System
WSA	Water Supply Assessment
µg/m3	micrograms per cubic meter
ZIMAS	Zoning Information and Map Access System

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Appendix A: Air Quality Modeling Worksheets

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655 Mesquit - Existing Conditions (Current Baseline)

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	91.23	1000sqft	1.60	91,235.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	152.00	Space	0.00	60,800.00	0
High Turnover (Sit Down Restaurant)	6.55	1000sqft	0.00	6,554.00	0
Strip Mall	9.44	1000sqft	0.00	9,435.00	0
Parking Lot	64.00	Space	0.00	25,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2021
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 - IGNORE CONSTRUCTION

Land Use - Project data per Produce LA Case No. DIR-2016-3858-SPR

Construction Phase - Ignore Construction

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Ignore construction

Trips and VMT -

Demolition -

Grading -

Vehicle Trips - Trips rates adjusted based on LADOT VMT Calculator, ProduceLA Only Scenario (Existing Conditions).

Energy Use -

Sequestration - Includes 46 Trees per Determinatrion Letter.

Construction Off-road Equipment Mitigation - Ignore Construction

Area Mitigation -

Energy Mitigation - 2019 Title 24 approximately 7% more efficient than 2016 Title 24 and light fixtures approx. 30% more efficient.

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LandUseSquareFeet	91,230.00	91,235.00
tblLandUse	LandUseSquareFeet	6,550.00	6,554.00
tblLandUse	LandUseSquareFeet	9,440.00	9,435.00
tblLandUse	LotAcreage	2.09	1.60
tblLandUse	LotAcreage	1.37	0.00

tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	0.22	0.00
tblLandUse	LotAcreage	0.58	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblSequestration	NumberOfNewTrees	0.00	46.00
tblTripsAndVMT	WorkerTripNumber	13.00	3.00
tblVehicleTrips	CC_TL	8.40	7.75
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	1,323.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	1,323.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	1,323.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.2170	10.8785	14.0958	0.0231	0.0335	0.5532	0.5868	8.8900e-003	0.5228	0.5317	0.0000	2,227.7296	2,227.7296	0.5540	0.0000	2,241.5799
Maximum	**1.2170**	**10.8785**	**14.0958**	**0.0231**	**0.0335**	**0.5532**	**0.5868**	**8.8900e-003**	**0.5228**	**0.5317**	**0.0000**	**2,227.7296**	**2,227.7296**	**0.5540**	**0.0000**	**2,241.5799**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.2170	10.8785	14.0958	0.0231	0.0335	0.5532	0.5868	8.8900e-003	0.5228	0.5317	0.0000	2,227.7296	2,227.7296	0.5540	0.0000	2,241.5799
Maximum	**1.2170**	**10.8785**	**14.0958**	**0.0231**	**0.0335**	**0.5532**	**0.5868**	**8.8900e-003**	**0.5228**	**0.5317**	**0.0000**	**2,227.7296**	**2,227.7296**	**0.5540**	**0.0000**	**2,241.5799**

	ROG	NOx	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**

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	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Energy	0.0732	0.6655	0.5590	3.9900e-003		0.0506	0.0506		0.0506	0.0506		798.5917	798.5917	0.0153	0.0146	803.3373
Mobile	2.1760	11.4410	26.7085	0.0952	7.9358	0.0793	8.0150	2.1234	0.0740	2.1974		9,686.9291	9,686.9291	0.5010		9,699.4545
Stationary	0.8205	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**5.5053**	**15.7762**	**29.3930**	**0.1031**	**7.9358**	**0.2507**	**8.1864**	**2.1234**	**0.2454**	**2.3688**		**10,905.3488**	**10,905.3488**	**0.5754**	**0.0146**	**10,924.0958**

2.2 Overall Operational

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	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Energy	0.0707	0.6428	0.5400	3.8600e-003		0.0489	0.0489		0.0489	0.0489		771.3653	771.3653	0.0148	0.0141	775.9491
Mobile	2.1760	11.4410	26.7085	0.0952	7.9358	0.0793	8.0150	2.1234	0.0740	2.1974		9,686.9291	9,686.9291	0.5010		9,699.4545
Stationary	0.8205	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**5.5028**	**15.7535**	**29.3739**	**0.1030**	**7.9358**	**0.2489**	**8.1847**	**2.1234**	**0.2437**	**2.3671**		**10,878.1223**	**10,878.1223**	**0.5748**	**0.0141**	**10,896.7076**

	ROG	NOx	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	**0.05**	**0.14**	**0.06**	**0.13**	**0.00**	**0.69**	**0.02**	**0.00**	**0.70**	**0.07**	**0.00**	**0.25**	**0.25**	**0.09**	**3.42**	**0.25**

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/Site Clearing	Demolition	1/1/2021	1/1/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition/Site Clearing	Excavators	3	8.00	158	0.38
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40

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/Site Clearing	5	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2032	10.8695	13.9942	0.0228		0.5530	0.5530		0.5226	0.5226		2,196.6596	2,196.6596	0.5532		2,210.4891
Total	**1.2032**	**10.8695**	**13.9942**	**0.0228**	**0.0000**	**0.5530**	**0.5530**	**0.0000**	**0.5226**	**0.5226**		**2,196.6596**	**2,196.6596**	**0.5532**		**2,210.4891**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0138	8.9900e-003	0.1016	3.1000e-004	0.0335	2.5000e-004	0.0338	8.8900e-003	2.3000e-004	9.1200e-003		31.0700	31.0700	8.3000e-004		31.0909
Total	**0.0138**	**8.9900e-003**	**0.1016**	**3.1000e-004**	**0.0335**	**2.5000e-004**	**0.0338**	**8.8900e-003**	**2.3000e-004**	**9.1200e-003**		**31.0700**	**31.0700**	**8.3000e-004**		**31.0909**

3.2 Demolition/Site Clearing - 2021

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2032	10.8695	13.9942	0.0228		0.5530	0.5530		0.5226	0.5226	0.0000	2,196.6596	2,196.6596	0.5532		2,210.4891
Total	**1.2032**	**10.8695**	**13.9942**	**0.0228**	**0.0000**	**0.5530**	**0.5530**	**0.0000**	**0.5226**	**0.5226**	**0.0000**	**2,196.6596**	**2,196.6596**	**0.5532**		**2,210.4891**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0138	8.9900e-003	0.1016	3.1000e-004	0.0335	2.5000e-004	0.0338	8.8900e-003	2.3000e-004	9.1200e-003		31.0700	31.0700	8.3000e-004		31.0909
Total	**0.0138**	**8.9900e-003**	**0.1016**	**3.1000e-004**	**0.0335**	**2.5000e-004**	**0.0338**	**8.8900e-003**	**2.3000e-004**	**9.1200e-003**		**31.0700**	**31.0700**	**8.3000e-004**		**31.0909**

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	2.1760	11.4410	26.7085	0.0952	7.9358	0.0793	8.0150	2.1234	0.0740	2.1974		9,686.9291	9,686.9291	0.5010		9,699.4545
Unmitigated	2.1760	11.4410	26.7085	0.0952	7.9358	0.0793	8.0150	2.1234	0.0740	2.1974		9,686.9291	9,686.9291	0.5010		9,699.4545

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
User Defined Commercial	1,323.00	1,323.00	1323.00	3,732,183	3,732,183
Total	1,323.00	1,323.00	1,323.00	3,732,183	3,732,183

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
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	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	0.00	7.75	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
General Office Building	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
High Turnover (Sit Down Restaurant)	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
Strip Mall	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
User Defined Commercial	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	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	0.0707	0.6428	0.5400	3.8600e-003		0.0489	0.0489		0.0489	0.0489		771.3653	771.3653	0.0148	0.0141	775.9491
NaturalGas Unmitigated	0.0732	0.6655	0.5590	3.9900e-003		0.0506	0.0506		0.0506	0.0506		798.5917	798.5917	0.0153	0.0146	803.3373

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					
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	2602.07	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.1261	306.1261	5.8700e-003	5.6100e-003	307.9453
High Turnover (Sit Down Restaurant)	4143.56	0.0447	0.4062	0.3412	2.4400e-003		0.0309	0.0309		0.0309	0.0309		487.4782	487.4782	9.3400e-003	8.9400e-003	490.3750
Strip Mall	42.3929	4.6000e-004	4.1600e-003	3.4900e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		4.9874	4.9874	1.0000e-004	9.0000e-005	5.0170
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0732**	**0.6655**	**0.5590**	**3.9900e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**		**798.5917**	**798.5917**	**0.0153**	**0.0146**	**803.3373**

5.2 Energy by Land Use - NaturalGas

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					
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	2.42675	0.0262	0.2379	0.1999	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.5001	285.5001	5.4700e-003	5.2300e-003	287.1967
High Turnover (Sit Down Restaurant)	4.08954	0.0441	0.4009	0.3368	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.1225	481.1225	9.2200e-003	8.8200e-003	483.9816
Strip Mall	0.040312	4.3000e-004	3.9500e-003	3.3200e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7426	4.7426	9.0000e-005	9.0000e-005	4.7708
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0707**	**0.6428**	**0.5400**	**3.8600e-003**		**0.0489**	**0.0489**		**0.0489**	**0.0489**		**771.3653**	**771.3653**	**0.0148**	**0.0141**	**775.9491**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Unmitigated	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757

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	0.2789					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1536					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.1000e-003	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Total	**2.4356**	**3.0000e-004**	**0.0332**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0710**	**0.0710**	**1.9000e-004**		**0.0757**

6.2 Area by SubCategory

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	0.2789					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1536					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.1000e-003	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Total	**2.4356**	**3.0000e-004**	**0.0332**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0710**	**0.0710**	**1.9000e-004**		**0.0757**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8205	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8205**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

655 Mesquit - Existing Conditions (Current Baseline)

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	91.23	1000sqft	1.60	91,235.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	152.00	Space	0.00	60,800.00	0
High Turnover (Sit Down Restaurant)	6.55	1000sqft	0.00	6,554.00	0
Strip Mall	9.44	1000sqft	0.00	9,435.00	0
Parking Lot	64.00	Space	0.00	25,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2021
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

655 Mesquit - Existing Conditions (Current Baseline) - South Coast AQMD Air District, Summer

Project Characteristics - IGNORE CONSTRUCTION

Land Use - Project data per Produce LA Case No. DIR-2016-3858-SPR

Construction Phase - Ignore Construction

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Ignore construction

Trips and VMT -

Demolition -

Grading -

Vehicle Trips - Trips rates adjusted based on LADOT VMT Calculator, ProduceLA Only Scenario (Existing Conditions).

Energy Use -

Sequestration - Includes 46 Trees per Determinatrion Letter.

Construction Off-road Equipment Mitigation - Ignore Construction

Area Mitigation -

Energy Mitigation - 2019 Title 24 approximately 7% more efficient than 2016 Title 24 and light fixtures approx. 30% more efficient.

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LandUseSquareFeet	91,230.00	91,235.00
tblLandUse	LandUseSquareFeet	6,550.00	6,554.00
tblLandUse	LandUseSquareFeet	9,440.00	9,435.00
tblLandUse	LotAcreage	2.09	1.60
tblLandUse	LotAcreage	1.37	0.00

tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	0.22	0.00
tblLandUse	LotAcreage	0.58	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblSequestration	NumberOfNewTrees	0.00	46.00
tblTripsAndVMT	WorkerTripNumber	13.00	3.00
tblVehicleTrips	CC_TL	8.40	7.75
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	1,323.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	1,323.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	1,323.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.2158	10.8777	14.1072	0.0232	0.0335	0.5532	0.5868	8.8900e-003	0.5228	0.5317	0.0000	2,229.8817	2,229.8817	0.5541	0.0000	2,243.7335
Maximum	**1.2158**	**10.8777**	**14.1072**	**0.0232**	**0.0335**	**0.5532**	**0.5868**	**8.8900e-003**	**0.5228**	**0.5317**	**0.0000**	**2,229.8817**	**2,229.8817**	**0.5541**	**0.0000**	**2,243.7335**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	1.2158	10.8777	14.1072	0.0232	0.0335	0.5532	0.5868	8.8900e-003	0.5228	0.5317	0.0000	2,229.8817	2,229.8817	0.5541	0.0000	2,243.7335
Maximum	**1.2158**	**10.8777**	**14.1072**	**0.0232**	**0.0335**	**0.5532**	**0.5868**	**8.8900e-003**	**0.5228**	**0.5317**	**0.0000**	**2,229.8817**	**2,229.8817**	**0.5541**	**0.0000**	**2,243.7335**

	ROG	NOx	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**

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	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Energy	0.0732	0.6655	0.5590	3.9900e-003		0.0506	0.0506		0.0506	0.0506		798.5917	798.5917	0.0153	0.0146	803.3373
Mobile	2.2907	11.2440	28.3263	0.1006	7.9358	0.0787	8.0145	2.1234	0.0735	2.1969		10,235.4173	10,235.4173	0.4996		10,247.9065
Stationary	0.8205	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**5.6201**	**15.5792**	**31.0107**	**0.1085**	**7.9358**	**0.2501**	**8.1859**	**2.1234**	**0.2449**	**2.3683**		**11,453.8370**	**11,453.8370**	**0.5739**	**0.0146**	**11,472.5478**

2.2 Overall Operational

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	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Energy	0.0707	0.6428	0.5400	3.8600e-003		0.0489	0.0489		0.0489	0.0489		771.3653	771.3653	0.0148	0.0141	775.9491
Mobile	2.2907	11.2440	28.3263	0.1006	7.9358	0.0787	8.0145	2.1234	0.0735	2.1969		10,235.4173	10,235.4173	0.4996		10,247.9065
Stationary	0.8205	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**5.6176**	**15.5565**	**30.9917**	**0.1084**	**7.9358**	**0.2484**	**8.1841**	**2.1234**	**0.2432**	**2.3665**		**11,426.6105**	**11,426.6105**	**0.5734**	**0.0141**	**11,445.1595**

	ROG	NOx	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	**0.04**	**0.15**	**0.06**	**0.12**	**0.00**	**0.69**	**0.02**	**0.00**	**0.71**	**0.07**	**0.00**	**0.24**	**0.24**	**0.09**	**3.42**	**0.24**

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/Site Clearing	Demolition	1/1/2021	1/1/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition/Site Clearing	Excavators	3	8.00	158	0.38
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40

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/Site Clearing	5	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2032	10.8695	13.9942	0.0228		0.5530	0.5530		0.5226	0.5226		2,196.6596	2,196.6596	0.5532		2,210.4891
Total	**1.2032**	**10.8695**	**13.9942**	**0.0228**	**0.0000**	**0.5530**	**0.5530**	**0.0000**	**0.5226**	**0.5226**		**2,196.6596**	**2,196.6596**	**0.5532**		**2,210.4891**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0127	8.2100e-003	0.1130	3.3000e-004	0.0335	2.5000e-004	0.0338	8.8900e-003	2.3000e-004	9.1200e-003		33.2221	33.2221	8.9000e-004		33.2444
Total	**0.0127**	**8.2100e-003**	**0.1130**	**3.3000e-004**	**0.0335**	**2.5000e-004**	**0.0338**	**8.8900e-003**	**2.3000e-004**	**9.1200e-003**		**33.2221**	**33.2221**	**8.9000e-004**		**33.2444**

3.2 Demolition/Site Clearing - 2021

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.2032	10.8695	13.9942	0.0228		0.5530	0.5530		0.5226	0.5226	0.0000	2,196.6596	2,196.6596	0.5532		2,210.4891
Total	**1.2032**	**10.8695**	**13.9942**	**0.0228**	**0.0000**	**0.5530**	**0.5530**	**0.0000**	**0.5226**	**0.5226**	**0.0000**	**2,196.6596**	**2,196.6596**	**0.5532**		**2,210.4891**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0127	8.2100e-003	0.1130	3.3000e-004	0.0335	2.5000e-004	0.0338	8.8900e-003	2.3000e-004	9.1200e-003		33.2221	33.2221	8.9000e-004		33.2444
Total	**0.0127**	**8.2100e-003**	**0.1130**	**3.3000e-004**	**0.0335**	**2.5000e-004**	**0.0338**	**8.8900e-003**	**2.3000e-004**	**9.1200e-003**		**33.2221**	**33.2221**	**8.9000e-004**		**33.2444**

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	2.2907	11.2440	28.3263	0.1006	7.9358	0.0787	8.0145	2.1234	0.0735	2.1969		10,235.4173	10,235.4173	0.4996		10,247.9065
Unmitigated	2.2907	11.2440	28.3263	0.1006	7.9358	0.0787	8.0145	2.1234	0.0735	2.1969		10,235.4173	10,235.4173	0.4996		10,247.9065

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
User Defined Commercial	1,323.00	1,323.00	1323.00	3,732,183	3,732,183
Total	1,323.00	1,323.00	1,323.00	3,732,183	3,732,183

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
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	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	0.00	7.75	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
General Office Building	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
High Turnover (Sit Down Restaurant)	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
Strip Mall	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
User Defined Commercial	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	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	0.0707	0.6428	0.5400	3.8600e-003		0.0489	0.0489		0.0489	0.0489		771.3653	771.3653	0.0148	0.0141	775.9491
NaturalGas Unmitigated	0.0732	0.6655	0.5590	3.9900e-003		0.0506	0.0506		0.0506	0.0506		798.5917	798.5917	0.0153	0.0146	803.3373

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					
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	2602.07	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.1261	306.1261	5.8700e-003	5.6100e-003	307.9453
High Turnover (Sit Down Restaurant)	4143.56	0.0447	0.4062	0.3412	2.4400e-003		0.0309	0.0309		0.0309	0.0309		487.4782	487.4782	9.3400e-003	8.9400e-003	490.3750
Strip Mall	42.3929	4.6000e-004	4.1600e-003	3.4900e-003	2.0000e-005		3.2000e-004	3.2000e-004		3.2000e-004	3.2000e-004		4.9874	4.9874	1.0000e-004	9.0000e-005	5.0170
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0732**	**0.6655**	**0.5590**	**3.9900e-003**		**0.0506**	**0.0506**		**0.0506**	**0.0506**		**798.5917**	**798.5917**	**0.0153**	**0.0146**	**803.3373**

5.2 Energy by Land Use - NaturalGas

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					
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	2.42675	0.0262	0.2379	0.1999	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.5001	285.5001	5.4700e-003	5.2300e-003	287.1967
High Turnover (Sit Down Restaurant)	4.08954	0.0441	0.4009	0.3368	2.4100e-003		0.0305	0.0305		0.0305	0.0305		481.1225	481.1225	9.2200e-003	8.8200e-003	483.9816
Strip Mall	0.040312	4.3000e-004	3.9500e-003	3.3200e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		4.7426	4.7426	9.0000e-005	9.0000e-005	4.7708
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0707**	**0.6428**	**0.5400**	**3.8600e-003**		**0.0489**	**0.0489**		**0.0489**	**0.0489**		**771.3653**	**771.3653**	**0.0148**	**0.0141**	**775.9491**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Unmitigated	2.4356	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757

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	0.2789					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1536					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.1000e-003	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Total	**2.4356**	**3.0000e-004**	**0.0332**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0710**	**0.0710**	**1.9000e-004**		**0.0757**

6.2 Area by SubCategory

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	0.2789					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.1536					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.1000e-003	3.0000e-004	0.0332	0.0000		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004		0.0710	0.0710	1.9000e-004		0.0757
Total	**2.4356**	**3.0000e-004**	**0.0332**	**0.0000**		**1.2000e-004**	**1.2000e-004**		**1.2000e-004**	**1.2000e-004**		**0.0710**	**0.0710**	**1.9000e-004**		**0.0757**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8205	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8205**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

655 Mesquit - Proposed Project

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	184.63	1000sqft	0.80	184,629.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	397.00	Space	0.00	158,800.00	0
High Turnover (Sit Down Restaurant)	4.33	1000sqft	0.00	4,325.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
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

655 Mesquit - Proposed Project - South Coast AQMD Air District, Winter

Project Characteristics -

Land Use - Project data per October 2020 Site Plans and Traffic Study dated March, 2021.

Construction Phase - Assumes approximate 24-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Trips and VMT - Assumes 14-cy haul truck capacity.

Demolition - Assumes 3 tons of asphalt debris to be removed from site.

Grading - Approximately 31,500cy soil export for 2-level subterranean.

Vehicle Trips - Trips rates adjusted based on 2-22-21 MOU and LADOT VMT Calculator.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - 2019 Title 24 approximately 7% more efficient than 2016 Title 24 and light fixtures approx. 30% more efficient.

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	346.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblGrading	MaterialExported	0.00	31,500.00
tblLandUse	LandUseSquareFeet	184,630.00	184,629.00
tblLandUse	LandUseSquareFeet	4,330.00	4,325.00
tblLandUse	LotAcreage	4.24	0.80

655 Mesquit - Proposed Project - South Coast AQMD Air District, Winter

tblLandUse	LotAcreage	3.57	0.00
tblLandUse	LotAcreage	0.10	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblSequestration	NumberOfNewTrees	0.00	20.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	10.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	126.00	40.00
tblTripsAndVMT	HaulingTripNumber	3,938.00	4,500.00
tblTripsAndVMT	WorkerTripNumber	18.00	13.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	7.44
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	72.50	0.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00

tblVehicleTrips	CW_TTP	8.50	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	37.00	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	0.00	2,086.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	0.00	2,086.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	0.00	2,086.00

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					
2022	2.1733	35.8940	20.2999	0.1001	3.2687	0.7280	3.9967	1.0072	0.6843	1.6915	0.0000	10,521.2255	10,521.2255	1.1712	0.0000	10,550.5058
2023	1.8073	15.2771	19.7864	0.0490	1.7955	0.5749	2.3704	0.4845	0.5405	1.0249	0.0000	4,888.3960	4,888.3960	0.6419	0.0000	4,904.4432
2024	21.4804	14.5539	19.5049	0.0486	1.7955	0.5109	2.3064	0.4845	0.4802	0.9646	0.0000	4,843.2856	4,843.2856	0.6360	0.0000	4,859.1852
Maximum	**21.4804**	**35.8940**	**20.2999**	**0.1001**	**3.2687**	**0.7280**	**3.9967**	**1.0072**	**0.6843**	**1.6915**	**0.0000**	**10,521.2255**	**10,521.2255**	**1.1712**	**0.0000**	**10,550.5058**

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					
2022	2.1733	35.8940	20.2999	0.1001	2.5333	0.7280	3.2613	0.7437	0.6843	1.4280	0.0000	10,521.2255	10,521.2255	1.1712	0.0000	10,550.5058
2023	1.8073	15.2771	19.7864	0.0490	1.7955	0.5749	2.3704	0.4845	0.5405	1.0249	0.0000	4,888.3960	4,888.3960	0.6419	0.0000	4,904.4432
2024	21.4804	14.5539	19.5049	0.0486	1.7955	0.5109	2.3064	0.4845	0.4802	0.9646	0.0000	4,843.2856	4,843.2856	0.6360	0.0000	4,859.1852
Maximum	**21.4804**	**35.8940**	**20.2999**	**0.1001**	**2.5333**	**0.7280**	**3.2613**	**0.7437**	**0.6843**	**1.4280**	**0.0000**	**10,521.2255**	**10,521.2255**	**1.1712**	**0.0000**	**10,550.5058**

	ROG	NOx	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**	**10.72**	**0.00**	**8.48**	**13.34**	**0.00**	**7.16**	**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	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Energy	0.0863	0.7843	0.6588	4.7100e-003		0.0596	0.0596		0.0596	0.0596		941.1845	941.1845	0.0180	0.0173	946.7775
Mobile	2.5771	12.5516	30.8166	0.1284	12.0099	0.0947	12.1047	3.2128	0.0880	3.3008		13,122.6690	13,122.6690	0.5969		13,137.5915
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**7.7788**	**17.0059**	**33.6274**	**0.1371**	**12.0099**	**0.2753**	**12.2852**	**3.2128**	**0.2685**	**3.4813**		**14,483.7390**	**14,483.7390**	**0.6741**	**0.0173**	**14,505.7341**

2.2 Overall Operational

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	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Energy	0.0821	0.7460	0.6267	4.4800e-003		0.0567	0.0567		0.0567	0.0567		895.2503	895.2503	0.0172	0.0164	900.5703
Mobile	2.5771	12.5516	30.8166	0.1284	12.0099	0.0947	12.1047	3.2128	0.0880	3.3008		13,122.6690	13,122.6690	0.5969		13,137.5915
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**7.7746**	**16.9676**	**33.5952**	**0.1368**	**12.0099**	**0.2723**	**12.2823**	**3.2128**	**0.2656**	**3.4784**		**14,437.8048**	**14,437.8048**	**0.6732**	**0.0164**	**14,459.5269**

	ROG	NOx	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	**0.05**	**0.23**	**0.10**	**0.17**	**0.00**	**1.06**	**0.02**	**0.00**	**1.08**	**0.08**	**0.00**	**0.32**	**0.32**	**0.13**	**4.92**	**0.32**

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/Site Clearing	Demolition	7/1/2022	8/1/2022	5	22	
2	Grading	Grading	8/2/2022	11/1/2022	5	66	
3	Building Construction	Building Construction	11/2/2022	2/28/2024	5	346	
4	Architectural Coating	Architectural Coating	3/1/2024	7/2/2024	5	88	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 33

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 283,431; Non-Residential Outdoor: 94,477; Striped Parking Area: 9,528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40
Demolition/Site Clearing	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	6.00	97	0.37
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pavers	1	8.00	130	0.42
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Architectural Coating	Air Compressors	5	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition/Site Clearing	4	10.00	0.00	40.00	14.70	6.90	10.00	LD_Mix	HDT_Mix	HHDT
Grading	7	13.00	0.00	4,500.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	128.00	57.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	26.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9200e-003	0.0000	2.9200e-003	4.4000e-004	0.0000	4.4000e-004			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**2.9200e-003**	**0.3375**	**0.3404**	**4.4000e-004**	**0.3225**	**0.3230**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition/Site Clearing - 2022

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	8.0000e-003	0.2950	0.0645	7.6000e-004	0.0159	6.6000e-004	0.0166	4.3600e-003	6.3000e-004	4.9900e-003		82.4977	82.4977	6.8700e-003		82.6694
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	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163
Total	**0.0514**	**0.3221**	**0.3770**	**1.7600e-003**	**0.1277**	**1.4600e-003**	**0.1291**	**0.0340**	**1.3700e-003**	**0.0354**		**182.3514**	**182.3514**	**9.3800e-003**		**182.5857**

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					1.3100e-003	0.0000	1.3100e-003	2.0000e-004	0.0000	2.0000e-004			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**1.3100e-003**	**0.3375**	**0.3388**	**2.0000e-004**	**0.3225**	**0.3227**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition/Site Clearing - 2022

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	8.0000e-003	0.2950	0.0645	7.6000e-004	0.0159	6.6000e-004	0.0166	4.3600e-003	6.3000e-004	4.9900e-003		82.4977	82.4977	6.8700e-003		82.6694
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	0.0434	0.0271	0.3125	1.0000e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		99.8537	99.8537	2.5100e-003		99.9163
Total	**0.0514**	**0.3221**	**0.3770**	**1.7600e-003**	**0.1277**	**1.4600e-003**	**0.1291**	**0.0340**	**1.3700e-003**	**0.0354**		**182.3514**	**182.3514**	**9.3800e-003**		**182.5857**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3370	0.0000	1.3370	0.4792	0.0000	0.4792			0.0000			0.0000
Off-Road	1.4504	14.7051	14.1247	0.0261		0.6582	0.6582		0.6176	0.6176		2,515.1259	2,515.1259	0.6541		2,531.4782
Total	**1.4504**	**14.7051**	**14.1247**	**0.0261**	**1.3370**	**0.6582**	**1.9952**	**0.4792**	**0.6176**	**1.0968**		**2,515.1259**	**2,515.1259**	**0.6541**		**2,531.4782**

3.3 Grading - 2022

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	0.6665	21.1537	5.3118	0.0727	1.7864	0.0687	1.8551	0.4895	0.0658	0.5552		7,876.2898	7,876.2898	0.5139		7,889.1364
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	0.0564	0.0352	0.4062	1.3000e-003	0.1453	1.0400e-003	0.1464	0.0385	9.6000e-004	0.0395		129.8098	129.8098	3.2600e-003		129.8912
Total	**0.7229**	**21.1889**	**5.7180**	**0.0740**	**1.9317**	**0.0698**	**2.0014**	**0.5280**	**0.0667**	**0.5947**		**8,006.0996**	**8,006.0996**	**0.5171**		**8,019.0276**

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					0.6016	0.0000	0.6016	0.2156	0.0000	0.2156			0.0000			0.0000
Off-Road	1.4504	14.7051	14.1247	0.0261		0.6582	0.6582		0.6176	0.6176	0.0000	2,515.1259	2,515.1259	0.6541		2,531.4782
Total	**1.4504**	**14.7051**	**14.1247**	**0.0261**	**0.6016**	**0.6582**	**1.2599**	**0.2156**	**0.6176**	**0.8332**	**0.0000**	**2,515.1259**	**2,515.1259**	**0.6541**		**2,531.4782**

3.3 Grading - 2022

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	0.6665	21.1537	5.3118	0.0727	1.7864	0.0687	1.8551	0.4895	0.0658	0.5552		7,876.2898	7,876.2898	0.5139		7,889.1364
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	0.0564	0.0352	0.4062	1.3000e-003	0.1453	1.0400e-003	0.1464	0.0385	9.6000e-004	0.0395		129.8098	129.8098	3.2600e-003		129.8912
Total	**0.7229**	**21.1889**	**5.7180**	**0.0740**	**1.9317**	**0.0698**	**2.0014**	**0.5280**	**0.0667**	**0.5947**		**8,006.0996**	**8,006.0996**	**0.5171**		**8,019.0276**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2617	12.0549	14.9352	0.0231		0.6455	0.6455		0.6067	0.6067		2,207.4368	2,207.4368	0.5309		2,220.7102
Total	**1.2617**	**12.0549**	**14.9352**	**0.0231**		**0.6455**	**0.6455**		**0.6067**	**0.6067**		**2,207.4368**	**2,207.4368**	**0.5309**		**2,220.7102**

3.4 Building Construction - 2022

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	0.1566	5.1398	1.3651	0.0140	0.3648	9.8000e-003	0.3746	0.1050	9.3700e-003	0.1144		1,494.5071	1,494.5071	0.0971		1,496.9336
Worker	0.5552	0.3464	3.9997	0.0128	1.4307	0.0102	1.4410	0.3794	9.4200e-003	0.3889		1,278.1268	1,278.1268	0.0321		1,278.9288
Total	**0.7118**	**5.4862**	**5.3648**	**0.0268**	**1.7956**	**0.0200**	**1.8156**	**0.4845**	**0.0188**	**0.5033**		**2,772.6338**	**2,772.6338**	**0.1291**		**2,775.8624**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2617	12.0549	14.9352	0.0231		0.6455	0.6455		0.6067	0.6067	0.0000	2,207.4368	2,207.4368	0.5309		2,220.7102
Total	**1.2617**	**12.0549**	**14.9352**	**0.0231**		**0.6455**	**0.6455**		**0.6067**	**0.6067**	**0.0000**	**2,207.4368**	**2,207.4368**	**0.5309**		**2,220.7102**

3.4 Building Construction - 2022

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	0.1566	5.1398	1.3651	0.0140	0.3648	9.8000e-003	0.3746	0.1050	9.3700e-003	0.1144		1,494.5071	1,494.5071	0.0971		1,496.9336
Worker	0.5552	0.3464	3.9997	0.0128	1.4307	0.0102	1.4410	0.3794	9.4200e-003	0.3889		1,278.1268	1,278.1268	0.0321		1,278.9288
Total	**0.7118**	**5.4862**	**5.3648**	**0.0268**	**1.7956**	**0.0200**	**1.8156**	**0.4845**	**0.0188**	**0.5033**		**2,772.6338**	**2,772.6338**	**0.1291**		**2,775.8624**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1668	11.0875	14.8929	0.0231		0.5603	0.5603		0.5269	0.5269		2,208.0751	2,208.0751	0.5290		2,221.2989
Total	**1.1668**	**11.0875**	**14.8929**	**0.0231**		**0.5603**	**0.5603**		**0.5269**	**0.5269**		**2,208.0751**	**2,208.0751**	**0.5290**		**2,221.2989**

3.4 Building Construction - 2023

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	0.1169	3.8763	1.2071	0.0136	0.3648	4.6000e-003	0.3694	0.1050	4.4000e-003	0.1094		1,449.8615	1,449.8615	0.0840		1,451.9623
Worker	0.5236	0.3133	3.6863	0.0123	1.4307	9.9600e-003	1.4407	0.3794	9.1700e-003	0.3886		1,230.4594	1,230.4594	0.0289		1,231.1821
Total	**0.6405**	**4.1896**	**4.8934**	**0.0259**	**1.7955**	**0.0146**	**1.8101**	**0.4845**	**0.0136**	**0.4980**		**2,680.3209**	**2,680.3209**	**0.1129**		**2,683.1443**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1668	11.0875	14.8929	0.0231		0.5603	0.5603		0.5269	0.5269	0.0000	2,208.0751	2,208.0751	0.5290		2,221.2989
Total	**1.1668**	**11.0875**	**14.8929**	**0.0231**		**0.5603**	**0.5603**		**0.5269**	**0.5269**	**0.0000**	**2,208.0751**	**2,208.0751**	**0.5290**		**2,221.2989**

3.4 Building Construction - 2023

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	0.1169	3.8763	1.2071	0.0136	0.3648	4.6000e-003	0.3694	0.1050	4.4000e-003	0.1094		1,449.8615	1,449.8615	0.0840		1,451.9623
Worker	0.5236	0.3133	3.6863	0.0123	1.4307	9.9600e-003	1.4407	0.3794	9.1700e-003	0.3886		1,230.4594	1,230.4594	0.0289		1,231.1821
Total	**0.6405**	**4.1896**	**4.8934**	**0.0259**	**1.7955**	**0.0146**	**1.8101**	**0.4845**	**0.0136**	**0.4980**		**2,680.3209**	**2,680.3209**	**0.1129**		**2,683.1443**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1023	10.4007	14.8954	0.0231		0.4965	0.4965		0.4668	0.4668		2,208.4385	2,208.4385	0.5269		2,221.6103
Total	**1.1023**	**10.4007**	**14.8954**	**0.0231**		**0.4965**	**0.4965**		**0.4668**	**0.4668**		**2,208.4385**	**2,208.4385**	**0.5269**		**2,221.6103**

3.4 Building Construction - 2024

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	0.1144	3.8678	1.1725	0.0135	0.3648	4.5300e-003	0.3693	0.1050	4.3300e-003	0.1094		1,444.9302	1,444.9302	0.0827		1,446.9964
Worker	0.4970	0.2854	3.4369	0.0119	1.4307	9.8300e-003	1.4406	0.3794	9.0500e-003	0.3885		1,189.9168	1,189.9168	0.0265		1,190.5785
Total	**0.6114**	**4.1532**	**4.6094**	**0.0254**	**1.7955**	**0.0144**	**1.8099**	**0.4845**	**0.0134**	**0.4979**		**2,634.8471**	**2,634.8471**	**0.1091**		**2,637.5749**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1023	10.4007	14.8954	0.0231		0.4965	0.4965		0.4668	0.4668	0.0000	2,208.4385	2,208.4385	0.5269		2,221.6103
Total	**1.1023**	**10.4007**	**14.8954**	**0.0231**		**0.4965**	**0.4965**		**0.4668**	**0.4668**	**0.0000**	**2,208.4385**	**2,208.4385**	**0.5269**		**2,221.6103**

3.4 Building Construction - 2024

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	0.1144	3.8678	1.1725	0.0135	0.3648	4.5300e-003	0.3693	0.1050	4.3300e-003	0.1094		1,444.9302	1,444.9302	0.0827		1,446.9964
Worker	0.4970	0.2854	3.4369	0.0119	1.4307	9.8300e-003	1.4406	0.3794	9.0500e-003	0.3885		1,189.9168	1,189.9168	0.0265		1,190.5785
Total	**0.6114**	**4.1532**	**4.6094**	**0.0254**	**1.7955**	**0.0144**	**1.8099**	**0.4845**	**0.0134**	**0.4979**		**2,634.8471**	**2,634.8471**	**0.1091**		**2,637.5749**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.4064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9730	7.1466	11.2362	0.0182		0.3228	0.3228		0.3214	0.3214		1,732.4799	1,732.4799	0.1844		1,737.0907
Total	**21.3795**	**7.1466**	**11.2362**	**0.0182**		**0.3228**	**0.3228**		**0.3214**	**0.3214**		**1,732.4799**	**1,732.4799**	**0.1844**		**1,737.0907**

3.5 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1010	0.0580	0.6981	2.4200e-003	0.2906	2.0000e-003	0.2926	0.0771	1.8400e-003	0.0789		241.7019	241.7019	5.3800e-003		241.8363
Total	**0.1010**	**0.0580**	**0.6981**	**2.4200e-003**	**0.2906**	**2.0000e-003**	**0.2926**	**0.0771**	**1.8400e-003**	**0.0789**		**241.7019**	**241.7019**	**5.3800e-003**		**241.8363**

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	20.4064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9730	7.1466	11.2362	0.0182		0.3228	0.3228		0.3214	0.3214	0.0000	1,732.4799	1,732.4799	0.1844		1,737.0907
Total	**21.3795**	**7.1466**	**11.2362**	**0.0182**		**0.3228**	**0.3228**		**0.3214**	**0.3214**	**0.0000**	**1,732.4799**	**1,732.4799**	**0.1844**		**1,737.0907**

3.5 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1010	0.0580	0.6981	2.4200e-003	0.2906	2.0000e-003	0.2926	0.0771	1.8400e-003	0.0789		241.7019	241.7019	5.3800e-003		241.8363
Total	**0.1010**	**0.0580**	**0.6981**	**2.4200e-003**	**0.2906**	**2.0000e-003**	**0.2926**	**0.0771**	**1.8400e-003**	**0.0789**		**241.7019**	**241.7019**	**5.3800e-003**		**241.8363**

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	2.5771	12.5516	30.8166	0.1284	12.0099	0.0947	12.1047	3.2128	0.0880	3.3008		13,122.6690	13,122.6690	0.5969		13,137.5915
Unmitigated	2.5771	12.5516	30.8166	0.1284	12.0099	0.0947	12.1047	3.2128	0.0880	3.3008		13,122.6690	13,122.6690	0.5969		13,137.5915

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	2,086.00	2,086.00	2086.00	5,649,222	5,649,222
Total	2,086.00	2,086.00	2,086.00	5,649,222	5,649,222

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	7.44	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
General Office Building	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
High Turnover (Sit Down Restaurant)	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
User Defined Commercial	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	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	0.0821	0.7460	0.6267	4.4800e-003		0.0567	0.0567		0.0567	0.0567		895.2503	895.2503	0.0172	0.0164	900.5703
NaturalGas Unmitigated	0.0863	0.7843	0.6588	4.7100e-003		0.0596	0.0596		0.0596	0.0596		941.1845	941.1845	0.0180	0.0173	946.7775

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					
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	5265.72	0.0568	0.5163	0.4337	3.1000e-003		0.0392	0.0392		0.0392	0.0392		619.4965	619.4965	0.0119	0.0114	623.1779
High Turnover (Sit Down Restaurant)	2734.35	0.0295	0.2681	0.2252	1.6100e-003		0.0204	0.0204		0.0204	0.0204		321.6880	321.6880	6.1700e-003	5.9000e-003	323.5996
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0863**	**0.7843**	**0.6588**	**4.7100e-003**		**0.0596**	**0.0596**		**0.0596**	**0.0596**		**941.1845**	**941.1845**	**0.0180**	**0.0173**	**946.7775**

5.2 Energy by Land Use - NaturalGas

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					
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	4.91093	0.0530	0.4815	0.4044	2.8900e-003		0.0366	0.0366		0.0366	0.0366		577.7564	577.7564	0.0111	0.0106	581.1897
High Turnover (Sit Down Restaurant)	2.6987	0.0291	0.2646	0.2223	1.5900e-003		0.0201	0.0201		0.0201	0.0201		317.4939	317.4939	6.0900e-003	5.8200e-003	319.3806
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0821**	**0.7460**	**0.6267**	**4.4800e-003**		**0.0567**	**0.0567**		**0.0567**	**0.0567**		**895.2503**	**895.2503**	**0.0172**	**0.0164**	**900.5703**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Unmitigated	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368

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	0.4920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-003	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Total	**4.2950**	**5.4000e-004**	**0.0598**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1285**	**0.1285**	**3.3000e-004**		**0.1368**

6.2 Area by SubCategory

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	0.4920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-003	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Total	**4.2950**	**5.4000e-004**	**0.0598**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1285**	**0.1285**	**3.3000e-004**		**0.1368**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8204**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

655 Mesquit - Proposed Project

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	184.63	1000sqft	0.80	184,629.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	397.00	Space	0.00	158,800.00	0
High Turnover (Sit Down Restaurant)	4.33	1000sqft	0.00	4,325.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
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

655 Mesquit - Proposed Project - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - Project data per October 2020 Site Plans and Traffic Study dated March, 2021.

Construction Phase - Assumes approximate 24-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Trips and VMT - Assumes 14-cy haul truck capacity.

Demolition - Assumes 3 tons of asphalt debris to be removed from site.

Grading - Approximately 31,500cy soil export for 2-level subterranean.

Vehicle Trips - Trips rates adjusted based on 2-22-21 MOU and LADOT VMT Calculator.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - 2019 Title 24 approximately 7% more efficient than 2016 Title 24 and light fixtures approx. 30% more efficient.

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	346.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblGrading	MaterialExported	0.00	31,500.00
tblLandUse	LandUseSquareFeet	184,630.00	184,629.00
tblLandUse	LandUseSquareFeet	4,330.00	4,325.00
tblLandUse	LotAcreage	4.24	0.80

tblLandUse	LotAcreage	3.57	0.00
tblLandUse	LotAcreage	0.10	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblSequestration	NumberOfNewTrees	0.00	20.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	10.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	126.00	40.00
tblTripsAndVMT	HaulingTripNumber	3,938.00	4,500.00
tblTripsAndVMT	WorkerTripNumber	18.00	13.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	7.44
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	72.50	0.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00

tblVehicleTrips	CW_TTP	8.50	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	37.00	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	0.00	2,086.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	0.00	2,086.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	0.00	2,086.00

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					
2022	2.1550	35.5167	20.6133	0.1011	3.2687	0.7273	3.9959	1.0072	0.6836	1.6908	0.0000	10,634.4812	10,634.4812	1.1563	0.0000	10,663.3894
2023	1.7543	15.2752	20.1091	0.0503	1.7955	0.5747	2.3702	0.4845	0.5403	1.0247	0.0000	5,016.4718	5,016.4718	0.6389	0.0000	5,032.4436
2024	21.4711	14.5533	19.8088	0.0498	1.7955	0.5107	2.3062	0.4845	0.4800	0.9645	0.0000	4,968.2601	4,968.2601	0.6330	0.0000	4,984.0848
Maximum	**21.4711**	**35.5167**	**20.6133**	**0.1011**	**3.2687**	**0.7273**	**3.9959**	**1.0072**	**0.6836**	**1.6908**	**0.0000**	**10,634.4812**	**10,634.4812**	**1.1563**	**0.0000**	**10,663.3894**

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					
2022	2.1550	35.5167	20.6133	0.1011	2.5333	0.7273	3.2606	0.7437	0.6836	1.4273	0.0000	10,634.4812	10,634.4812	1.1563	0.0000	10,663.3894
2023	1.7543	15.2752	20.1091	0.0503	1.7955	0.5747	2.3702	0.4845	0.5403	1.0247	0.0000	5,016.4718	5,016.4718	0.6389	0.0000	5,032.4436
2024	21.4711	14.5533	19.8088	0.0498	1.7955	0.5107	2.3062	0.4845	0.4800	0.9645	0.0000	4,968.2601	4,968.2601	0.6330	0.0000	4,984.0848
Maximum	**21.4711**	**35.5167**	**20.6133**	**0.1011**	**2.5333**	**0.7273**	**3.2606**	**0.7437**	**0.6836**	**1.4273**	**0.0000**	**10,634.4812**	**10,634.4812**	**1.1563**	**0.0000**	**10,663.3894**

	ROG	NOx	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**	**10.72**	**0.00**	**8.48**	**13.34**	**0.00**	**7.16**	**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	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Energy	0.0863	0.7843	0.6588	4.7100e-003		0.0596	0.0596		0.0596	0.0596		941.1845	941.1845	0.0180	0.0173	946.7775
Mobile	2.7298	12.3966	32.7872	0.1357	12.0099	0.0943	12.1042	3.2128	0.0876	3.3003		13,853.3191	13,853.3191	0.5940		13,868.1680
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**7.9315**	**16.8509**	**35.5979**	**0.1443**	**12.0099**	**0.2748**	**12.2847**	**3.2128**	**0.2681**	**3.4808**		**15,214.3891**	**15,214.3891**	**0.6712**	**0.0173**	**15,236.3106**

2.2 Overall Operational

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	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Energy	0.0821	0.7460	0.6267	4.4800e-003		0.0567	0.0567		0.0567	0.0567		895.2503	895.2503	0.0172	0.0164	900.5703
Mobile	2.7298	12.3966	32.7872	0.1357	12.0099	0.0943	12.1042	3.2128	0.0876	3.3003		13,853.3191	13,853.3191	0.5940		13,868.1680
Stationary	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**7.9273**	**16.8126**	**35.5658**	**0.1441**	**12.0099**	**0.2719**	**12.2818**	**3.2128**	**0.2652**	**3.4779**		**15,168.4548**	**15,168.4548**	**0.6703**	**0.0164**	**15,190.1034**

	ROG	NOx	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	**0.05**	**0.23**	**0.09**	**0.16**	**0.00**	**1.06**	**0.02**	**0.00**	**1.09**	**0.08**	**0.00**	**0.30**	**0.30**	**0.13**	**4.92**	**0.30**

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/Site Clearing	Demolition	7/1/2022	8/1/2022	5	22	
2	Grading	Grading	8/2/2022	11/1/2022	5	66	
3	Building Construction	Building Construction	11/2/2022	2/28/2024	5	346	
4	Architectural Coating	Architectural Coating	3/1/2024	7/2/2024	5	88	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 33

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 283,431; Non-Residential Outdoor: 94,477; Striped Parking Area: 9,528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40
Demolition/Site Clearing	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	6.00	97	0.37
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pavers	1	8.00	130	0.42
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Architectural Coating	Air Compressors	5	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition/Site Clearing	4	10.00	0.00	40.00	14.70	6.90	10.00	LD_Mix	HDT_Mix	HHDT
Grading	7	13.00	0.00	4,500.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	128.00	57.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	26.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9200e-003	0.0000	2.9200e-003	4.4000e-004	0.0000	4.4000e-004			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225		1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**2.9200e-003**	**0.3375**	**0.3404**	**4.4000e-004**	**0.3225**	**0.3230**		**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition/Site Clearing - 2022

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	7.6400e-003	0.2959	0.0575	7.9000e-004	0.0159	6.4000e-004	0.0165	4.3600e-003	6.1000e-004	4.9700e-003		85.2780	85.2780	6.4600e-003		85.4395
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	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397
Total	**0.0472**	**0.3206**	**0.4058**	**1.8600e-003**	**0.1277**	**1.4400e-003**	**0.1291**	**0.0340**	**1.3500e-003**	**0.0354**		**192.0504**	**192.0504**	**9.1500e-003**		**192.2792**

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					1.3100e-003	0.0000	1.3100e-003	2.0000e-004	0.0000	2.0000e-004			0.0000			0.0000
Off-Road	0.7094	6.4138	7.4693	0.0120		0.3375	0.3375		0.3225	0.3225	0.0000	1,147.9025	1,147.9025	0.2119		1,153.2001
Total	**0.7094**	**6.4138**	**7.4693**	**0.0120**	**1.3100e-003**	**0.3375**	**0.3388**	**2.0000e-004**	**0.3225**	**0.3227**	**0.0000**	**1,147.9025**	**1,147.9025**	**0.2119**		**1,153.2001**

3.2 Demolition/Site Clearing - 2022

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	7.6400e-003	0.2959	0.0575	7.9000e-004	0.0159	6.4000e-004	0.0165	4.3600e-003	6.1000e-004	4.9700e-003		85.2780	85.2780	6.4600e-003		85.4395
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	0.0396	0.0247	0.3484	1.0700e-003	0.1118	8.0000e-004	0.1126	0.0296	7.4000e-004	0.0304		106.7724	106.7724	2.6900e-003		106.8397
Total	**0.0472**	**0.3206**	**0.4058**	**1.8600e-003**	**0.1277**	**1.4400e-003**	**0.1291**	**0.0340**	**1.3500e-003**	**0.0354**		**192.0504**	**192.0504**	**9.1500e-003**		**192.2792**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3370	0.0000	1.3370	0.4792	0.0000	0.4792			0.0000			0.0000
Off-Road	1.4504	14.7051	14.1247	0.0261		0.6582	0.6582		0.6176	0.6176		2,515.1259	2,515.1259	0.6541		2,531.4782
Total	**1.4504**	**14.7051**	**14.1247**	**0.0261**	**1.3370**	**0.6582**	**1.9952**	**0.4792**	**0.6176**	**1.0968**		**2,515.1259**	**2,515.1259**	**0.6541**		**2,531.4782**

3.3 Grading - 2022

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	0.6532	20.7795	5.0650	0.0736	1.7864	0.0680	1.8544	0.4895	0.0651	0.5545		7,980.5512	7,980.5512	0.4987		7,993.0196
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	0.0515	0.0322	0.4529	1.3900e-003	0.1453	1.0400e-003	0.1464	0.0385	9.6000e-004	0.0395		138.8041	138.8041	3.5000e-003		138.8916
Total	**0.7046**	**20.8116**	**5.5179**	**0.0750**	**1.9317**	**0.0690**	**2.0007**	**0.5280**	**0.0660**	**0.5940**		**8,119.3553**	**8,119.3553**	**0.5022**		**8,131.9112**

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					0.6016	0.0000	0.6016	0.2156	0.0000	0.2156			0.0000			0.0000
Off-Road	1.4504	14.7051	14.1247	0.0261		0.6582	0.6582		0.6176	0.6176	0.0000	2,515.1259	2,515.1259	0.6541		2,531.4782
Total	**1.4504**	**14.7051**	**14.1247**	**0.0261**	**0.6016**	**0.6582**	**1.2599**	**0.2156**	**0.6176**	**0.8332**	**0.0000**	**2,515.1259**	**2,515.1259**	**0.6541**		**2,531.4782**

3.3 Grading - 2022

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	0.6532	20.7795	5.0650	0.0736	1.7864	0.0680	1.8544	0.4895	0.0651	0.5545		7,980.5512	7,980.5512	0.4987		7,993.0196
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	0.0515	0.0322	0.4529	1.3900e-003	0.1453	1.0400e-003	0.1464	0.0385	9.6000e-004	0.0395		138.8041	138.8041	3.5000e-003		138.8916
Total	**0.7046**	**20.8116**	**5.5179**	**0.0750**	**1.9317**	**0.0690**	**2.0007**	**0.5280**	**0.0660**	**0.5940**		**8,119.3553**	**8,119.3553**	**0.5022**		**8,131.9112**

3.4 Building Construction - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2617	12.0549	14.9352	0.0231		0.6455	0.6455		0.6067	0.6067		2,207.4368	2,207.4368	0.5309		2,220.7102
Total	**1.2617**	**12.0549**	**14.9352**	**0.0231**		**0.6455**	**0.6455**		**0.6067**	**0.6067**		**2,207.4368**	**2,207.4368**	**0.5309**		**2,220.7102**

3.4 Building Construction - 2022

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	0.1487	5.1604	1.2192	0.0144	0.3648	9.4900e-003	0.3743	0.1050	9.0700e-003	0.1141		1,539.3370	1,539.3370	0.0904		1,541.5978
Worker	0.5068	0.3165	4.4589	0.0137	1.4307	0.0102	1.4410	0.3794	9.4200e-003	0.3889		1,366.6866	1,366.6866	0.0345		1,367.5479
Total	**0.6556**	**5.4769**	**5.6781**	**0.0281**	**1.7956**	**0.0197**	**1.8153**	**0.4845**	**0.0185**	**0.5030**		**2,906.0236**	**2,906.0236**	**0.1249**		**2,909.1457**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2617	12.0549	14.9352	0.0231		0.6455	0.6455		0.6067	0.6067	0.0000	2,207.4368	2,207.4368	0.5309		2,220.7102
Total	**1.2617**	**12.0549**	**14.9352**	**0.0231**		**0.6455**	**0.6455**		**0.6067**	**0.6067**	**0.0000**	**2,207.4368**	**2,207.4368**	**0.5309**		**2,220.7102**

3.4 Building Construction - 2022

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	0.1487	5.1604	1.2192	0.0144	0.3648	9.4900e-003	0.3743	0.1050	9.0700e-003	0.1141		1,539.3370	1,539.3370	0.0904		1,541.5978
Worker	0.5068	0.3165	4.4589	0.0137	1.4307	0.0102	1.4410	0.3794	9.4200e-003	0.3889		1,366.6866	1,366.6866	0.0345		1,367.5479
Total	**0.6556**	**5.4769**	**5.6781**	**0.0281**	**1.7956**	**0.0197**	**1.8153**	**0.4845**	**0.0185**	**0.5030**		**2,906.0236**	**2,906.0236**	**0.1249**		**2,909.1457**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1668	11.0875	14.8929	0.0231		0.5603	0.5603		0.5269	0.5269		2,208.0751	2,208.0751	0.5290		2,221.2989
Total	**1.1668**	**11.0875**	**14.8929**	**0.0231**		**0.5603**	**0.5603**		**0.5269**	**0.5269**		**2,208.0751**	**2,208.0751**	**0.5290**		**2,221.2989**

3.4 Building Construction - 2023

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	0.1110	3.9013	1.0985	0.0140	0.3648	4.3900e-003	0.3692	0.1050	4.1900e-003	0.1092		1,492.6460	1,492.6460	0.0789		1,494.6174
Worker	0.4765	0.2864	4.1177	0.0132	1.4307	9.9600e-003	1.4407	0.3794	9.1700e-003	0.3886		1,315.7506	1,315.7506	0.0311		1,316.5274
Total	**0.5875**	**4.1877**	**5.2162**	**0.0272**	**1.7955**	**0.0144**	**1.8099**	**0.4845**	**0.0134**	**0.4978**		**2,808.3966**	**2,808.3966**	**0.1099**		**2,811.1447**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1668	11.0875	14.8929	0.0231		0.5603	0.5603		0.5269	0.5269	0.0000	2,208.0751	2,208.0751	0.5290		2,221.2989
Total	**1.1668**	**11.0875**	**14.8929**	**0.0231**		**0.5603**	**0.5603**		**0.5269**	**0.5269**	**0.0000**	**2,208.0751**	**2,208.0751**	**0.5290**		**2,221.2989**

3.4 Building Construction - 2023

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	0.1110	3.9013	1.0985	0.0140	0.3648	4.3900e-003	0.3692	0.1050	4.1900e-003	0.1092		1,492.6460	1,492.6460	0.0789		1,494.6174
Worker	0.4765	0.2864	4.1177	0.0132	1.4307	9.9600e-003	1.4407	0.3794	9.1700e-003	0.3886		1,315.7506	1,315.7506	0.0311		1,316.5274
Total	**0.5875**	**4.1877**	**5.2162**	**0.0272**	**1.7955**	**0.0144**	**1.8099**	**0.4845**	**0.0134**	**0.4978**		**2,808.3966**	**2,808.3966**	**0.1099**		**2,811.1447**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1023	10.4007	14.8954	0.0231		0.4965	0.4965		0.4668	0.4668		2,208.4385	2,208.4385	0.5269		2,221.6103
Total	**1.1023**	**10.4007**	**14.8954**	**0.0231**		**0.4965**	**0.4965**		**0.4668**	**0.4668**		**2,208.4385**	**2,208.4385**	**0.5269**		**2,221.6103**

3.4 Building Construction - 2024

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	0.1086	3.8916	1.0669	0.0139	0.3648	4.3400e-003	0.3692	0.1050	4.1500e-003	0.1092		1,487.2342	1,487.2342	0.0776		1,489.1749
Worker	0.4510	0.2610	3.8465	0.0128	1.4307	9.8300e-003	1.4406	0.3794	9.0500e-003	0.3885		1,272.5874	1,272.5874	0.0285		1,273.2995
Total	**0.5596**	**4.1526**	**4.9133**	**0.0267**	**1.7955**	**0.0142**	**1.8097**	**0.4845**	**0.0132**	**0.4977**		**2,759.8216**	**2,759.8216**	**0.1061**		**2,762.4744**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1023	10.4007	14.8954	0.0231		0.4965	0.4965		0.4668	0.4668	0.0000	2,208.4385	2,208.4385	0.5269		2,221.6103
Total	**1.1023**	**10.4007**	**14.8954**	**0.0231**		**0.4965**	**0.4965**		**0.4668**	**0.4668**	**0.0000**	**2,208.4385**	**2,208.4385**	**0.5269**		**2,221.6103**

3.4 Building Construction - 2024

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	0.1086	3.8916	1.0669	0.0139	0.3648	4.3400e-003	0.3692	0.1050	4.1500e-003	0.1092		1,487.2342	1,487.2342	0.0776		1,489.1749
Worker	0.4510	0.2610	3.8465	0.0128	1.4307	9.8300e-003	1.4406	0.3794	9.0500e-003	0.3885		1,272.5874	1,272.5874	0.0285		1,273.2995
Total	**0.5596**	**4.1526**	**4.9133**	**0.0267**	**1.7955**	**0.0142**	**1.8097**	**0.4845**	**0.0132**	**0.4977**		**2,759.8216**	**2,759.8216**	**0.1061**		**2,762.4744**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.4064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9730	7.1466	11.2362	0.0182		0.3228	0.3228		0.3214	0.3214		1,732.4799	1,732.4799	0.1844		1,737.0907
Total	**21.3795**	**7.1466**	**11.2362**	**0.0182**		**0.3228**	**0.3228**		**0.3214**	**0.3214**		**1,732.4799**	**1,732.4799**	**0.1844**		**1,737.0907**

3.5 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0916	0.0530	0.7813	2.5900e-003	0.2906	2.0000e-003	0.2926	0.0771	1.8400e-003	0.0789		258.4943	258.4943	5.7900e-003		258.6390
Total	**0.0916**	**0.0530**	**0.7813**	**2.5900e-003**	**0.2906**	**2.0000e-003**	**0.2926**	**0.0771**	**1.8400e-003**	**0.0789**		**258.4943**	**258.4943**	**5.7900e-003**		**258.6390**

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	20.4064					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.9730	7.1466	11.2362	0.0182		0.3228	0.3228		0.3214	0.3214	0.0000	1,732.4799	1,732.4799	0.1844		1,737.0907
Total	**21.3795**	**7.1466**	**11.2362**	**0.0182**		**0.3228**	**0.3228**		**0.3214**	**0.3214**	**0.0000**	**1,732.4799**	**1,732.4799**	**0.1844**		**1,737.0907**

3.5 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0916	0.0530	0.7813	2.5900e-003	0.2906	2.0000e-003	0.2926	0.0771	1.8400e-003	0.0789		258.4943	258.4943	5.7900e-003		258.6390
Total	**0.0916**	**0.0530**	**0.7813**	**2.5900e-003**	**0.2906**	**2.0000e-003**	**0.2926**	**0.0771**	**1.8400e-003**	**0.0789**		**258.4943**	**258.4943**	**5.7900e-003**		**258.6390**

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	2.7298	12.3966	32.7872	0.1357	12.0099	0.0943	12.1042	3.2128	0.0876	3.3003		13,853.3191	13,853.3191	0.5940		13,868.1680
Unmitigated	2.7298	12.3966	32.7872	0.1357	12.0099	0.0943	12.1042	3.2128	0.0876	3.3003		13,853.3191	13,853.3191	0.5940		13,868.1680

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	2,086.00	2,086.00	2086.00	5,649,222	5,649,222
Total	2,086.00	2,086.00	2,086.00	5,649,222	5,649,222

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	7.44	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
General Office Building	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
High Turnover (Sit Down Restaurant)	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
User Defined Commercial	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	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	0.0821	0.7460	0.6267	4.4800e-003		0.0567	0.0567		0.0567	0.0567		895.2503	895.2503	0.0172	0.0164	900.5703
NaturalGas Unmitigated	0.0863	0.7843	0.6588	4.7100e-003		0.0596	0.0596		0.0596	0.0596		941.1845	941.1845	0.0180	0.0173	946.7775

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					
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	5265.72	0.0568	0.5163	0.4337	3.1000e-003		0.0392	0.0392		0.0392	0.0392		619.4965	619.4965	0.0119	0.0114	623.1779
High Turnover (Sit Down Restaurant)	2734.35	0.0295	0.2681	0.2252	1.6100e-003		0.0204	0.0204		0.0204	0.0204		321.6880	321.6880	6.1700e-003	5.9000e-003	323.5996
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0863**	**0.7843**	**0.6588**	**4.7100e-003**		**0.0596**	**0.0596**		**0.0596**	**0.0596**		**941.1845**	**941.1845**	**0.0180**	**0.0173**	**946.7775**

5.2 Energy by Land Use - NaturalGas

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					
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	4.91093	0.0530	0.4815	0.4044	2.8900e-003		0.0366	0.0366		0.0366	0.0366		577.7564	577.7564	0.0111	0.0106	581.1897
High Turnover (Sit Down Restaurant)	2.6987	0.0291	0.2646	0.2223	1.5900e-003		0.0201	0.0201		0.0201	0.0201		317.4939	317.4939	6.0900e-003	5.8200e-003	319.3806
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0821**	**0.7460**	**0.6267**	**4.4800e-003**		**0.0567**	**0.0567**		**0.0567**	**0.0567**		**895.2503**	**895.2503**	**0.0172**	**0.0164**	**900.5703**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Unmitigated	4.2950	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368

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	0.4920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-003	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Total	**4.2950**	**5.4000e-004**	**0.0598**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1285**	**0.1285**	**3.3000e-004**		**0.1368**

6.2 Area by SubCategory

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	0.4920					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	3.7975					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.5000e-003	5.4000e-004	0.0598	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004		0.1285	0.1285	3.3000e-004		0.1368
Total	**4.2950**	**5.4000e-004**	**0.0598**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**		**0.1285**	**0.1285**	**3.3000e-004**		**0.1368**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

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
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	lb/day										lb/day					
Emergency Generator - Diesel (750 - 9999 HP)	0.8204	3.6694	2.0922	3.9400e-003		0.1207	0.1207		0.1207	0.1207		419.7571	419.7571	0.0589		421.2283
Total	**0.8204**	**3.6694**	**2.0922**	**3.9400e-003**		**0.1207**	**0.1207**		**0.1207**	**0.1207**		**419.7571**	**419.7571**	**0.0589**		**421.2283**

11.0 Vegetation

PARKER
ENVIRONMENTAL CONSULTANTS

Appendix B: Energy Demand Worksheets

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PROPOSED PROJECT CONSTRUCTION ENERGY USAGE

Total Diesel Usage From Construction Equipment

Phase	Off-Road Equipment Type	Units	Hours	HP	Load Factor	Ave. Daily Factor	Number of Days	Diesel Usage (gallons)
Demolition	Concrete/Industrial Saws	1	8	81	0.73	0.6	22	312
Demolition	Tractor/Loader/Backhoe	2	6	97	0.37	0.6	22	284
Demolition	Rubber Tired Dozer	1	1	247	0.40	0.6	22	65
Grading	Concrete/Industrial Saws	1	8	81	0.73	0.6	66	937
Grading	Excavator	1	8	158	0.38	0.6	66	951
Grading	Grader	1	8	187	0.41	0.6	66	1214
Grading	Rubber Tired Loader	1	1	247	0.4	0.6	66	196
Grading	Tractor/Loader/Backhoe	3	6	97	0.37	0.6	66	1279
Building Construction	Cement and Mortar Mixers	1	8	9	0.56	0.6	346	419
Building Construction	Forklifts	2	6	89	0.20	0.6	346	2217
Building Construction	Generator Sets	1	8	84	0.74	0.6	346	5162
Building Construction	Pavers	1	8	84	0.74	0.6	346	5162
Building Construction	Rollers	1	8	130	0.42	0.6	346	4534
Building Construction	Tractor/Loader/Backhoe	2	8	97	0.37	0.6	346	5961
Architectural Coating	Aerial Lifts	2	8	63	0.31	0.6	88	825
Architectural Coating	Air Compressors	5	6	78	0.48	0.6	88	2965
							TOTAL	**32,483**

Sources: Equipment usage (hours and total days), horsepower (HP) and load factors are per the CalEEMod Worksheets; Fuel rate calculation is per the SCAQMD Air Qulaity Handbook (1993) Table A9-3E.

Electricity Usage from Watering During Construction (AQMD Rule 403: Fugitive Dust)

Phase	Duration of Phase (days)	Watering Days	Ave. Daily Acreage Disturbed		Water Use (gallons)		Electricty (kWhr)
Demolition	22	22	1		66,440		646.26
Grading	66	66	1		199,320		1,938.79
Building Construction	346		0		-		-
Architectural Coating	88		0		-		-
TOTAL	522					TOTAL	**2,585.05**

Notes:

1. The duration of the phases are provided in working days, assuming an average of 22 working days per month.
2. Water Application Rate= 3,020 gal/acre/day per Air & Waste Management Association Air Pollution Engineering Manual (1992 Edition). Water application during the building demolition phase excludes surface parking lot, which would be removed during the grading phase.
3. kWhr equivalent = 0.01 kWhr
4. Electricity consumption per water useage = 0.009727 kWhr/gallon.

Construction Worker, Vendor, and Hauling Gasoline and Diesel Consumption

Phase	Daily Trips		Days	Total Trips			Trip Length			Ave. Daily	Gasoline	Diesel
	Worker	Vendor	Days	Worker	Vendor	Haul	Worker	Vendor	Haul	Factor	(gallons)	(gallons)
Demolition	10	-	22	220	-	40	15	7	10	1	128	40
Grading	13	-	66	858	-	4,500	15	7	30	1	499	13,664
Building Co	128	57	346	44,288	19,722	-	15	7	-	1	25,733	13,773
Architectur	26	-	88	2,288	-	-	15	7	-	1	1,329	-
TOTAL	**177**	**57**	**522**	**47,654**	**19,722**	**4,540**					**27,688**	**27,478**

1. Fuel efficiency for 2021 is based on 25.30 miles per gallon (mpg) for gasoline and 9.88 mpg for diesel per EMFAC2017 Emissions Inventory (See attached).

Approved Project (Produce LA Building)
Current Baseline - Existing (2021) Operational Fuel Calculations

Land Use	Units	Average Daily Trip Rate [1]			Annual VMT
		Weekday	Sat	Sunday	
Office	91,235	1323.00	1323.00	1323.00	3,732,183
Retail	9,435				
Restaurant	6,554				
					3,732,183

	Fleet Factor [2]	VMT	Fuel (gallons) [2]
Gas	0.93	3,470,930	137,191
Diesel	0.07	261,253	26,443
		3,732,183	**163,635**

Notes:
1. Trip Rate based on the LADOT VMT Calculator (Version 1.3), for the ProduceLA Project, March 2021.
2. Fuel efficiency for 2021 is based on 25.30 miles per gallon (mpg) for gasoline and 9.88 mpg for diesel per EMFAC2017 Emissions Inventory (See attached).

Proposed Project

Proposed Project (2025) Operational Fuel Calculations

Land Use	Units (square feet)	Average Daily Trip Rate [1]			Annual VMT
		Weekday	Sat	Sunday	
Office	184,629	2,086	2,086	2,086	5,649,222
Retail/Restaurant	4,325				
Total	188,954				
					5,649,222

	Fleet Factor [2]	VMT	Fuel (gallons) [2]
Gas	0.93	5,253,776	185,711
Diesel	0.07	395,446	35,308
		5,649,222	**221,020**

Notes:

1. Trip Rate based on the Traffic Assessment VMT Calcuations for the Project Screening Scenario using the LADOT VMT Calculator (Version 1.3), The Mobility Group, March 2021.

2. Fleet factor and fuel efficiency for 2025 (28.29 miles per gallon (mpg) for gasoline and 11.20 mpg for diesel per EMFAC2017 Emissions Inventory (See attached).

Proposed Project Plus Approved Project (Produce LA)
Proposed Project Plus Approved Project (2025) Operational Fuel Calculations

Land Use	Units (square feet)	Average Daily Trip Rate [1]			Annual VMT
		Weekday	Sat	Sunday	
Office	275,864	3,745	3,745	3,745	10,005,741
Retail/Restaurant	20,134				
Total	295,998				
					10,005,741

	Fleet Factor [2]	VMT	Fuel (gallons) [2]
Gas	0.93	9,305,339	328,927
Diesel	0.07	700,402	62,536
		10,005,741	**391,464**

Notes:

1. Trip Rate based on the Traffic Assessment VMT Calcuations for the Project Plus ProduceLA Scenario using the LADOT VMT Calculator (Version 1.3), The Mobility Group,

2. Fleet factor and fuel efficiency for 2025 (28.29 miles per gallon (mpg) for gasoline and 11.20 mpg for diesel per EMFAC2017 Emissions Inventory (See attached).

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Air District
Region: SOUTH COAST AQMD
Calendar Year: 2021
Season: Annual
Vehicle Classification: EMFAC2011 Categories

FUEL	VMT	%	GPD	MPG
GAS	430,653,440	93%	17,022,345	25.30
DIESEL	31,652,268	7%	3,203,903	9.88
TOTAL	462,305,709	100%		

									Fuel Consumption	
Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	GAS	DIESEL
							miles/day	trips/day	1,000 gallons/day	
SOUTH COAST AQMD	2021	LDA	Aggregated	Aggregated	GAS	6,444,755	251,960,829	30,445,139	8,387.380	
SOUTH COAST AQMD	2021	LDA	Aggregated	Aggregated	DSL	55,086	2,235,698	261,421		47.113
SOUTH COAST AQMD	2021	LDT1	Aggregated	Aggregated	GAS	715,053	26,787,165	3,291,670	1,037.925	
SOUTH COAST AQMD	2021	LDT1	Aggregated	Aggregated	DSL	416	9,769	1,452		0.438
SOUTH COAST AQMD	2021	LDT2	Aggregated	Aggregated	GAS	2,207,489	84,313,979	10,346,295	3,539.718	
SOUTH COAST AQMD	2021	LDT2	Aggregated	Aggregated	DSL	12,809	562,270	63,394		16.217
SOUTH COAST AQMD	2021	LHD1	Aggregated	Aggregated	GAS	176,982	6,390,714	2,636,774	613.123	
SOUTH COAST AQMD	2021	LHD1	Aggregated	Aggregated	DSL	113,082	4,621,741	1,422,430		217.539
SOUTH COAST AQMD	2021	LHD2	Aggregated	Aggregated	GAS	29,883	1,046,372	445,216	115.282	
SOUTH COAST AQMD	2021	LHD2	Aggregated	Aggregated	DSL	44,616	1,781,626	561,218		92.764
SOUTH COAST AQMD	2021	MCY	Aggregated	Aggregated	GAS	286,161	2,034,868	572,321	55.847	
SOUTH COAST AQMD	2021	MDV	Aggregated	Aggregated	GAS	1,569,538	56,209,460	7,250,478	2,900.982	
SOUTH COAST AQMD	2021	MDV	Aggregated	Aggregated	DSL	30,444	1,257,908	149,746		47.290
SOUTH COAST AQMD	2021	MH	Aggregated	Aggregated	GAS	35,587	336,910	3,560	66.317	
SOUTH COAST AQMD	2021	MH	Aggregated	Aggregated	DSL	12,386	120,326	1,239		11.502
SOUTH COAST AQMD	2021	PTO	Aggregated	Aggregated	DSL	-	184,277	-		37.779
SOUTH COAST AQMD	2021	SBUS	Aggregated	Aggregated	GAS	2,479	102,530	9,915	11.326	
SOUTH COAST AQMD	2021	SBUS	Aggregated	Aggregated	DSL	6,589	208,178	76,031		27.677
SOUTH COAST AQMD	2021	T6 Ag	Aggregated	Aggregated	DSL	23	296	101		0.033
SOUTH COAST AQMD	2021	T6 CAIRP heavy	Aggregated	Aggregated	DSL	554	109,272	8,088		9.577
SOUTH COAST AQMD	2021	T6 CAIRP small	Aggregated	Aggregated	DSL	291	15,244	4,243		1.421
SOUTH COAST AQMD	2021	T6 instate construction heavy	Aggregated	Aggregated	DSL	4,437	301,961	20,062		30.271
SOUTH COAST AQMD	2021	T6 instate construction small	Aggregated	Aggregated	DSL	15,143	783,531	68,460		77.500
SOUTH COAST AQMD	2021	T6 instate heavy	Aggregated	Aggregated	DSL	19,459	2,637,091	224,550		244.213
SOUTH COAST AQMD	2021	T6 instate small	Aggregated	Aggregated	DSL	73,642	3,701,852	849,817		362.417
SOUTH COAST AQMD	2021	T6 OOS heavy	Aggregated	Aggregated	DSL	315	62,635	4,604		5.482
SOUTH COAST AQMD	2021	T6 OOS small	Aggregated	Aggregated	DSL	169	8,783	2,466		0.819
SOUTH COAST AQMD	2021	T6 Public	Aggregated	Aggregated	DSL	6,848	105,431	20,774		13.169
SOUTH COAST AQMD	2021	T6 utility	Aggregated	Aggregated	DSL	1,728	29,080	19,871		3.003
SOUTH COAST AQMD	2021	T6TS	Aggregated	Aggregated	GAS	25,313	1,374,105	506,461	274.065	
SOUTH COAST AQMD	2021	T7 Ag	Aggregated	Aggregated	DSL	15	233	68		0.041
SOUTH COAST AQMD	2021	T7 CAIRP	Aggregated	Aggregated	DSL	12,695	2,254,494	185,352		327.783
SOUTH COAST AQMD	2021	T7 CAIRP construction	Aggregated	Aggregated	DSL	1,200	216,901	5,427		29.830
SOUTH COAST AQMD	2021	T7 NNOOS	Aggregated	Aggregated	DSL	13,701	2,748,391	200,033		383.778
SOUTH COAST AQMD	2021	T7 NOOS	Aggregated	Aggregated	DSL	4,985	885,784	72,778		131.880
SOUTH COAST AQMD	2021	T7 POLA	Aggregated	Aggregated	DSL	13,972	1,763,019	106,190		305.157
SOUTH COAST AQMD	2021	T7 Public	Aggregated	Aggregated	DSL	8,362	169,425	25,366		29.490
SOUTH COAST AQMD	2021	T7 Single	Aggregated	Aggregated	DSL	13,220	928,056	152,557		141.400
SOUTH COAST AQMD	2021	T7 single construction	Aggregated	Aggregated	DSL	7,653	538,091	34,598		81.756
SOUTH COAST AQMD	2021	T7 SWCV	Aggregated	Aggregated	DSL	2,418	98,788	9,429		48.602
SOUTH COAST AQMD	2021	T7 tractor	Aggregated	Aggregated	DSL	21,110	2,852,685	268,100		407.593
SOUTH COAST AQMD	2021	T7 tractor construction	Aggregated	Aggregated	DSL	6,391	443,878	28,891		67.904
SOUTH COAST AQMD	2021	T7 utility	Aggregated	Aggregated	DSL	694	14,077	7,979		2.217
SOUTH COAST AQMD	2021	T7IS	Aggregated	Aggregated	GAS	82	7,779	1,641	1.923	
SOUTH COAST AQMD	2021	UBUS	Aggregated	Aggregated	GAS	944	88,729	3,776	18.456	
SOUTH COAST AQMD	2021	UBUS	Aggregated	Aggregated	DSL	14	1,478	57		0.247
								TOTAL	17,022.345	3,203.903

EMFAC2017 (v1.0.2) Emissions Inventory
Region Type: Air District
Region: SOUTH COAST AQMD
Calendar Year: 2025
Season: Annual
Vehicle Classification: EMFAC2011 Categories

FUEL	VMT	%	GPD	MPG
GAS	433,318,379	92%	15,316,601.27	28.29
DIESEL	35,275,979	8%	3,150,825.85	11.20
TOTAL	468,594,358	100%		

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption	
									GAS	DIESEL
SOUTH COAST AQMD	2025	LDA	Aggregated	Aggregated			miles/day	trips/day	1,000 gallons/day	
SOUTH COAST AQMD	2025	LDA	Aggregated	Aggregated	GAS	6,805,727	253,145,343	32,143,253	7,565.469	
SOUTH COAST AQMD	2025	LDT1	Aggregated	Aggregated	DSL	68,722	2,656,428	327,385		50.497
SOUTH COAST AQMD	2025	LDT1	Aggregated	Aggregated	GAS	800,497	28,711,777	3,705,073	1,005.885	
SOUTH COAST AQMD	2025	LDT2	Aggregated	Aggregated	DSL	314	7,371	1,102		0.311
SOUTH COAST AQMD	2025	LDT2	Aggregated	Aggregated	GAS	2,364,309	86,303,467	11,096,373	3,161.427	
SOUTH COAST AQMD	2025	LHD1	Aggregated	Aggregated	DSL	18,091	722,151	88,341		18.685
SOUTH COAST AQMD	2025	LHD1	Aggregated	Aggregated	GAS	173,430	6,082,106	2,583,854	557.361	
SOUTH COAST AQMD	2025	LHD2	Aggregated	Aggregated	DSL	137,400	5,304,569	1,728,314		235.150
SOUTH COAST AQMD	2025	LHD2	Aggregated	Aggregated	GAS	30,280	1,023,279	451,131	107.898	
SOUTH COAST AQMD	2025	MCY	Aggregated	Aggregated	DSL	55,100	2,061,806	693,092		101.270
SOUTH COAST AQMD	2025	MDV	Aggregated	Aggregated	GAS	322,405	2,156,493	644,810	59.600	
SOUTH COAST AQMD	2025	MDV	Aggregated	Aggregated	GAS	1,610,759	55,349,776	7,459,997	2,511.049	
SOUTH COAST AQMD	2025	MH	Aggregated	Aggregated	DSL	41,295	1,564,638	200,455		52.725
SOUTH COAST AQMD	2025	MH	Aggregated	Aggregated	GAS	33,995	324,473	3,401	60.251	
SOUTH COAST AQMD	2025	PTO	Aggregated	Aggregated	DSL	13,797	127,692	1,380		11.652
SOUTH COAST AQMD	2025	SBUS	Aggregated	Aggregated	DSL	-	201,539	-		37.542
SOUTH COAST AQMD	2025	SBUS	Aggregated	Aggregated	GAS	3,093	121,823	12,371	12.973	
SOUTH COAST AQMD	2025	T6 Ag	Aggregated	Aggregated	DSL	6,746	213,319	77,852		27.068
SOUTH COAST AQMD	2025	T6 CAIRP heavy	Aggregated	Aggregated	DSL	22	210	96		0.023
SOUTH COAST AQMD	2025	T6 CAIRP small	Aggregated	Aggregated	DSL	628	117,708	9,165		9.218
SOUTH COAST AQMD	2025	T6 instate construction heavy	Aggregated	Aggregated	DSL	332	16,461	4,847		1.398
SOUTH COAST AQMD	2025	T6 instate construction small	Aggregated	Aggregated	DSL	4,893	311,087	22,122		28.011
SOUTH COAST AQMD	2025	T6 instate heavy	Aggregated	Aggregated	DSL	15,050	806,205	68,040		71.734
SOUTH COAST AQMD	2025	T6 instate small	Aggregated	Aggregated	DSL	22,523	2,939,156	259,911		243.312
SOUTH COAST AQMD	2025	T6 OOS heavy	Aggregated	Aggregated	DSL	80,312	4,041,163	926,785		357.028
SOUTH COAST AQMD	2025	T6 OOS small	Aggregated	Aggregated	DSL	360	67,468	5,254		5.286
SOUTH COAST AQMD	2025	T6 Public	Aggregated	Aggregated	DSL	193	9,501	2,812		0.807
SOUTH COAST AQMD	2025	T6 utility	Aggregated	Aggregated	DSL	6,773	105,812	20,546		12.304
SOUTH COAST AQMD	2025	T6TS	Aggregated	Aggregated	DSL	1,808	30,097	20,789		2.886
SOUTH COAST AQMD	2025	T7 Ag	Aggregated	Aggregated	GAS	25,991	1,355,597	520,025	255.996	
SOUTH COAST AQMD	2025	T7 CAIRP	Aggregated	Aggregated	DSL	20	141	88		0.027
SOUTH COAST AQMD	2025	T7 CAIRP construction	Aggregated	Aggregated	DSL	13,147	2,413,966	191,942		319.125
SOUTH COAST AQMD	2025	T7 NNOOS	Aggregated	Aggregated	DSL	1,223	223,456	5,530		28.028
SOUTH COAST AQMD	2025	T7 NOOS	Aggregated	Aggregated	DSL	15,458	2,942,695	225,680		365.777
SOUTH COAST AQMD	2025	T7 POLA	Aggregated	Aggregated	DSL	5,237	948,472	76,462		128.825
SOUTH COAST AQMD	2025	T7 Public	Aggregated	Aggregated	DSL	15,393	2,177,316	116,985		324.227
SOUTH COAST AQMD	2025	T7 Single	Aggregated	Aggregated	DSL	8,627	174,791	26,168		28.611
SOUTH COAST AQMD	2025	T7 single construction	Aggregated	Aggregated	DSL	14,643	1,014,993	168,977		138.274
SOUTH COAST AQMD	2025	T7 SWCV	Aggregated	Aggregated	DSL	7,922	554,354	35,817		75.072
SOUTH COAST AQMD	2025	T7 tractor	Aggregated	Aggregated	DSL	1,661	67,880	6,479		33.378
SOUTH COAST AQMD	2025	T7 tractor construction	Aggregated	Aggregated	DSL	23,722	2,980,895	301,275		377.792
SOUTH COAST AQMD	2025	T7 utility	Aggregated	Aggregated	DSL	6,738	457,294	30,463		62.425
SOUTH COAST AQMD	2025	T7IS	Aggregated	Aggregated	DSL	718	14,572	8,261		2.223
SOUTH COAST AQMD	2025	UBUS	Aggregated	Aggregated	GAS	74	9,006	1,480	2.009	
SOUTH COAST AQMD	2025	UBUS	Aggregated	Aggregated	GAS	969	90,836	3,877	16.682	
					DSL	6	776	25		0.135
								Total	15,316.601	3,150.826

Appendix C: Geotechnical Investigation

C.1 Leighton Consulting, Inc.,
Updated Geotechnical Design Report, Proposed Office Building,
640 South Santa Fe Avenue, Los Angeles, California,
July 16, 2019

C.2 City of Los Angeles, Department of Building and Safety,
Soils Report Approval Letter (LOG#109262) for Soils Report No. 11649.002,
August 13, 2019

C.3 Leighton Consulting, Inc.,
Addendum Letter to the Geotechnical Design Report,
Proposed Office Building, 640 South Santa Fe Avenue,
Los Angeles, California,
August 26, 2019

C.4 City of Los Angeles, Department of Building and Safety,
Soils Report Approval Letter (LOG#109884) for Soils Report No. 11649.002,
September 18, 2019

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Appendix C.1: Geotechnical Investigation

Leighton Consulting, Inc.,
Updated Geotechnical Design Report, Proposed Office Building,
640 South Santa Fe Avenue, Los Angeles, California,
July 16, 2019

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UPDATED GEOTECHNICAL DESIGN REPORT
PROPOSED OFFICE BUILDING
640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

Prepared for:

Continuum

1881 16th Street
Denver, Colorado 80202

Project No. 11649.002

July 16, 2019

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

July 16, 2019

Project No. 11649.002

Continuum
1881 16th Street
Denver, Colorado 80202

Attention: Mr. Christopher Laberge

Subject: Updated Geotechnical Design Report
Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California

In accordance with our proposal dated January 30, 2019 and your authorization, Leighton Consulting, Inc. (Leighton) is pleased to present this updated geotechnical design report in support of the proposed new office building to be constructed at 640 South Santa Fe Avenue in the city of Los Angeles, California.

Leighton previously prepared a geotechnical exploration for a five-level at-grade office building at the site. The current plan is construct a four-story office building with two levels underground parking. The purpose of this report is to provide geotechnical recommendations for the design and construction of the new building based on results of previous explorations at the site.

We appreciate this opportunity to be of service. If you have any questions regarding this report or if we can be of further service, please call us at your convenience at **(866) *LEIGHTON***, directly at the phone extensions or e-mail addresses listed below.

Respectfully submitted,

LEIGHTON CONSULTING, INC.

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Leighton

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APPENDICES

Appendix A – Field Exploration Logs
Appendix B – Laboratory Test Results
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1.0 INTRODUCTION

1.1 Site Description and Proposed Development

The site for the proposed new office building is located at 640 South Santa Fe Avenue in the city of Los Angeles, California (Figure 1, *Site Location Map*). The site is roughly a square-shaped parcel approximately 1.8-acres in size (280 feet by 280 feet) and is currently occupied by a single-story tilt-up warehouse building in the northern half of the property. The remaining southern portion of the property is used for outdoor parking and for trucks to access the loading dock of the warehouse building. The site is bounded by South Santa Fe Avenue to the west, Jesse Street to the south, Mesquit Street to the east, and an existing City of Los Angeles Department of Water and Power (LADWP) high-voltage switching station to the north. The Los Angeles County Metropolitan Transportation Authority (LACMTA) rail corridor is located approximately 200 feet east of the project site. The Los Angeles River is located approximately 400 feet to the east of the site.

The overall site topography is relatively flat with elevations across the site that range from approximately +250 feet to +255 feet above mean sea level (msl). The finish floor of the warehouse is +256 feet. Based on a review of historic aerial photos (NETR, 2017), the site contained several buildings and a rail line traversed the southeastern corner of the property from as early as approximately 1948. The site remained in roughly the same configuration through at least 1980, and by approximately 1994, the buildings and rail line appear to have been demolished and removed from the site. By approximately 2003, the site had been constructed to roughly its current configuration.

The project will replace the existing warehouse building with a new 4-story office building over 2 levels underground parking. The entrance/exit ramp to the underground parking is on the east side of the proposed building. The footprint of the new building will be 147 feet wide in the east-west direction and 259 feet in the north-south direction. The building footprint will occupy approximately the western half of the site. Based on the current plan, construction of the building and its foundation will extend to a depth of approximately 25 feet below existing site grade.

Preliminary column loads under service condition was provided by KPFF via email dated January 3, 2019. Based on the KPFF's email the maximum column loads under dead, live, and earthquake loads are estimated to be in the order of 900, 510, and 200 kips, respectively. The current plan is to support the building on a 4

to 5 feet thick reinforced concrete mat foundation encompassing the entire building footprint.

1.2 Previous Investigations

In March 2016, Ninyo & Moore performed a Phase I Environmental Site Assessment (ESA) of the site (Ninyo & Moore, 2016a). Subsequent to the Phase I ESA performed for the site by Ninyo & Moore, EFI Global performed methane testing (EFI Global, 2016a) and a Phase II ESA (EFI Global, 2016b) at the project site. Ninyo & Moore also performed a *Preliminary Geotechnical Evaluation* at the site in 2016 (Ninyo & Moore, 2016b). The proposed development at that time consisted of a 5-story and an 8-story commercial/office building with one to two levels underground parking. The field exploration program consisted of three (3) hollow-stem auger borings (B-1 through B-3) drilled to depths between approximately 31 and 51 feet below existing ground surface. The approximate locations of the borings performed by Ninyo & Moore are shown on Figure 2, *Exploration Location Map, and c*opies of the boring logs and laboratory test results are presented as a part of Appendices A and B of this report, respectively.

1.3 Scope of Work

Leighton previously performed an exploration of the site for a 5-level at-grade building (Leighton 2017). The scope of or work for our previous geotechnical exploration included the following tasks:

- *Background Review* – A background review was performed of readily available, relevant geotechnical and geological literature pertinent to the project site, including the referenced report prepared by Ninyo & Moore (2016b) for the project site. Other references reviewed in preparation of this report are listed in Section 7.0.

- *Field Exploration* – Our field exploration was performed on May 18, 2017, and consisted of three (3) hollow-stem auger borings (designated LP-1, LB-1 and LB-2) drilled to approximate depths of 11 feet, 31½ feet and 81 feet below existing ground surface (bgs), respectively. Prior to the field exploration, the hollow-stem auger boring locations were marked and Underground Service Alert (USA) was notified for utility clearance. A private utility locator was also utilized to locate any unknown or unmarked utilities in the areas of the proposed hollow-stem auger boring locations prior to drilling.

During drilling of the hollow-stem auger borings (LB-1, LB-2 and LP-1), both bulk and drive samples were obtained from the borings for geotechnical laboratory testing. Drive ring samples were collected from the borings using a Modified California Ring sampler conducted in accordance with ASTM Test Method D 3550. Standard Penetration Tests (SPTs) were also performed within the borings in accordance with ASTM Test Method D 1586. The ring and SPT samplers were driven for a total penetration of 18 inches using a 140-pound automatic hammer falling freely for 30 inches. The number of blows per 6 inches of penetration was recorded on the boring logs. Bulk samples were obtained from each hand auger borings for geotechnical laboratory testing.

The borings were logged in the field by a member of our technical staff. Each soil sample collected was reviewed and described in general accordance with the Unified Soil Classification System. The samples were sealed and packaged for transportation to our laboratory. After completion of drilling and percolation testing, the hollow-stem auger borings were backfilled soil cuttings and completed with cold-patch asphalt concrete at the surface to match existing site conditions. After completion of coring and drilling, the hand-auger borings were backfilled with excess soil cuttings from the hollow stem auger borings and completed with quick-set concrete at the surface to match existing site conditions. The boring logs are presented in Appendix B, *Field Exploration Logs*.

- *Laboratory Testing* – Laboratory tests were performed on representative soil samples to evaluate geotechnical engineering properties of subsurface materials. The following laboratory tests were performed:

  - In-situ Moisture Content and Dry Density (ASTM D2216 and ASTM D2937);
  - Modified Proctor Compaction Test (ASTM D 1557);
  - Sieve Analysis (ASTM D 422, ASTM D6913 and ASTM D1140);
  - Sand Equivalent (CTM 217);
  - Direct Shear (ASTM D 3080);
  - Swell or Settlement Potential of Cohesive Soils (ASTM D 4546); and
  - Corrosivity (Sulfate Content CTM 417, Chloride Content CTM 422, pH, and Minimum Resistivity CTM 643).

  The results of the laboratory tests are presented in Appendix C –*Laboratory Test Results.*

- *Percolation Testing* – Boring LP-1 was drilled to 11 feet bgs and converted to a temporary percolation test well upon completion of drilling and sampling. In-situ percolation testing was performed in boring LP-1 in general accordance with the County of Los Angeles Department of Public Works (LADPW) *Guidelines for Design, Investigation, and Reporting Low Impact Development Stormwater Infiltration* (LADPW, 2014). Refer to the discussion of infiltration rate presented in Section 2.4.

- *Engineering Analysis* – Geotechnical analysis was performed on the collected data to develop conclusions and recommendations for design and construction of the planned improvements.

- *Report Preparation* – A geotechnical report was prepared to presents our findings, conclusions, and recommendations for the at-grade office building.

This report will present our recommendations for the new office building based on findings of our 2017 report.

No additional subsurface exploration and laboratory testing were performed for this updated report. Environmental assessment and methane study for the site were not a part of our previous and current exploration.

It should be noted that the recommendations in this report are subject to the limitations presented in Section 6.0 of the report.

2.0 SUBSURFACE SOIL AND GROUNDWATER CONDITIONS

2.1 Geologic Setting

The site is located in the Peninsular Ranges geomorphic province of California within the Los Angeles Basin. The Peninsular Ranges province extends approximately 900 miles southward from the Santa Monica Mountains to the tip of Baja California (Yerkes, et al., 1965) and is characterized by elongated, northwest-trending mountain ridges and sediment-floored valleys. The province includes numerous northwest trending fault zones, most of which either die out, merge with, or are terminated by faults that form the southern margin of the Transverse Ranges province. These northwest trending fault zones include the San Jacinto, Whittier-Elsinore, Palos Verdes, and Newport-Inglewood fault zones.

Approximately 65 million years ago (at the end of the Cretaceous Period) a deep, structural trough existed off the coast of southern California (Yerkes, 1972). Over time the trough was filled with sediments eroded from the surrounding highlands and mountains. About 7 million years ago the boundary between the Pacific and North American plates shifted to its present position and the geologically modern Los Angeles basin began to form. The deepest part of the Los Angeles basin contains Tertiary to Quaternary-aged (65 million years and younger) marine and nonmarine sedimentary rocks that are about 24,000 feet thick (Yerkes, et al, 1965; Wright, 1991). During the Pleistocene epoch (the last two million years) the region was flooded as the sea level rose in response to the worldwide melting of the Pleistocene glaciers.

The project site is located approximately 400 feet west of the Los Angeles River and approximately 2.5 miles south of the Elysian Hills. Regional geologic mapping of the project site and vicinity indicates that near-surface soils beneath the site consist of young alluvial fan deposits (Dibblee, 1989; Yerkes and Campbell, 2005). The surficial geologic units mapped in the vicinity of the project site are shown on Figure 3, *Regional Geology Map*.

2.2 Subsurface Soil Conditions

Based on our subsurface explorations and review of the boring logs performed at the site by others (see Appendix B; Ninyo & Moore, 2016b), the site is underlain by a relatively thin veneer of artificial fill materials overlying Quaternary-age young alluvial fan deposits (Dibblee, 1989; Yerkes and Campbell, 2005). The stratigraphy of the subsurface soils encountered in each soil boring is presented

in the boring (Appendices A), and a general description of the earth materials as encountered are described below:

Artificial Fill: The artificial fill soil as encountered in our exploratory borings is approximately 5 to 6 feet thick under the existing building and approximately up to 5 feet outside the building. According to the report by Ninyo and Moore, the site was developed to its current condition in 1997. The engineered fill under the existing building was up to approximately 12 feet deep. Sladden Engineering provided earthwork observation and testing services associated with site grading. However, documentations for the fill placed outside the building was not available for review. For the purpose of this report, we assumed the fill outside the building was undocumented.

The fill materials encountered in our hollow-stem auger borings (LB-1, LB-2 and LP-1) and the hollow-stem auger borings by others (B-1 through B-1; Ninyo & Moore, 2016b) consists primarily of brown to dark brown, slightly moist, silty sand, sandy silt and sandy clay. Localized thicker accumulations of the fill materials should be anticipated during future earthwork construction.

Quaternary Young Alluvial Fan Deposits: The Quaternary age young alluvial fan deposits beneath the artificial fill materials consist mostly of medium brown to orange brown and blue gray, slightly moist to moist, loose to very dense, sand, sand with silt, silty sand, gravelly sand and sandy silt. This unit was deposited by the Los Angeles River and its tributaries.

Based on laboratory testing performed on selected soil samples collected from the site and review of previous laboratory test results, a synopsis of the properties of the site soils is as follows:

Engineering Properties	Descriptions
In-situ Moisture	Dry to moist
Density	Moderately dense to very dense generally increase with depth
Swell/Expansion Potential	Predominately non-expansive.
Corrosivity	Not corrosive to concrete but corrosive to ferrous metals
Strength	Adequate to provide structural support
Compressibility	Not susceptible to settlement under structural loads
Collapse Potential	Not susceptible to collapse when subject to change in moisture.

A complete laboratory test results are presented in Appendix C, Laboratory Test Results and in the boring logs.

2.3 Groundwater

According to groundwater information obtained through the California Geological Survey (CGS) and presented in the Seismic Hazard Zone Report for the Los Angeles Quadrangle (CGS, 1998), the historically shallowest groundwater depth in the vicinity of the project site is greater on the order of 150 feet bgs. In addition, data from the nearest Department of Toxic Substances Control cleanup site (DTSC) monitoring well (WDR100039448) indicated that the depth to ground water table was measured 65 feet (~Elev. +187.1) in December 2018 (mentioned cleanup site is approximately 675 feet north of the project site.

Perched groundwater was encountered during our subsurface exploration within boring LB-2 at an approximate depth of 73.2 feet bgs. Groundwater was not encountered in our other borings (LB-1 and LP-1) and the borings performed by others (Ninyo & Moore, 2016b) at the project site.

Although groundwater is not considered a constraint for the project, localized zones of perched water or elevated moisture in near-surface soils due to percolation of stormwater runoff may be encountered during construction.

2.4 Soil Infiltration Characteristics

Boring LP-1 located in the western portion of the site was converted to a temporary percolation test well upon completion of drilling and sampling (Figure 2, *Exploration*

Location Map). A 2-inch-diameter, perforated PVC pipe was placed in the borehole within the test zone (6 to 11 feet bgs) and solid PVC pipe was placed above the perforated section. The annulus of the borehole was filled with clean sand (#3 Monterey Sand) from 5 to 11 feet bgs. The percolation test well was pre-soaked prior to the testing. After the conclusion of the percolation test, the PVC pipe was removed and the test hole was backfilled with excess soil cuttings.

An attempt was made using the boring percolation test procedure (falling-head) which records the drop of water levels inside the well over the testing period. However, with the available water supply (water hose) and the approximate rate at which water could be delivered from the water hose (5 gallons per 45 seconds, i.e., 400 gallon per 60 minutes), the water level in the well was not able to be brought up to the target water column height of 5 feet over a period of 60 minutes. Because the test was performed in predominately sandy soils, the observed percolation rate is consistent with the nature of granular materials. Therefore, it is our conclusion that the native soil at the site is favorable for percolation. For design purpose, an unfactored infiltration rate of 55 inch per hour may be used. The design infiltration rate was derived by assuming 5 gallon per 45 seconds was discharging in the entire test zone of 5 feet. However, care must be used in selecting the depth of the infiltration zone to ensure that it is in the onsite native soil.

3.0 GEOLOGIC AND SEISMIC HAZARDS ASSESSMENTS

3.1 Surface Fault Rupture

Our review of available in-house literature indicates that no known active faults have been mapped across the site, and the site is not located within a designated Alquist-Priolo Earthquake Fault Zone (CGS, 1977; Bryant and Hart, 2007). Therefore, the potential for surface fault rupture at the site is expected to be low and a surface fault rupture hazard evaluation is not mandated for this site.

The location of the closest active faults to the site was evaluated using the United States Geological Survey (USGS) Earthquake Hazards Program National Seismic Hazard Maps (USGS, 2008c). The closest active faults to the site are the Elysian Park fault, Puente Hills fault, and Hollywood fault, located approximately 3.3 miles, 5.8 miles and 9.1 miles from the site, respectively. The Elysian Park and Puente Hills faults are blind thrust faults that are concealed at depth, without the potential for surface fault rupture. The San Andreas fault, which is the largest active fault in California, is approximately 55 miles northeast of the site. Major regional faults with surface expression in proximity to the site are shown on Figure 4, *Regional Fault and Historical Seismicity Map*).

3.2 Strong Ground Shaking

Moderate to strong ground shaking is expected at the site during future earthquakes. The code-based Maximum Considered Earthquake (MCE) corresponds to an earthquake with a probability of exceedance of 2 percent in 50 years (i.e., 2475-year return period). Using United States Geological Survey (USGS) web-based Seismic Design Maps application (USGS, 2011a), the corresponding geometric mean peak ground acceleration (PGA_M) was calculated at 0.88g. The site coefficients and spectral response accelerations for the MCE and the Design Earthquake at 5 percent damping are presented in the following table:

Categorization/Coefficient[1]	Design
Site Latitude	34.0371°
Site Longitude	-118.2298°
Site Class	D
Mapped Spectral Response Acceleration at Short Period (0.2 sec), S_S	2.342g
Mapped Spectral Response Acceleration at Long Period (1 sec), S_1	0.819g
Short Period (0.2 sec)Site Coefficient, F_a	1.0
Long Period (1 sec) Site Coefficient, F_v	1.5
Adjusted Spectral Response Acceleration at Short Period (0.2 sec), S_{MS}	2.342g
Adjusted Spectral Response Acceleration at Long Period (1 sec), S_{M1}	1.229g
Design Spectral Response Acceleration at Short Period (0.2 sec), S_{DS}	1.561g
Design Spectral Response Acceleration at Long Period (1 sec), S_{D1}	0.819g

(1) Source: Ground motion values were calculated using United States Geological Survey (USGS) web-based Seismic Design Maps application (USGS, 2011a)

By deaggregating the PGA_M, the corresponding earthquake is a Magnitude 6.6 event with a distance of approximately 5.3 miles from the site (USGS, 2011b). The seismicity data are included in Appendix D.

3.3 Historical Seismicity

Although Southern California has been seismically active during the past 200 years, written accounts of only the strongest shocks survive the early part of this period. Early descriptions of earthquakes are rarely specific enough to allow an association with any particular fault zone. It is also not possible to precisely locate epicenters of earthquakes that have occurred prior to the twentieth century.

A search of historical earthquakes was performed using the computer program EQ Search (Blake, 2000) for the time period between 1800 and 2016. Within that time frame 519 earthquakes between magnitude 4.00 and 9.0 were found within a 62-mile (100-kilometer) radius of the site. Of these earthquakes, the closest were a series of earthquakes roughly located 2.8 miles (4.5 kilometers) from the site, and occurred between 1827 and 1880 (Appendix D, *Seismicity Data*). Although not precisely located, the epicenter for these earthquake events is located to the southwest of the project site. The earthquakes registered magnitudes between 4.3 Mw and 5.0 Mw and induced estimated peak ground accelerations (PGAs) between 0.149g and 0.215g at the project site.

There are records of three earthquakes with a magnitude 7.0 or larger within the search performed, which were magnitude 7.0 Mw earthquakes that occurred on December 8, 1812, September 24, 1827 and December 16, 1858. The largest PGA at the site is estimated to have been roughly 0.241g from the magnitude 6.3 Mw earthquake that shook the region on July 11, 1855. For a general view of recorded historical seismic activity see Figure 4, *Regional Fault and Historical Seismicity Map*.

Review of additional data available from the Center for Engineering Strong Motion Data (CESMD) website (http://strongmotioncenter.org/) indicates that the highest recorded ground acceleration in the vicinity of the project site was 0.26g for a station located approximately 3,500 feet southeast from the site. The recorded ground acceleration was from the magnitude 6.4Mw Northridge earthquake that occurred on January 17, 1994.

3.4 Liquefaction Potential

As shown on the State of California Seismic Hazard Zones map for the Los Angeles Quadrangle (CGS, 1999), the project site is **not** located within an area that has been identified by the State of California as being potentially susceptible to liquefaction (Figure 5, *Seismic Hazard Map*). In addition, the historically shallowest groundwater depth in the vicinity of the project site is on the order of approximately 150 feet bgs. Based on these considerations, the potential for soil liquefaction at the site or cyclic softening of the site soil is negligible.

3.5 Seismically-Induced Settlement

Strong ground motion during earthquakes tends to rearrange looser soils particles into a more compact arrangement, especially in granular soil deposits. The cumulative effects of soil particles rearrangement during earthquake ground shaking will result in settlement. In general, a poorly graded granular deposit is more susceptible to settlement than a fine-grained or well-graded soil.

Based on the recorded blowcounts in previous and current soil boring, seismically-induced settlement at the site is anticipated to be less than 1 inch.

3.6 Lateral Spread

Because liquefaction is not considered a hazard at the site, lateral spread is also not considered a hazard at the site.

3.7 Seismically-Induced Landslides

The potential for seismically-induced landsliding is considered low due to the absence of slopes at or near the site. In addition, based on the State of California Seismic Hazard Zones Map for the Los Angeles Quadrangle (CGS, 1999), the site is not located within an area that has been identified by the State of California as being potentially susceptible to seismically-induced landslides (Figure 5, *Seismic Hazard Map*). Proposed slopes, if any, should be engineered and constructed at a gradient of 2:1 (horizontal:vertical) or flatter.

3.8 Flood Hazard

According to a Federal Emergency Management Agency (FEMA) flood insurance rate map (FEMA, 2008), the site is not located within a flood hazard zone (Figure 6, *Flood Hazard Zone Map*). Flooding in the vicinity of the project site is generally isolated to the Los Angeles River located to the east of the project site.

3.9 Seiches and Tsunamis

Seiches are large waves generated in enclosed bodies of water in response to ground shaking. Tsunamis are waves generated in large bodies of water by fault displacement or major ground movement. Based on the absence of an enclosed water body near the site and the inland location of the site, seiche and tsunami risks at the site are considered negligible.

3.10 Subsidence

Subsidence is sinking of the Earth's surface in response to geologic or man-induced causes. Subsurface solution of limestone during cave formation may lead to a series of subsidence features at the ground surface, which, collectively, are termed karst topography. Since the site is not underlain by limestone, the potential for subsidence to affect the site due to this condition is not a consideration for the project. Similar subsidence effects can be produced by mining or by the extraction of water or petroleum by means of wells. Since the site is not located within an oil field and no man induced activities to create subsidence are taking place at this site, the potential for subsidence to affect the site is not a consideration for the project.

4.0 FINDINGS AND CONCLUSIONS

No evidence of adverse geological or geotechnical hazards was noted at the site that will preclude the development of the project. Presented below is a summary of findings based upon the results of our geotechnical evaluation of the site:

- The site is **NOT** located within an area shown as susceptible to liquefaction on the California Seismic Hazard Zones Map for the Los Angeles Quadrangle.
- The seismically-induced settlement at the site is anticipated to be less than one inch over a distance of 40 feet.
- Concrete in contact with the near surface onsite soil is expected to have low exposure to water-soluble sulfates and low exposure to chloride in the soil. The onsite soil is considered severely corrosive to ferrous metal.
- The subsurface soils are anticipated to be readily excavated using conventional earthmoving equipment in good working condition.
- The native sandy soils were found to be favorable for percolation. However, the infiltration capacity of the native sandy soil will be reduced significantly after compaction.
- Perched groundwater may be present at the site and should be considered during construction of the underground parking and design of the basement wall.

5.0 DESIGN RECOMMENDATIONS

Geotechnical recommendations for the proposed development are presented in the following sections and are intended to provide sufficient geotechnical information to develop the project in general accordance with the current City of Los Angeles Building Code.

The geotechnical consultant should review the grading plan, foundation plan and specifications as they become available to verify that the recommendations presented in this report have been incorporated into the plans prepared for the project.

5.1 Earth Retaining Structures

Based on the current conceptual design, the new 4-story office building will be constructed over 2 subterranean levels. An excavation up to 25 feet bgs is anticipated for the construction of the subterranean levels and the foundation elements. It is expected that a temporary shoring system will be used to support the excavation on the north, south, east, and west sides of the proposed building foot-print during construction.

The following sections present recommendations for designing temporary shoring and permanent earth retaining structures during and after the construction of the building.

5.1.1 Temporary shoring System

General: A temporary shoring system consist of soldier piles (with or without tie-back anchors) may be used to support the excavation on the north, south, East and west side of the new building footprint. Permissions from adjoining property owners and the City will be required for installation of tie-back anchors on their properties. The east side of the excavation can be sloped back at proper range recommended in section 5.2 of this report.

It is the shoring contractor's responsibility to design the system that meets the project specifications. The shoring contractor should submit the shoring plans and a testing program to the geotechnical engineer for review and updated recommendations may be warranted upon review.

As the tie-back anchors and soldier piles are planned to be drilled into the native alluvial material, the potential of raveling and caving of loose soil is anticipated, therefor, the shoring contactor should be prepared to use

special techniques and measures, if necessary, to permit the proper installation of the soldier piles and tie-back anchors in case of caving and raveling of isolated loose soil layers or local perched water zones that may exist within the soil.

All recommended values related to shoring design presented herein are ultimate values. The shoring engineer should incorporate adequate safety factors in designing the shoring system.

Surface runoff shall be directed away from the shoring wall and excavation. Because of the shoring walls will likely be converted to the basement wall, a properly designed perimeter drain system should be used to prevent water from cumulating behind the wall. Subdrain pipe should be outlet to an acceptable location for proper discharge.

As an alternative to a conventional soldier beam and tie-back anchors shoring system to support the foundation, a soil nail system, if allowed by the City may be used. Design recommendations for a soil nail system can be provided upon request.

Lateral Earth Pressure: The recommended earth pressure for designing the shoring wall is presented on Figure 7, *Lateral Earth Pressure Parameters*. In addition, surcharge due to construction equipment and the existing LADWP substation (north of the project site) and vehicular traffic along the south and west side of the new office building, behind the excavation should be considered in the shoring wall design. The contractor should make every effort to avoid damaging or interfering with the grounding grid and underground power lines at the substation.

Soldier Piles: The solider piles should space at least two diameters on-center. The maximum spacing of the solider piles should be limited to 8 feet. The portion of a soldier pile that extends below the excavation may be used to provide passive resistance for the shoring system. To develop the full lateral value, it is assumed that the drilled hole of the soldier pile will be backfilled with concrete and there is full contact between the concrete and the retained soil. The concrete should have a 7-day compressive strength of 1,500 pounds per cubic inch (psi). The shoring engineer should neglect passive resistance to a depth equal to one drilled hole diameter of the soldier pile below the excavation line due to disturbance of the surface soils during excavation.

The contractor should be responsible to protect the drill holes from caving during drilling and to assure firm contact between the solider piles and the undisturbed soils during construction.

The vertical component of the tie-back load may be supported by the shaft friction and end bearing of the soldier pile embedded in the granular soil. A frictional coefficient of 0.4 may be used to calculate the frictional resistance between the soldier pile and the retained soil. For soldier piles penetrated at least 5 feet below the excavation line, a maximum end bearing pressure of 2,500 psf may be used.

Lagging: Lagging should be provided between the soldier piles to control sloughing. Lagging should be placed in such a manner to maintain a tight soil to lagging contact. All voids behind the lagging should be filled with compacted materials or slurry. Lagging may be installed with a maximum spacing of 1½ inches to allow drainage from behind the wall. 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. For clear spans of up to 8 feet, we recommend that the lagging be designed for a semi-circular distribution of earth pressure where the maximum pressure is 300 psf at the mid-line between soldier piles.

Tie-Back Anchors: All anchors should be designed in accordance with the recommendations by the Post-tensioning Institute (PTI) for pre-stressed rock and soil anchors (PTI, 2011) and the City of Los Angeles requirements.

For designing the anchored length of the tiebacks beyond the failure surface, a bond strength of 1,800 pounds per square foot (psf) may be assumed between the grout and the sandy soil for gravity grouted tie-back anchors.

During installation, each row of anchors should be proof-loaded and approved before excavation can proceed. The tie-back anchor capacity should be checked for each stage of the excavation to ensure adequate support of the system is maintained. Performance tests may also be required on selected tieback anchors. The number of anchors to be tested should be determined based on the results of the testing program.

***Monitoring*:** The performance of the shoring system should be monitored on a regular basis during and after installation. The monitoring should consist of surveying of the lateral and vertical locations of the tops of all the

soldier piles. The survey data should be submitted to the shoring engineer and geotechnical consultant for review. It is recommended that the maximum deflection behind the shoring be limited to between one-half inch to one inch.

We recommend that the adjacent existing structures and streets be surveyed for horizontal and vertical locations. Also, a survey of existing cracks and offsets in the streets should be performed and recorded along with photographic records.

5.1.2 Basement Walls and Permanent Earth Retaining Structures

Lateral earth pressure for designing basement walls and permanent earth retaining structures are also presented on Figure 7. Basement walls and earth retaining structures used to support improvements sensitive to movements should be designed for the at-rest conditions (i.e., restrained condition). All recommended values presented are ultimate values. Adequate safety factors should be incorporated in designing the retaining structures. Basement wall and retrained retaining wall should be design for at-rest earth pressure under static loading. When analyzing basement walls and restrained walls under seismic loading using the code-based load combination formula, the seismic pressure increment should be added to the active earth pressure.

A waterproofing consultant should be retained to provide recommendations to protect the basement walls, floor slabs, and foundations.

5.2 Earthwork

5.2.1 Site Preparation

After demolition, the project site should be cleared of any vegetation, trash and debris, which should be properly disposed of offsite. Efforts should be made to remove or reroute any existing utility lines that interfere the proposed construction. Any resulting cavities should be properly backfilled and compacted.

5.2.2 Site Grading

It is expected that competent native alluvium soil will be exposed at the lower parking level. To provide a more uniform subgrade support for the foundation, it is recommended that the additional excavation be extended 12 inches below the bottom of the mat foundation for installation of a blanket of engineered fill. To facilitate foundation construction, using a 3-inch concrete rat slab under the mat foundation is being considered at this time. The 3-inch concrete rat slab, if used can be considered as part of the engineered fill.

The remaining area of the site outside the existing building will be excavated to remove all undocumented fill. The excavation will be backfilled with engineered fill. Based on our exploration and reports by other, approximately 5 feet of undocumented fill was encountered outside the existing building. Deeper pockets of undocumented fill could exist elsewhere at the site.

Leighton should verify the vertical and lateral removal and overexcavation limits during grading as local conditions may require additional removals (i.e., encountering soft or unsuitable existing fill or other deleterious materials).

Subgrade Preparation: Prior to fill placement, the exposed soils should be scarified to a minimum depth of 4 inches, moisture conditioned to at least 2 to 4 percentage points above optimum moisture content and compacted to at least 90 percent relative compaction based on ASTM Test Method D 1557. Any soft or unsuitable earth materials encountered at the bottom of the excavations should be removed and replaced with compacted fill.

Temporary Excavations and Vertical Cuts: If necessary, temporary, unsurcharged cut slopes should not exceed a 2H:1V gradient when constructed in existing fill and/or native material. Such temporary slopes should not exceed 20 feet height.

Temporary vertical cuts that will be beneficial for foundation construction may be made into the dense, native material, but should not exceed 4 feet in height. All temporary excavations, including footings, utility trenches, should be designed in accordance all OSHA requirements. Excavations 4 feet or deeper should be laid back or shored in accordance with OSHA requirements before personnel are allowed to enter.

No surcharge loads should be permitted within a horizontal distance equal to the height of cut or 4 feet, whichever is greater from the top of the cut, unless the cut is shored appropriately.

Temporary cut slopes should be protected from erosion by directing surface water away by placing sand bags at the top of the slopes and during wet weather, covering the slopes with plastic sheeting.

Fill Placement: The onsite soils, less any deleterious material (construction debris) or organic matter, can be reused as fills. Oversized material greater than 6 inches in maximum dimension should not be placed in the fill. Any soil to be placed as fill, whether onsite soils or imported material, should be tested by Leighton.

All fill soils should be placed in loose lifts not exceeding 8 inches, moisture-conditioned to at least 2 to 4 percentage points above optimum moisture content, and compacted to a minimum of 90 percent of the maximum dry density as determined by ASTM Test Method D 1557. The optimum lift thickness to produce a uniformly compacted fill will depend on the type and size of compaction equipment used.

Any required import material should consist of non-corrosive and predominantly granular soils with an Expansion Index (EI) of 20 or less. The imported materials should contain sufficient fines (binder material) so as to result in a stable subgrade when compacted. All proposed import materials should be approved by the geotechnical engineer of record prior to being transported to the site.

Shrinkage and Subsidence: The change in volume of excavated and recompacted soil varies according to soil type and location. This volume change is represented as a percentage increase (bulking) or decrease (shrinkage) in volume of fill after removal and recompaction. Field and laboratory data used in our calculations included laboratory-measured maximum dry density for the general soil type encountered at the subject site, the measured in-place densities of near surface soils encountered and our experience. We preliminarily estimate the onsite artificial fill materials requiring removal and recompaction will have a shrinkage factor of approximately 10 percent (±3 percent) during grading.

The level of fill compaction, variations in the dry density of the existing soil and bedrock and other factors influence the amount of volume change.

Some adjustments to earthwork volume should be anticipated during grading of the site.

5.3 Trench Backfill

Utility trenches should be backfilled with compacted fill in accordance with Sections 306-1.2 and 306-1.3 of the Standard Specifications for Public Works Construction, ("Greenbook"), 2018 Edition. Utility trenches can be backfilled with onsite material free of rubble, debris, organic and oversized material up to 3 inches in largest dimension. Prior to backfilling trenches, pipes should be bedded in and covered with either:

(1) **Sand:** A uniform, sand material that has a Sand Equivalent (SE) greater-than-or-equal-to 30, passing the No. 4 U.S. Standard Sieve (or as specified by the pipe manufacturer), or

(2) **CLSM:** Controlled Low Strength Material (CLSM) conforming to Section 201-6 of the *Standard Specifications for Public Works Construction,* ("Greenbook"), Current Edition.

Pipe bedding should extend at least 4 inches below the pipeline invert and at least 12 inches over the top of the pipeline. Native and clean fill soils can be used as backfill over the pipe bedding zone, and should be placed in thin lifts, moisture conditioned above optimum, and mechanically compacted to at least 90 percent relative compaction, relative to the ASTM D 1557 laboratory maximum density.

5.4 Foundation Recommendations

The new office building will be supported on a mat foundation established on 12 inches of engineered fill. Conventional shallow foundation system established on compacted fill may be used for incidental improvements outside the building. Foundation design recommendations for working stress design are presented below:

Conventional Shallow Foundations		
Embedment	1.5 feet below adjacent grade	
	Isolated Square Footings	Continuous Wall Footings
Minimum Width	2 feet	1.5 foot
Sustained Dead Plus Live Load		
Allowable Bearing Pressure	2,500 pounds per square foot (psf)	
	May be increased by 250 psf per foot increase in depth or width to a maximum of 3,500 psf for strip foundation and 4,000 psf for isolated column footings.	
Mat Foundations		
Embedment	20 fee below finish grade	
Allowable Bearing Pressure	11,000psf	
Modulus of Subgrade	k_1 (lower bound): 165 pounds per cubic inch (pci) (upper bound): 395 pci k_1 should be adjusted for foundation dimension having a length (L) and width (B): $k_{(L \times B)} = k_1 [(B + 1)/2B]^2 \times R_f$ where $R_f = (1 + 0.5\, B/L) / 1.5$	
Lateral Load Resistance		
Frictional Resistance	0.4	
Passive Resistance	374 pounds per cubic foot (pcf) Maximum 6,000 psf	

Notes:
1. The allowable bearing pressure consists of a safety factor of at least 3. The total settlement under the foundation is 1 inch for shallow foundations and 2 inches for mat foundation. Differential settlement across the foundation may be assumed to be one-half of the total settlement over a distance of 50 feet. The actual settlement under the mat foundation will vary due to redistribution of bearing pressure under the foundation.
2. Friction and passive resistance are ultimate values. No increase is allowed when calculating resistance to lateral loads. Apply proper safety factors where applicable.
3. The passive resistance should be reduced by one-third when combined with frictional resistance to calculate total resistance.

Slab-on-Grade: From a geotechnical standpoint, conventional slabs-on-grade supported on compacted fill derived from on-site soil should be at least 4 inches thick with No. 3 rebar placed at center of the slab at 24 inches on center at each direction. For designing slab-on-grade under conventional light floor loading conditions, the following minimum recommendations should be used. More stringent requirements may be required by local agencies.

Parameters	Recommended Values
Slab Thickness	4 inches (minimum)
Modulus of Subgrade Reaction	60 pci (12' by 12')
Bearing Capacity	1,500 psf
Maximum joint spacing should not exceed 12 feet. The subgrade soils should be evaluated by the geotechnical engineer to verify adequate moisture conditioning has been maintained prior to pouring concrete prior to pouring concrete.	

Minor cracking of the concrete as it cures, due to drying and shrinkage is normal and should be expected. However, cracking is often aggravated by a high water/cement ratio, high concrete temperature at the time of placement, small nominal aggregate size, and rapid moisture loss due to hot, dry, and/or windy weather conditions during placement and curing. Cracking due to temperature and moisture fluctuations can also be expected. Low slump concrete can reduce the potential for shrinkage cracking. The structural engineer may consider using additional reinforcement in slabs and foundations to reduce the potential for concrete cracking.

Interior slabs-on-grade are recommended to be underlain by a synthetic sheeting to serve as a retarder to moisture vapor transmission in areas where moisture-sensitive floor covering (such as vinyl, tile, or carpet) or equipment is planned. The sheeting is recommended to be a minimum 15-mil thick Stego® Wrap installed per manufacturer's specifications. Prior to installing the synthetic sheeting, the exposed subgrade surface should be clear of all extruding rock and gravel that could damage the sheeting. The sheeting should be evaluated for the presence of punctures or tears by the installer prior to pouring concrete. Installation of the sheeting should include proper overlap and taping of seams.

Our firm does not practice in the field of moisture vapor transmission evaluation, since this is not specifically a geotechnical issue. Therefore, the appropriate synthetic sheeting should be determined by others qualified in evaluating and mitigating moisture vapor transmission through concrete slabs.

We recommend that soil moisture around the immediate perimeter of the slab be maintained near optimum-moisture content (or above) during construction and up to occupancy of the structures.

5.5 Surface Drainage

Positive drainage of surface water away from structures is very important. Water should not be allowed to pond adjacent to buildings. Positive drainage may be accomplished by providing drainage away from buildings a minimum of 2 percent for earthen surfaces for a lateral distance of at least five feet and further maintained by a swale or drainage path at a gradient of at least 1 percent. Where necessary, drainage paths may be shortened by the use of area drains and collector pipes. Eave gutters are recommended and should reduce water infiltration into the subgrade materials. Downspouts should be connected to appropriate outlet devices.

Irrigation of landscaping should be controlled to maintain, as much as possible, consistent moisture content sufficient to provide healthy plant growth without over watering.

5.6 Corrosion Protection Measures

For screening purposes, a representative near-surface bulk soil sample was tested for corrosivity to preliminarily evaluate corrosion potential to buried concrete and buries ferrous pipes. The chemical analysis test results are included in Appendix B of this report and are summarized in the table below:

Test Parameter	Test Results	General Classification of Hazard
Water-Soluble Sulfate in Soil (ppm)	100 - 176	Negligible sulfate exposure to buried concrete
Water-Soluble Chloride in Soil (ppm)	53 - 73	Non-corrosive to buried reinforced concrete
pH	7.6 – 7.9	Mildly alkaline
Minimum Resistivity (saturated, ohm-cm)	1,098 -1,100	Corrosive to buried ferrous pipes (per Caltrans)

Based on the measured water-soluble sulfate content from the tested soil sample, concrete in contact with the soil is expected to have negligible exposure to sulfate attack per ACI 318-11. The sample tested for water-soluble chloride content indicate a low potential for corrosion of steel in concrete due to the chloride content of the soil. Therefore, common Type II cement may be used for concrete construction onsite and the concrete should be designed in accordance with CBC

2016 requirements. Type V cement should be used for concrete exposed to recycled water.

The results of the resistivity test indicate that the underlying soil is corrosive to buried ferrous metals per ASTM STP 1013. A registered corrosion engineer may be consulted to provide specific mitigation measures for protection of buried metals in direct contact with onsite soils.

5.7 Additional Geotechnical Services

The geotechnical recommendations presented in this report are based on subsurface conditions as interpreted from limited subsurface explorations, limited laboratory testing and information available at the time the report is prepared. Additional geotechnical investigation and analysis may be required based on final improvement plans. Leighton should review the site and grading plans when available and comment further on the geotechnical aspects of the project. Geotechnical observation and testing should be conducted during excavation and all phases of grading operations. Our conclusions and recommendations should be reviewed and verified by Leighton during construction and revised accordingly if geotechnical conditions encountered vary from our preliminary findings and interpretations.

Geotechnical observation and testing should be provided during the following activities:

- Grading and excavation of the site;
- Shoring Installation;
- During overexcavation and removal of unsuitable soil;
- Subgrade preparation;
- Compaction of all fill materials;
- Utility trench backfilling and compaction;
- Footing excavation and slab-on-grade preparation;
- Pavement subgrade and base preparation;
- Placement of asphalt concrete and/or concrete; and
- When any unusual conditions are encountered.

6.0 LIMITATIONS

This report was based solely on data obtained from a limited number of geotechnical exploration, and soil samples and tests. Such information is, by necessity, incomplete. The nature of many sites is such that differing soil or geologic conditions can be present within small distances and under varying climatic conditions. Changes in subsurface conditions can and do occur over time. Therefore, the findings, conclusions, and recommendations presented in this report are only valid if Leighton has the opportunity to observe subsurface conditions during grading and construction, to confirm that our preliminary data are representative for the site. Leighton should also review the construction plans and project specifications, when available, to comment on the geotechnical aspects.

This report was prepared using the degree of care and skill ordinarily exercised, under similar circumstances, by reputable geotechnical consultants practicing in this or similar localities. The findings, conclusion, and recommendations included in this report are considered preliminary and are subject to verification. We do not make any warranty, either expressed or implied.

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Important Information about This

Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, clients can benefit from a lowered exposure to the subsurface problems that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed below, contact your GBA-member geotechnical engineer. Active involvement in the Geoprofessional Business Association exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Geotechnical-Engineering Services Are Performed for Specific Purposes, Persons, and Projects

Geotechnical engineers structure their services to meet the specific needs of their clients. A geotechnical-engineering study conducted for a given civil engineer will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client. *Those who rely on a geotechnical-engineering report prepared for a different client can be seriously misled*. No one except authorized client representatives should rely on this geotechnical-engineering report without first conferring with the geotechnical engineer who prepared it. *And no one – not even you – should apply this report for any purpose or project except the one originally contemplated.*

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read it *in its entirety*. Do not rely on an executive summary. Do not read selected elements only. *Read this report in full.*

You Need to Inform Your Geotechnical Engineer about Change

Your geotechnical engineer considered unique, project-specific factors when designing the study behind this report and developing the confirmation-dependent recommendations the report conveys. A few typical factors include:

- the client's goals, objectives, budget, schedule, and risk-management preferences;
- the general nature of the structure involved, its size, configuration, and performance criteria;
- the structure's location and orientation on the site; and
- other planned or existing site improvements, such as retaining walls, access roads, parking lots, and underground utilities.

Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the function of the proposed structure, as when it's changed from a parking garage to an office building, or from a light-industrial plant to a refrigerated warehouse;
- the elevation, configuration, location, orientation, or weight of the proposed structure;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.*

This Report May Not Be Reliable

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, that it could be unwise to rely on a geotechnical-engineering report whose reliability may have been affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If your geotechnical engineer has not indicated an "apply-by" date on the report, ask what it should be*, and, in general, *if you are the least bit uncertain* about the continued reliability of this report, contact your geotechnical engineer before applying it. A minor amount of additional testing or analysis – if any is required at all – could prevent major problems.

Most of the "Findings" Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site's subsurface through various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing were performed*. The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgment to form opinions about subsurface conditions throughout the site. Actual sitewide-subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team from project start to project finish, so the individual can provide informed guidance quickly, whenever needed.

This Report's Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, *they are not final*, because the geotechnical engineer who developed them relied heavily on judgment and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* revealed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals' misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a full-time member of the design team, to:

- confer with other design-team members,
- help develop specifications,
- review pertinent elements of other design professionals' plans and specifications, and
- be on hand quickly whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction observation.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note conspicuously that you've included the material for informational purposes only*. To avoid misunderstanding, you may also want to note that "informational purposes" means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report, but they may rely on the factual data relative to the specific times, locations, and depths/elevations referenced. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled "limitations," many of these provisions indicate where geotechnical engineers' responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely*. Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a "phase-one" or "phase-two" environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually relate any environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures*. If you have not yet obtained your own environmental information, ask your geotechnical consultant for risk-management guidance. As a general rule, *do not rely on an environmental report prepared for a different client, site, or project, or that is more than six months old.*

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, none of the engineer's services were designed, conducted, or intended to prevent uncontrolled migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, ***proper implementation of the geotechnical engineer's recommendations will not of itself be sufficient to prevent moisture infiltration.*** Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. ***Geotechnical engineers are not building-envelope or mold specialists.***

GEOPROFESSIONAL BUSINESS ASSOCIATION

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e-mail: info@geoprofessional.org www.geoprofessional.org

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Project: 11649.002	Eng/Geol: VPI/JMP
Scale:1 " = 1,000 '	Date: February 2019

Base Map: ESRI ArcGIS Online 2017
Thematic Information: Leighton
Author: Leighton Geomatics (btran)

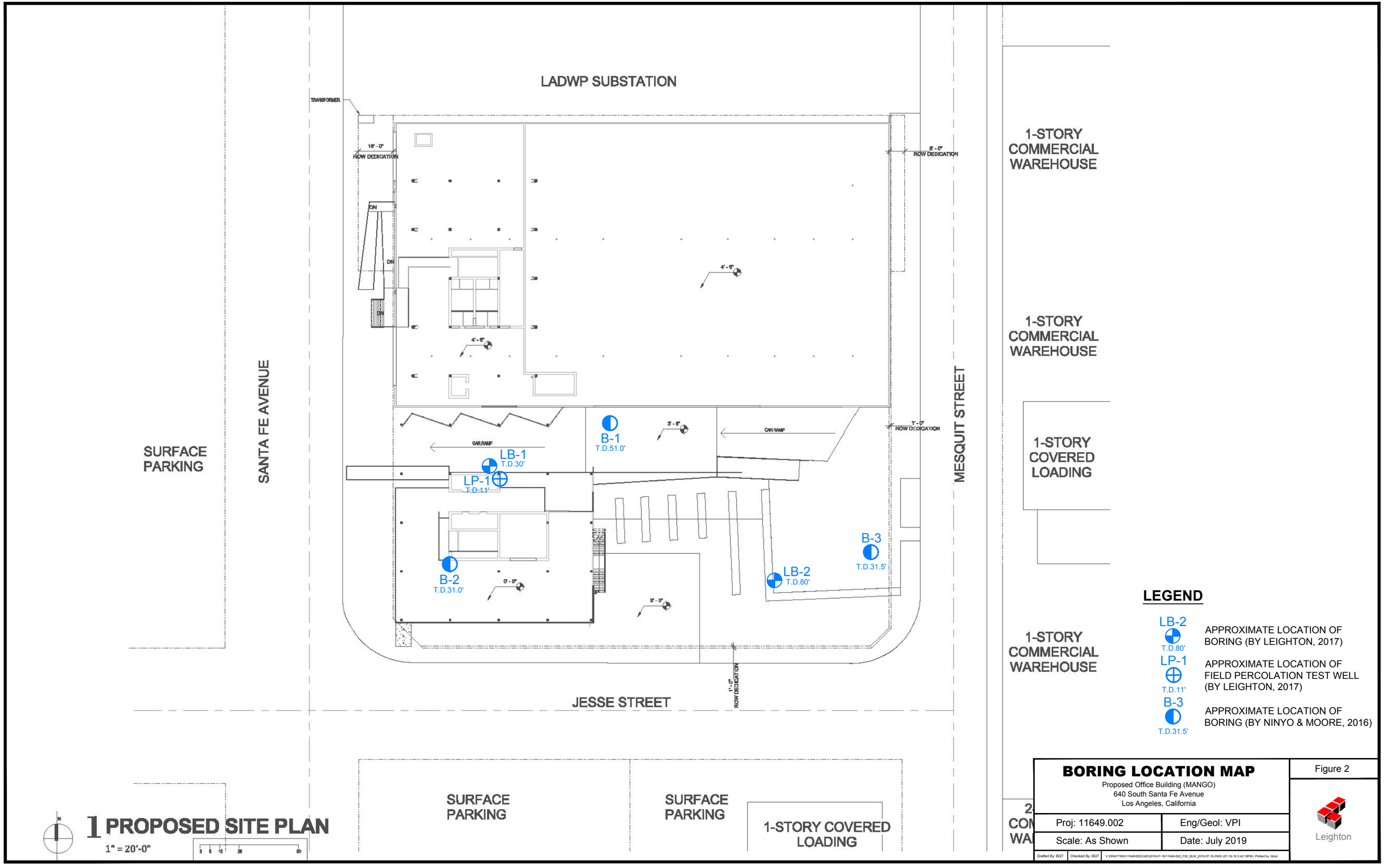
SITE LOCATION MAP

Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California

Figure 1

Leighton

Map Saved as V:\Drafting\11649\001\Maps\11649.002_F01_SLM_2017-06-15.mxd on 6/15/2017 4:27:05 PM



LEGEND

LB-2 T.D.80'	APPROXIMATE LOCATION OF BORING (BY LEIGHTON, 2017)
LP-1 T.D.11'	APPROXIMATE LOCATION OF FIELD PERCOLATION TEST WELL (BY LEIGHTON, 2017)
B-3 T.D.31.5'	APPROXIMATE LOCATION OF BORING (BY NINYO & MOORE, 2016)

BORING LOCATION MAP

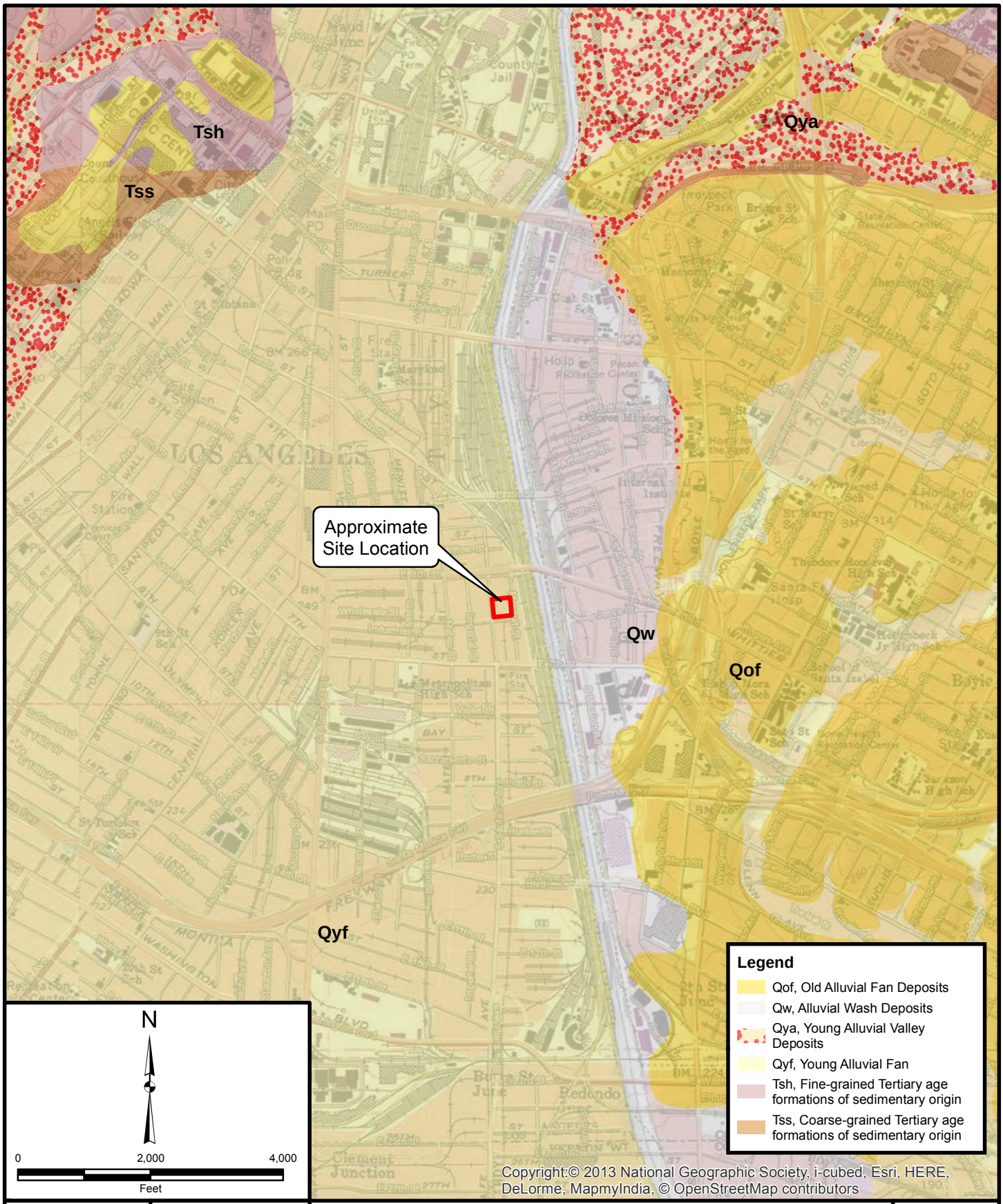
Proposed Office Building (MANGO)
640 South Santa Fe Avenue
Los Angeles, California

Figure 2

Proj: 11649.002	Eng/Geol: VPI
Scale: As Shown	Date: July 2019

Drafted By: BQT | Checked By: BQT | V:\DRAFTING\11649\002\CAD\2019-07-16\11649-002_F02_BLM_2019-07-16.DWG (07-16-19 3:42:18PM) Plotted by: btran

Leighton



Project: 11649.002	Eng/Geol: VPI/JMP
Scale:1 " = 2,000 '	Date: February 2019

Base Map: ESRI ArcGIS Online 2017
Thematic Information: Leighton, USGS
Author: Leighton Geomatics (btran)

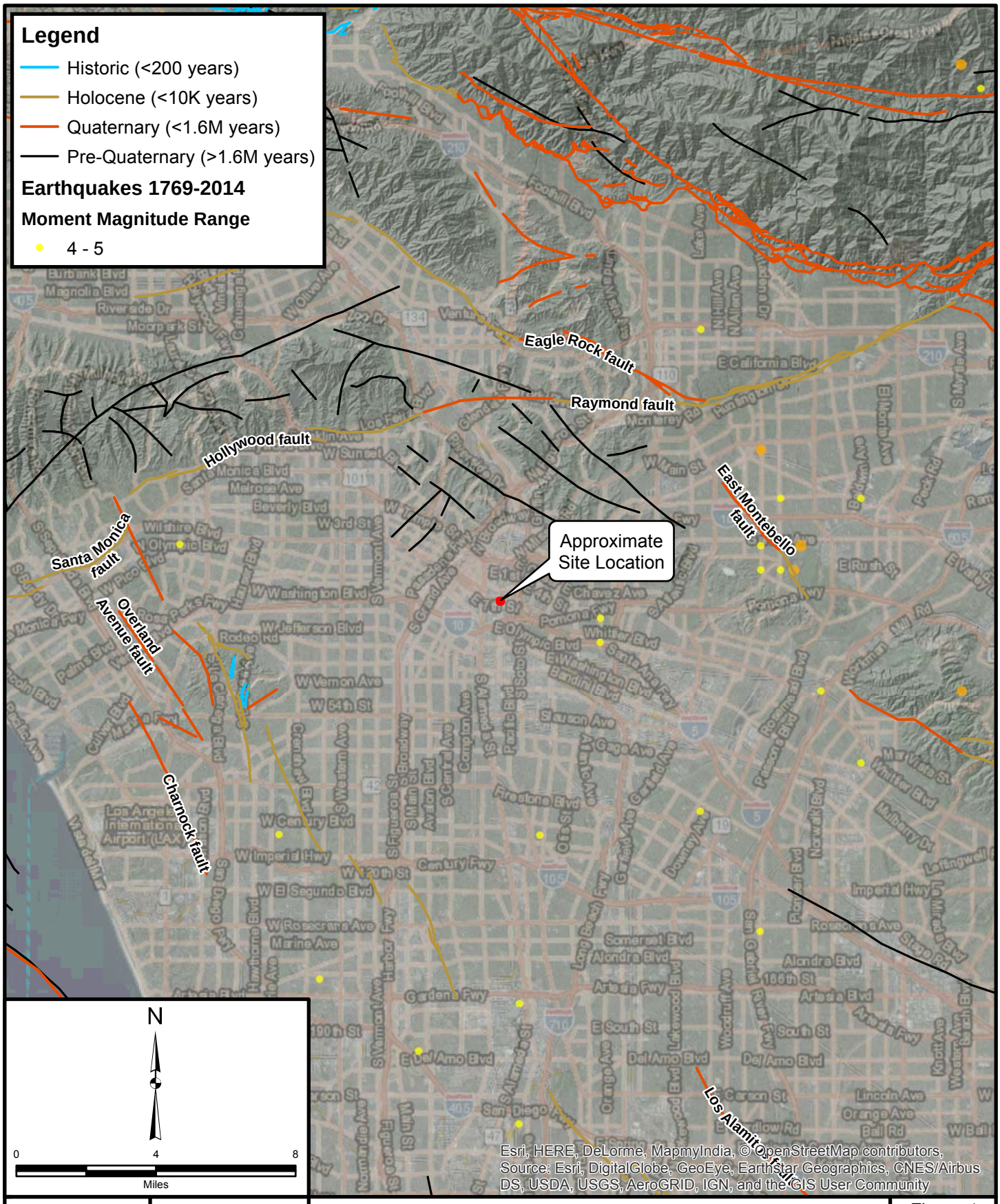
REGIONAL GEOLOGY MAP

Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California

Figure 3

Leighton

Map Saved as V:\Drafting\11649\002\Maps\11649.002_F03_RGM_2017-06-15.mxd on 6/15/2017 4:21:21 PM



Project: 11649.002	Eng/Geol: VPI/JMP
Scale: 1 " = 4 miles	Date: February 2019

Base Map: ESRI ArcGIS Online 2017
Thematic Information: Leighton, CGS, Bryant 2010
Author: Leighton Geomatics (btran)

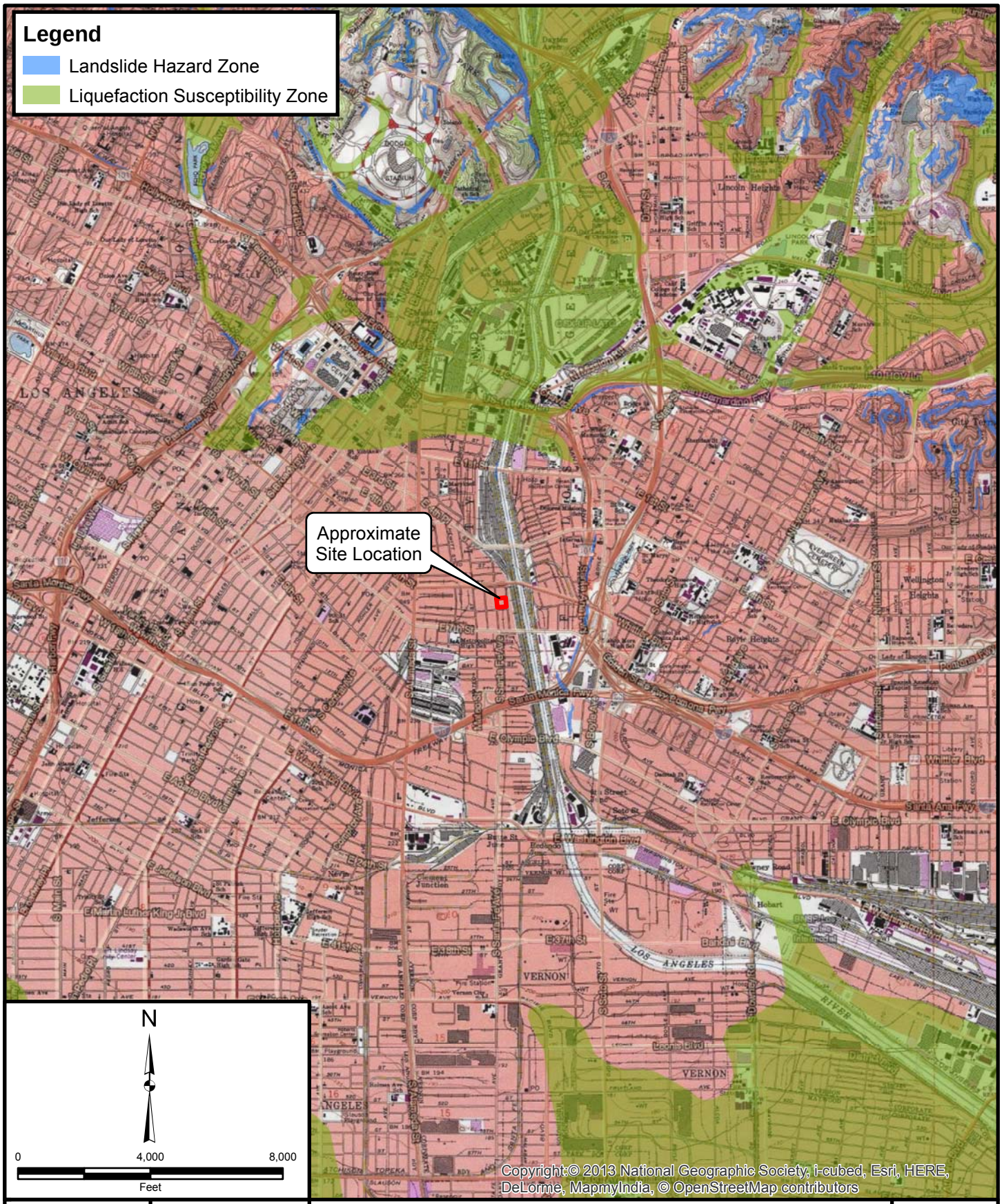
REGIONAL FAULT AND HISTORIC SEISMICITY MAP

Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California

Figure 4

Leighton

Map Saved as V:\Drafting\11649\001\Maps\11649.001_F04_RF&HSM_2017-06-15.mxd on 6/15/2017 4:38:11 PM



Project: 11649.002	Eng/Geol: VPI/JMP
Scale: 1 " = 4,000 '	Date: February 2019

Base Map: ESRI ArcGIS Online 2017
Thematic Information: Leighton, CGS
Author: Leighton Geomatics (btran)

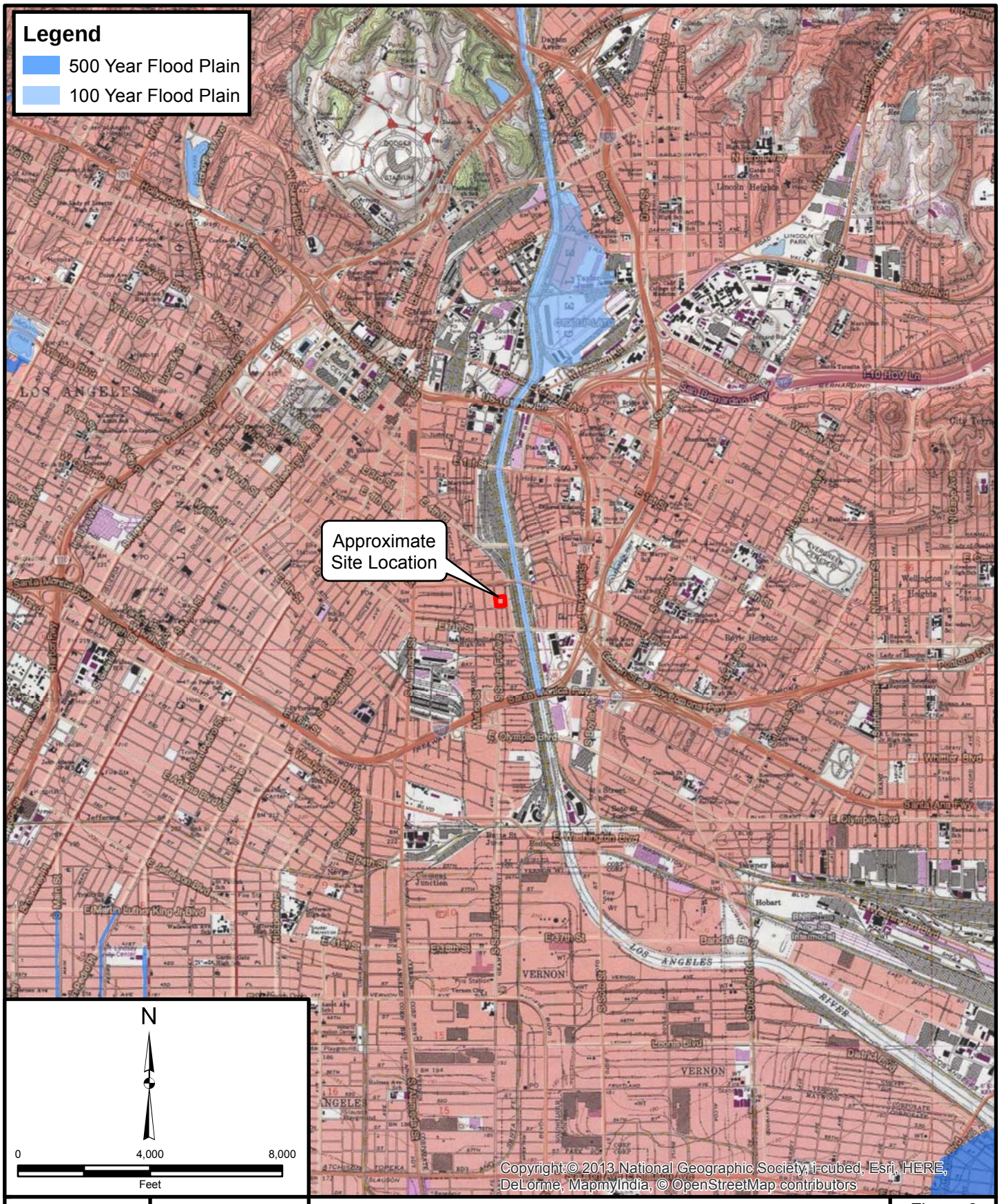
SEISMIC HAZARD MAP

Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California

Figure 5

Leighton

Map Saved as V:\Drafting\11649\002\Maps\11649.002_F05_SHM_2017-06-15.mxd on 6/15/2017 4:40:11 PM



Project: 11649.002	Eng/Geol: VPI/JMP
Scale:1 " = 4,000 '	Date: February 2019

Base Map: ESRI ArcGIS Online 2017
Thematic Information: Leighton, CA DWR, FEMA
Author: Leighton Geomatics (btran)

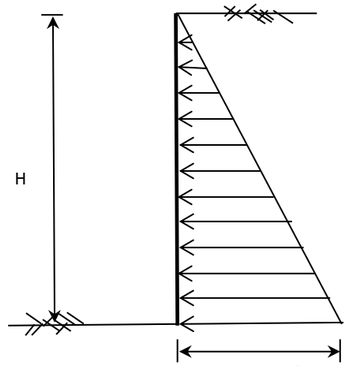
FLOOD HAZARD ZONE MAP

Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California

Figure 6

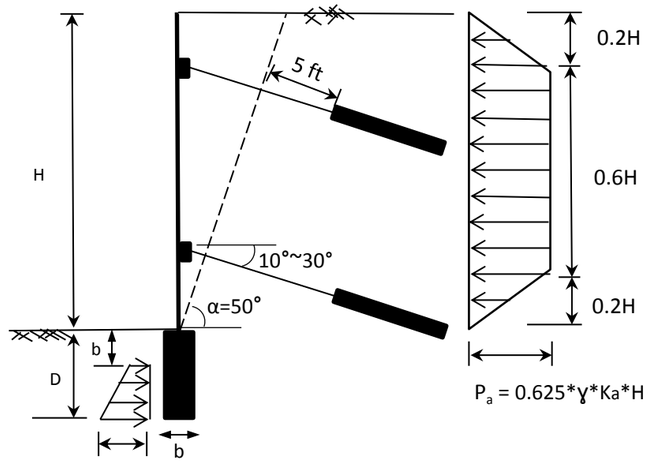
Leighton

Map Saved as V:\Drafting\11649\002\Maps\11649.002_F06_FHM_2017-06-15.mxd on 6/16/2017 10:20:52 AM



"Unrestrained" $P_a = (K_a + K_E)*\gamma*H$ + Surcharge (see 7c)
"Restrained" P_0 (Static) $= K_o*\gamma*H$+ Surcharge (see 7c)
"Seismic" P_{a+e} (Seismic)$= (K_a+ K_E)*\gamma*H$ + Surcharge (see 7c)

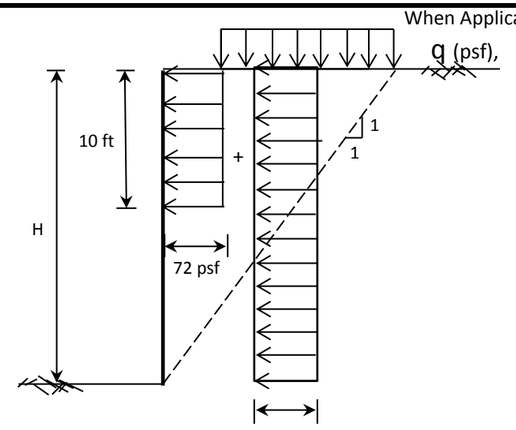
"7a"



$P_p = K_p*\gamma*D \leq 6{,}000$ psf

$P_a = 0.625*\gamma*K_a*H$ + Surcharge (see 7c)

"7b"



K * q
(K = Unrestrained or Restrained)

"7c"

Condition		Level Backfill
Unrestrained	Active, Ka	0.31
	Seismic Increment, K_E	0.37
Restrained	At-Rest, K_o	0.47
	Seismic Increment, K_E	0.60
Level Passive, K_p		3.25

Notes:

1- No wall rotation or translation is allowed for restrained condition;

2- Wall rotation or translation is allowed for; unrestrained condition;

3- All values are ultimate (i.e., nominal) values; Apply proper safety factors in designing earth retaining structures where applicable;

4- Retaining wall foundation may be designed as continuous wall foundation;

5- A moist unit weight of 115 pounds per cubic foot (pcf) may be used to calculate equivalent fluid pressure (EFP) for retaining structures supporting native soils;

6- A moist unit weight of 130 pounds per cubic foot (pcf) may be used to calculate equivalent fluid pressure (EFP) for retaining structures supporting compacted fill;

7- Import materials to be utilized for backfill should be non-expansive (Expansion Index less than 20) and exhibit an equivalent friction angel of 32 degrees; A moist total unit weight of 130 pounds per cubic foot (pcf) may be assumed in calculating EFP;

8- The seismic pressure increment parameters (Agusti and Sitar, 2013) were derived based on PGAm of 0.88g. The point of application of the resultant load may be assumed at 1/3H;

9- The retaining structure should be provided with weep holes or a backdrain system to allow free drainage. The weep holes and backdrain should be sloped toward an approved non-erosive outlet. The gradient for a backdrain system should be at a minimum of one percent. All weep holes and backdrain should be installed with filtering media to prevent fines from entering and clogging the device. The walls should also be waterproofed or at least damp-proofed, depending upon the degree of moisture protection desired by the owner.

Figure 7

Leighton

Lateral Earth Pressure Parameters

Proposed Office Building
640 South Santa Fe Avenue,
Los Angeles, California

Project Number: 11649.002	Date: March 2019	NA/VPI

Reference : Agusti, G.C. and Sitar, N., 2013, Seismic Earth Pressure on Retaining Structures in Cohesive Soils, Report submittal to the California Department of Transportation, Report Number UCB GT 13-02

APPENDIX A
Field Exploration Logs

Leighton

GEOTECHNICAL BORING LOG C-1

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	JMP
Drilling Co.		**Hole Diameter**	4"
Drilling Method	Hand Auger	**Ground Elevation**	255'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	JMP

Elevation Feet	Depth Feet	Graphic Log	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
		N S							*This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.*	
255	0			BB-1				CL	@Surface: 5 to 8 inch thick Concrete Slab (irregular base of slab) over subgrade soil **Artificial Fill, undocumented (Afu):** @0.4': CLAY with gravel and sand, brown, moist, firm (via probe testing), some coarse gravels and clasts of concrete intermixed	CR,SA, DS,SE, MD,SW
250	5								Total Depth of Boring: 5 feet bgs Groundwater not encountered Boring backfilled with site soils and patched with quick-set concrete	
245	10									
240	15									
235	20									
230	25									
225	30									

SAMPLE TYPES:

B	BULK SAMPLE
C	CORE SAMPLE
G	GRAB SAMPLE
R	RING SAMPLE
S	SPLIT SPOON SAMPLE
T	TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		



*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG C-2

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	JMP
Drilling Co.		**Hole Diameter**	4"
Drilling Method	Hand Auger	**Ground Elevation**	255'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	JMP

Elevation Feet	Depth Feet	Graphic Log (N S)	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
255	0			BB-1				CL	@Surface: 5 inch thick Concrete Slab over subgrade soil **Artificial Fill, undocumented (Afu):** @0.4': CLAY with gravel and sand, brown, moist, firm (via probe testing), some pockets of silty sand, some coarse gravels and clasts of concrete intermixed	CR,SA, DS,SE, MD,SW
250	5								Total Depth of Boring: 5 feet bgs Groundwater not encountered Boring backfilled with site soils and patched with quick-set concrete	
245	10									
240	15									
235	20									
230	25									
225	30									

This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.

SAMPLE TYPES:

B	BULK SAMPLE
C	CORE SAMPLE
G	GRAB SAMPLE
R	RING SAMPLE
S	SPLIT SPOON SAMPLE
T	TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		



*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG C-3

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	JMP
Drilling Co.		**Hole Diameter**	4"
Drilling Method	Hand Auger	**Ground Elevation**	255'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	JMP

Elevation Feet	Depth Feet	Graphic Log (N S)	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
255	0			BB-1				SM	@Surface: 5 inch thick Concrete Slab over subgrade soil **Artificial Fill, undocumented (Afu):** @0.4': Silty SAND with gravel, brown, slightly moist, firm (via probe testing), fine to medium sand, some pockets of clay, some coarse gravels and clasts of concrete intermixed	CR,SA, DS,SE, MD,SW
								CL	@3': CLAY with pockets of silty sand, brown, moist, firm	
250	5							SM	@5': SIlty SAND, brown, slightly moist, fine to medium sand, some minor debris observed (fill)	
									Total Depth of Boring: 6 feet bgs Groundwater not encountered Boring backfilled with site soils and patched with quick-set concrete	
245	10									
240	15									
235	20									
230	25									
225	30									

The Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.

SAMPLE TYPES:

B	BULK SAMPLE
C	CORE SAMPLE
G	GRAB SAMPLE
R	RING SAMPLE
S	SPLIT SPOON SAMPLE
T	TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		



*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG C-4

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	JMP
Drilling Co.		**Hole Diameter**	4"
Drilling Method	Hand Auger	**Ground Elevation**	255'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	JMP

Elevation Feet	Depth Feet	Graphic Log (N S)	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
255	0			BB-1				CL/SM	*This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.* @Surface: 5 inch thick Concrete Slab over subgrade soil **Artificial Fill, undocumented (Afu):** @0.4': CLAY with gravel, brown, slightly moist to moist, firm (via probe testing), some interlayered pockets of silty sand, some coarse gravels and clasts of concrete intermixed	CR,SA, DS,SE, MD,SW
250	5								Total Depth of Boring: 5 feet bgs Groundwater not encountered Boring backfilled with site soils and patched with quick-set concrete	
245	10									
240	15									
235	20									
230	25									
225	30									

SAMPLE TYPES:

- B BULK SAMPLE
- C CORE SAMPLE
- G GRAB SAMPLE
- R RING SAMPLE
- S SPLIT SPOON SAMPLE
- T TUBE SAMPLE

TYPE OF TESTS:

- -200 % FINES PASSING
- AL ATTERBERG LIMITS
- CN CONSOLIDATION
- CO COLLAPSE
- CR CORROSION
- CU UNDRAINED TRIAXIAL
- DS DIRECT SHEAR
- EI EXPANSION INDEX
- H HYDROMETER
- MD MAXIMUM DENSITY
- PP POCKET PENETROMETER
- RV R VALUE
- SA SIEVE ANALYSIS
- SE SAND EQUIVALENT
- SG SPECIFIC GRAVITY
- UC UNCONFINED COMPRESSIVE STRENGTH



*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG C-5

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	JMP
Drilling Co.		**Hole Diameter**	4"
Drilling Method	Hand Auger	**Ground Elevation**	255'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	JMP

Elevation Feet	Depth Feet	Graphic Log	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
		N S							*This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.*	
255	0			BB-1				CL/SM	@Surface: 5 inch thick Concrete Slab over subgrade soil **Artificial Fill, undocumented (Afu):** @0.4': Interlayered CLAY and SIlty SAND with gravel and debris (fragments of brick and concrete), brown, slightly moist to moist, firm (via probe testing), fine to medium sand, some coarse gravels	CR,SA, DS,SE, MD,SW
250	5								Total Depth of Boring: 5 feet bgs Groundwater not encountered Boring backfilled with site soils and patched with quick-set concrete	
245	10									
240	15									
235	20									
230	25									
225	30									

SAMPLE TYPES:

- B BULK SAMPLE
- C CORE SAMPLE
- G GRAB SAMPLE
- R RING SAMPLE
- S SPLIT SPOON SAMPLE
- T TUBE SAMPLE

TYPE OF TESTS:

- -200 % FINES PASSING
- AL ATTERBERG LIMITS
- CN CONSOLIDATION
- CO COLLAPSE
- CR CORROSION
- CU UNDRAINED TRIAXIAL
- DS DIRECT SHEAR
- EI EXPANSION INDEX
- H HYDROMETER
- MD MAXIMUM DENSITY
- PP POCKET PENETROMETER
- RV R VALUE
- SA SIEVE ANALYSIS
- SE SAND EQUIVALENT
- SG SPECIFIC GRAVITY
- UC UNCONFINED COMPRESSIVE STRENGTH



*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG LB-1

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	SAM
Drilling Co.	ABC Liovin	**Hole Diameter**	8"
Drilling Method	Hollow Stem Auger - 140lb - Autohammer - 30" Drop	**Ground Elevation**	253'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	SAM

Elevation Feet	Depth Feet	Graphic Log	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
		N S							*This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.*	
253	0			BB-1				SM-ML	@Surface: 3.5 inches of Asphalt Concrete over 6.5 inches of Aggregate Base **Artificial Fill, undocumented (Afu):** @0.8': Silty SAND to Sandy SILT, dark brown, slightly moist, fine to medium sand, trace subangular gravels less than or equal to 1-inch in long dimension	MD, CR, SA
250	5			R1	10 9 9			SM	@5': Silty SAND, light to medium brown, medium dense, fine to coarse sand, trace silt, some mica	DS, SW
				S1	3 5 7			SP-SM	**Quaternary Alluvium (Qal):** @6': SAND with silt, light to medium brown, medium dense, slightly moist, lenses of silt approximately 1-inch thick, micaceous, trace angular gravels less than or equal to 1-inch long dimension	
245	10			R2	4 6 6				@10': SAND with silt, light brown, slightly moist, loose, fine sand, micaceous	DS, SW
240				S2	5 6 7				@12.5': Some subangular to subrounded gravel	
	15			R3	10 12 14				@15': Medium dense, trace gravel	DS
235				S3	4 11 10					
	20			R4	5 11 14				@20': No gravel	DS
230				S4	11 16 24				@22.5': Some subrounded gravel with one 2-inch long dimension gravel mechanically broken in sample	
	25			R5	8 50/6"				@25': Some silt, dense	
225										
	30									

SAMPLE TYPES:

B	BULK SAMPLE
C	CORE SAMPLE
G	GRAB SAMPLE
R	RING SAMPLE
S	SPLIT SPOON SAMPLE
T	TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		



*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG LB-1

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	SAM
Drilling Co.	ABC Liovin	**Hole Diameter**	8"
Drilling Method	Hollow Stem Auger - 140lb - Autohammer - 30" Drop	**Ground Elevation**	253'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	SAM

Elevation Feet	Depth Feet	Graphic Log	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
	30	N S		S5	15 36 48				@30': Fine to medium sand with some coarse sand, some fine gravels, few subrounded gravels less than or equal to 1-inch in long dimension	
220									Total Depth of Boring: 31.5 feet bgs Groundwater not encountered Boring backfilled with soil cuttings and patched with AC	
	35									
215										
	40									
210										
	45									
205										
	50									
200										
	55									
195										
	60									

Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.

SAMPLE TYPES:
- B BULK SAMPLE
- C CORE SAMPLE
- G GRAB SAMPLE
- R RING SAMPLE
- S SPLIT SPOON SAMPLE
- T TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		



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GEOTECHNICAL BORING LOG LB-2

Project No.	11649.002	**Date Drilled**	5-6-17
Project	Proposed Office Building	**Logged By**	SAM
Drilling Co.	ABC Liovin	**Hole Diameter**	8"
Drilling Method	Hollow Stem Auger - 140lb - Autohammer - 30" Drop	**Ground Elevation**	252'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	SAM

Elevation Feet	Depth Feet	Graphic Log (N S)	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
252	0			BB-1				CL	@Surface: 8 inches of Concrete over 2 inches of Aggregate Base **Artificial Fill, undocumented (Afu):** @0.8': Silty Sandy CLAY, dark brown, slightly moist, fine to coarse sand, trace subangular gravels less than or equal to 1-inch in long dimension, some silt Continous drilling between 5' and 25' bgs without sampling	MD, CR, SA
247	5								**Quaternary Alluvium (Qal):** @5': no sample, assumed approximate depth of native alluvial soils based on other explorations across the site	
242	10									
237	15									
232	20									
227	25			R1	15 23 31			SP	@25': SAND, tan, dense, moist to very moist, fine to coarse grained, micaceous, trace fine subrounded gravels	
225				S1	10 17 19			SW	@27.5': Gravelly SAND, light orange brown, moist, dense, fine to coarse sand, subangular to subrounded gravel less than or equal to 2-inches in long dimension, one granitic subrounded gravel mechanically broken in shoe	
222	30									

SAMPLE TYPES:

B	BULK SAMPLE
C	CORE SAMPLE
G	GRAB SAMPLE
R	RING SAMPLE
S	SPLIT SPOON SAMPLE
T	TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		

*** This log is a part of a report by Leighton and should not be used as a stand-alone document. ***

GEOTECHNICAL BORING LOG LB-2

Project No.	11649.002	**Date Drilled**	5-6-17
Project	Proposed Office Building	**Logged By**	SAM
Drilling Co.	ABC Liovin	**Hole Diameter**	8"
Drilling Method	Hollow Stem Auger - 140lb - Autohammer - 30" Drop	**Ground Elevation**	252'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	SAM

Elevation Feet	Depth Feet	Graphic Log (N / S)	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
	30			R2	6 13 26			SM	@30': Silty SAND, yellow brown, moist, medium dense, fine to coarse sand, some fine subangular to subrounded gravel, trace mica	DS
220				S2	35 37 50/3"			SW	@32.5': Gravelly SAND, light orange brown, moist, very dense, fine to coarse sand, subangular to subrounded gravel less than or equal to 2-inches in long dimension, two mechanically broken cobbles in sample	
	35			R3	33 45 50/3"			SM	@35':Silty SAND, medium brown, slightly moist, very dense, fine to coarse sand, trace subrounded gravels less than or equal to 2-inches in long dimension, trace mica	DS
215				S3	9 12 17				@37.5': Silty SAND with gravel, light orange brown, moist, medium dense, fine to coarse sand, subrounded gravels	
	40			R4	5 50/5"				@40': Medium brown, oxidation staining on granitic gravels @41': Rig chatter, assume gravels and/or cobbles	DS
210				S4	25 19 39				@42.5': Orange brown, few heavily weathered gravels, oxidized	
	45			R5	26 50/2"			SP-SM	@45': SAND with silt, olive brown, slightly moist, very dense, fine to medium sand, trace coarse sand, few subrounded gravels @46': Rig chatter	DS
205				S5	15 26 50/6"				@47.5': Some gravel less than or equal to 1-inch long dimension @49': Rig chatter continues	
	50			R6	18 50/6"			SM	@50.5': Silty SAND with gravel, gray, slightly moist, very dense, fine to coarse sand, some silt, few subrounded gravels less than or equal to 1-inch in long dimension, trace mica	DS
200										
	55			S6	22 30 42				@55': Grades to dark gray, trace clay	
195										
	60									

SAMPLE TYPES:

- B BULK SAMPLE
- C CORE SAMPLE
- G GRAB SAMPLE
- R RING SAMPLE
- S SPLIT SPOON SAMPLE
- T TUBE SAMPLE

TYPE OF TESTS:

- -200 % FINES PASSING
- AL ATTERBERG LIMITS
- CN CONSOLIDATION
- CO COLLAPSE
- CR CORROSION
- CU UNDRAINED TRIAXIAL
- DS DIRECT SHEAR
- EI EXPANSION INDEX
- H HYDROMETER
- MD MAXIMUM DENSITY
- PP POCKET PENETROMETER
- RV R VALUE
- SA SIEVE ANALYSIS
- SE SAND EQUIVALENT
- SG SPECIFIC GRAVITY
- UC UNCONFINED COMPRESSIVE STRENGTH



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GEOTECHNICAL BORING LOG LB-2

Project No.	11649.002	**Date Drilled**	5-6-17
Project	Proposed Office Building	**Logged By**	SAM
Drilling Co.	ABC Liovin	**Hole Diameter**	8"
Drilling Method	Hollow Stem Auger - 140lb - Autohammer - 30" Drop	**Ground Elevation**	252'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	SAM

Elevation Feet	Depth Feet	Graphic Log (N S)	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
	60			R7	12 28 50/5"			SC	@60': Clayey SAND, dark blue gray, moist, very dense, fine to coarse sand, some fine subrounded gravel	
190										
	65			S7	6 23 25			ML	@65': Sandy SILT, dark blue gray, slightly moist, hard, fine sand, micaceous, one lens of coarse sand and fine subangular gravels approximately 1-inch thick	
185										
	70			R8	15 34 50/4"			SM	@70': Silty SAND, dark blue gray, very dense, moist, fine to coarse sand @71': Groundwater encountered, sulfur odor	
180										
	75			S8	44 50/5"			SP	@75': SAND, dark blue gray, wet, very dense, fine to coarse sand, some silt, some fine subangular to subrounded gravel	
175										
	80			R9	8 50/6"				@80': same as above	
170									Total Depth of Boring: 81 feet bgs Perched groundwater first encountered at 71 feet bgs, standing at 73.2 feet bgs Boring backfilled with soil cuttings and patched with AC	
	85									
165										
	90									

This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.

SAMPLE TYPES:
- B BULK SAMPLE
- C CORE SAMPLE
- G GRAB SAMPLE
- R RING SAMPLE
- S SPLIT SPOON SAMPLE
- T TUBE SAMPLE

TYPE OF TESTS:
- -200 % FINES PASSING
- AL ATTERBERG LIMITS
- CN CONSOLIDATION
- CO COLLAPSE
- CR CORROSION
- CU UNDRAINED TRIAXIAL
- DS DIRECT SHEAR
- EI EXPANSION INDEX
- H HYDROMETER
- MD MAXIMUM DENSITY
- PP POCKET PENETROMETER
- RV R VALUE
- SA SIEVE ANALYSIS
- SE SAND EQUIVALENT
- SG SPECIFIC GRAVITY
- UC UNCONFINED COMPRESSIVE STRENGTH

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GEOTECHNICAL BORING LOG LP-1

Project No.	11649.002	**Date Drilled**	5-18-17
Project	Proposed Office Building	**Logged By**	SAM
Drilling Co.	ABC Liovin	**Hole Diameter**	8"
Drilling Method	Hollow Stem Auger - 140lb - Autohammer - 30" Drop	**Ground Elevation**	253'
Location	See Figure 2 - Exploration Location Map	**Sampled By**	SAM

Elevation Feet	Depth Feet	Graphic Log	Attitudes	Sample No.	Blows Per 6 Inches	Dry Density pcf	Moisture Content, %	Soil Class. (U.S.C.S.)	SOIL DESCRIPTION	Type of Tests
		N S							*This Soil Description applies only to a location of the exploration at the time of sampling. Subsurface conditions may differ at other locations and may change with time. The description is a simplification of the actual conditions encountered. Transitions between soil types may be gradual.*	
253	0			BB-1				SM-ML	@Surface: 3.5 inches of Asphalt Concrete over 6.5 inches of Aggregate Base **Artificial Fill, undocumented (Afu):** @0.8': Sandy SILT to Silty SAND, dark brown, slightly moist, fine to medium grained, trace subangular gravels less than or equal to 1-inch long dimension	
250	5			S1	4 5 5			SP	**Quaternary Alluvium (Qal):** @5.5': SAND with silt, tan, loose, slightly moist, trace fine subangular gravels, few 1-inch subrounded gravels @7': 1-inch lens of Silt	
245				S2	3 6 10					
	10			S3	3 6 10					
240									Total Depth of Boring: 11 feet bgs Groundwater not encountered Temporary percolation well installed with 0.020 slotted PVC from 6 to 11 feet bgs surrounded by #3 Monterey Sand from 5 to 11 feet bgs Boring backfilled with soil cuttings and patched with AC upon completion of percolation testing	
	15									
235										
	20									
230										
	25									
225										
	30									

SAMPLE TYPES:

B	BULK SAMPLE
C	CORE SAMPLE
G	GRAB SAMPLE
R	RING SAMPLE
S	SPLIT SPOON SAMPLE
T	TUBE SAMPLE

TYPE OF TESTS:

-200	% FINES PASSING	DS	DIRECT SHEAR	SA	SIEVE ANALYSIS
AL	ATTERBERG LIMITS	EI	EXPANSION INDEX	SE	SAND EQUIVALENT
CN	CONSOLIDATION	H	HYDROMETER	SG	SPECIFIC GRAVITY
CO	COLLAPSE	MD	MAXIMUM DENSITY	UC	UNCONFINED COMPRESSIVE STRENGTH
CR	CORROSION	PP	POCKET PENETROMETER		
CU	UNDRAINED TRIAXIAL	RV	R VALUE		



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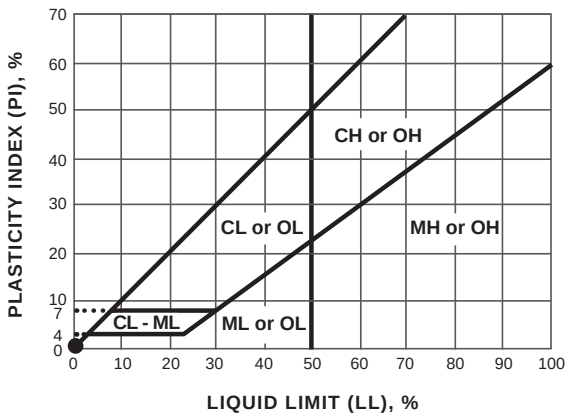
SOIL CLASSIFICATION CHART PER ASTM D 2488

PRIMARY DIVISIONS			SECONDARY DIVISIONS	
			GROUP SYMBOL	GROUP NAME
COARSE-GRAINED SOILS more than 50% retained on No. 200 sieve	**GRAVEL** more than 50% of coarse fraction retained on No. 4 sieve	CLEAN GRAVEL less than 5% fines	GW	well-graded GRAVEL
			GP	poorly graded GRAVEL
		GRAVEL with DUAL CLASSIFICATIONS 5% to 12% fines	GW-GM	well-graded GRAVEL with silt
			GP-GM	poorly graded GRAVEL with silt
			GW-GC	well-graded GRAVEL with clay
			GP-GC	poorly graded GRAVEL with clay
		GRAVEL with FINES more than 12% fines	GM	silty GRAVEL
			GC	clayey GRAVEL
			GC-GM	silty, clayey GRAVEL
	SAND 50% or more of coarse fraction passes No. 4 sieve	CLEAN SAND less than 5% fines	SW	well-graded SAND
			SP	poorly graded SAND
		SAND with DUAL CLASSIFICATIONS 5% to 12% fines	SW-SM	well-graded SAND with silt
			SP-SM	poorly graded SAND with silt
			SW-SC	well-graded SAND with clay
			SP-SC	poorly graded SAND with clay
		SAND with FINES more than 12% fines	SM	silty SAND
			SC	clayey SAND
			SC-SM	silty, clayey SAND
FINE-GRAINED SOILS 50% or more passes No. 200 sieve	**SILT and CLAY** liquid limit less than 50%	INORGANIC	CL	lean CLAY
			ML	SILT
			CL-ML	silty CLAY
		ORGANIC	OL (PI > 4)	organic CLAY
			OL (PI < 4)	organic SILT
	SILT and CLAY liquid limit 50% or more	INORGANIC	CH	fat CLAY
			MH	elastic SILT
		ORGANIC	OH (plots on or above "A"-line)	organic CLAY
			OH (plots below "A"-line)	organic SILT
	Highly Organic Soils		PT	Peat

GRAIN SIZE

DESCRIPTION		SIEVE SIZE	GRAIN SIZE	APPROXIMATE SIZE
Boulders		> 12"	> 12"	Larger than basketball-sized
Cobbles		3 - 12"	3 - 12"	Fist-sized to basketball-sized
Gravel	Coarse	3/4 - 3"	3/4 - 3"	Thumb-sized to fist-sized
	Fine	#4 - 3/4"	0.19 - 0.75"	Pea-sized to thumb-sized
Sand	Coarse	#10 - #4	0.079 - 0.19"	Rock-salt-sized to pea-sized
	Medium	#40 - #10	0.017 - 0.079"	Sugar-sized to rock-salt-sized
	Fine	#200 - #40	0.0029 - 0.017"	Flour-sized to sugar-sized
Fines		Passing #200	< 0.0029"	Flour-sized and smaller

PLASTICITY CHART



APPARENT DENSITY - COARSE-GRAINED SOIL

APPARENT DENSITY	SPOOLING CABLE OR CATHEAD		AUTOMATIC TRIP HAMMER	
	SPT (blows/foot)	MODIFIED SPLIT BARREL (blows/foot)	SPT (blows/foot)	MODIFIED SPLIT BARREL (blows/foot)
Very Loose	≤ 4	≤ 8	≤ 3	≤ 5
Loose	5 - 10	9 - 21	4 - 7	6 - 14
Medium Dense	11 - 30	22 - 63	8 - 20	15 - 42
Dense	31 - 50	64 - 105	21 - 33	43 - 70
Very Dense	> 50	> 105	> 33	> 70

CONSISTENCY - FINE-GRAINED SOIL

CONSIS-TENCY	SPOOLING CABLE OR CATHEAD		AUTOMATIC TRIP HAMMER	
	SPT (blows/foot)	MODIFIED SPLIT BARREL (blows/foot)	SPT (blows/foot)	MODIFIED SPLIT BARREL (blows/foot)
Very Soft	< 2	< 3	< 1	< 2
Soft	2 - 4	3 - 5	1 - 3	2 - 3
Firm	5 - 8	6 - 10	4 - 5	4 - 6
Stiff	9 - 15	11 - 20	6 - 10	7 - 13
Very Stiff	16 - 30	21 - 39	11 - 20	14 - 26
Hard	> 30	> 39	> 20	> 26

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USCS METHOD OF SOIL CLASSIFICATION

Explanation of USCS Method of Soil Classification

PROJECT NO.	DATE	FIGURE

BORING LOG EXPLANATION SHEET

DEPTH (feet)	SAMPLES: Bulk	SAMPLES: Driven	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	
0	■							Bulk sample.
		■						Modified split-barrel drive sampler.
		⊠						No recovery with modified split-barrel drive sampler.
		▮						Sample retained by others.
		◤						Standard Penetration Test (SPT).
5		◺						No recovery with a SPT.
		▯	XX/XX					Shelby tube sample. Distance pushed in inches/length of sample recovered in inches.
		◺						No recovery with Shelby tube sampler.
		▯						Continuous Push Sample.
				♀				Seepage.
10				▽				Groundwater encountered during drilling.
				▼				Groundwater measured after drilling.
						▨	SM	MAJOR MATERIAL TYPE (SOIL): Solid line denotes unit change.
						▨	CL	Dashed line denotes material change.
						▨		Attitudes: Strike/Dip b: Bedding c: Contact j: Joint f: Fracture F: Fault cs: Clay Seam s: Shear bss: Basal Slide Surface sf: Shear Fracture sz: Shear Zone sbs: Shear Bedding Surface
15								
								The total depth line is a solid line that is drawn at the bottom of the boring.
20								

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BORING LOG

Explanation of Boring Log Symbols

PROJECT NO.	DATE	FIGURE
	Rev. 11/11	

DATE DRILLED 3/9/16 BORING NO. B-1

GROUND ELEVATION 251' ± (MSL) SHEET 1 OF 3

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES (Bulk / Driven)	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
0							PORTLAND CEMENT CONCRETE: Approximately 6 inches thick.
						SC	FILL: Reddish brown to brown, moist, loose to medium dense, clayey SAND; trace concrete.
							Few gravel.
5		34				SP	ALLUVIUM: Yellow, dry, medium dense, poorly graded SAND.
							Yellowish brown; moist.
10		15	1.9	102.5			
15		56					Trace gravel.
							Some gravel.
20							

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BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-1

DATE DRILLED 3/9/16 BORING NO. B-1

GROUND ELEVATION 251' ± (MSL) SHEET 2 OF 3

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES (Bulk / Driven)	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
20		39				SP	ALLUVIUM (Continued): Yellow, moist, very dense, poorly graded SAND; trace gravel.
25		46					Yellowish brown; few gravel.
30		66					
						SP-SM	Yellowish brown, moist, very dense, poorly graded SAND with silt; few to little gravel.
35		76/11"	6.7	115.7			Trace clay; oxidation staining.
40							

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BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-2

DATE DRILLED 3/9/16 BORING NO. B-1

GROUND ELEVATION 251' ± (MSL) SHEET 3 OF 3

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES Bulk	SAMPLES Driven	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
40			50/6"				SM	ALLUVIUM (Continued): Yellowish brown, moist, very dense, silty SAND; trace gravel.
45			87/10"					Mottled yellow and gray; pockets of clay; few gravel; oxidation staining.
50			50/6"					Gray.
								Total Depth = 51.0 feet. Groundwater was not encountered during drilling. Backfilled with on-site soil and capped with rapid-set concrete on 3/9/16. NOTES: Groundwater, though not encountered at the time of drilling, may rise to a higher level due to seasonal variations in precipitation and several other factors as discussed in the report. The ground elevation shown above is an estimation only. It is based on our interpretations of published maps and other documents reviewed for the purposes of this evaluation. It is not sufficiently accurate for preparing construction bids and design documents.
55								
60								

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BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-3

DATE DRILLED 3/9/16 BORING NO. B-2

GROUND ELEVATION 249' ± (MSL) SHEET 1 OF 2

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES (Bulk / Driven)	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
0							ASPHALT CONCRETE: Approximately 3.5 inches thick.
						SM	FILL: Brown, moist, loose, silty SAND; trace clay.
						SM	ALLUVIUM: Yellow, moist, loose, silty SAND; fine sand content. Trace gravel.
5		10					
						SP	Yellowish brown, moist, dense, poorly graded SAND; trace subrounded gravel.
10		45					
15		25					Dense; fine sand.
20							

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BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-4

DATE DRILLED 3/9/16 BORING NO. B-2

GROUND ELEVATION 249' ± (MSL) SHEET 2 OF 2

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES (Bulk / Driven)	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
20		36				SP	ALLUVIUM (Continued): Yellowish brown, moist, medium dense, poorly graded SAND.
25		39					Coarse sand.
30		50/6"					Few gravel.
							Total Depth = 31 feet. Groundwater was not encountered during drilling. Backfilled with on-site soil and capped with rapid-set concrete dyed black on 3/9/16. NOTES: Groundwater, though not encountered at the time of drilling, may rise to a higher level due to seasonal variations in precipitation and several other factors as discussed in the report. The ground elevation shown above is an estimation only. It is based on our interpretations of published maps and other documents reviewed for the purposes of this evaluation. It is not sufficiently accurate for preparing construction bids and design documents.
35							
40							

Ninyo & Moore

BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-5

DATE DRILLED 3/9/16 BORING NO. B-3

GROUND ELEVATION 248' ± (MSL) SHEET 1 OF 2

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES (Bulk / Driven)	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
0						SC	ASPHALT CONCRETE: Approximately 2.5 inches thick. FILL: Grayish brown to brown, loose, clayey SAND; pieces of brick.
5		12	5.4	100.7		SM	ALLUVIUM: Brown, moist, loose, silty SAND. Trace gravel.
10		10					Fine sand.
						SP-SM	Yellowish brown, moist, medium dense, poorly graded SAND with silt; trace gravel.
15		25					Yellow; trace cobbles.
20							

Ninyo & Moore

BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-6

DATE DRILLED 3/9/16 BORING NO. B-3

GROUND ELEVATION 248' ± (MSL) SHEET 2 OF 2

METHOD OF DRILLING 8" Hollow Stem Auger (Geoboden)

DRIVE WEIGHT 140 lbs. (Auto. Trip Hammer) DROP 30"

SAMPLED BY FR LOGGED BY FR REVIEWED BY JJB/CAP

DEPTH (feet)	SAMPLES (Bulk / Driven)	BLOWS/FOOT	MOISTURE (%)	DRY DENSITY (PCF)	SYMBOL	CLASSIFICATION U.S.C.S.	DESCRIPTION/INTERPRETATION
20		47				SP	ALLUVIUM (Continued): Yellow, dry, dense, poorly graded SAND; few gravel; fine sand.
25		44				SM	Yellowish brown, moist, dense, silty SAND; fine sand; trace oxidation staining. @ Approximately 27'-29': Drilling chatter; possible cobbles.
30		50/6"				SP	Yellowish brown to white, moist, poorly graded SAND; fine to coarse sand; oxidation staining.
35							Total Depth = 31.5 feet. Groundwater not encountered during drilling. Backfilled with on-site soil and capped with rapid-set concrete dyed black on 3/9/16. NOTES: Groundwater, though not encountered at the time of drilling, may rise to a higher level due to seasonal variations in precipitation and several other factors as discussed in the report. The ground elevation shown above is an estimation only. It is based on our interpretations of published maps and other documents reviewed for the purposes of this evaluation. It is not sufficiently accurate for preparing construction bids and design documents.
40							

Ninyo & Moore

BORING LOG

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE	FIGURE
209633001	4/16	A-7

APPENDIX B

Laboratory Test Results

Leighton

Leighton

SOIL RESISTIVITY TEST

DOT CA TEST 643

Project Name: Arts District Office Complex
Project No. : 11649.002
Boring No.: Composite LB-1 & LB-2
Sample No. : BB-1 from each
Soil Identification:* Dark grayish brown SC-SM

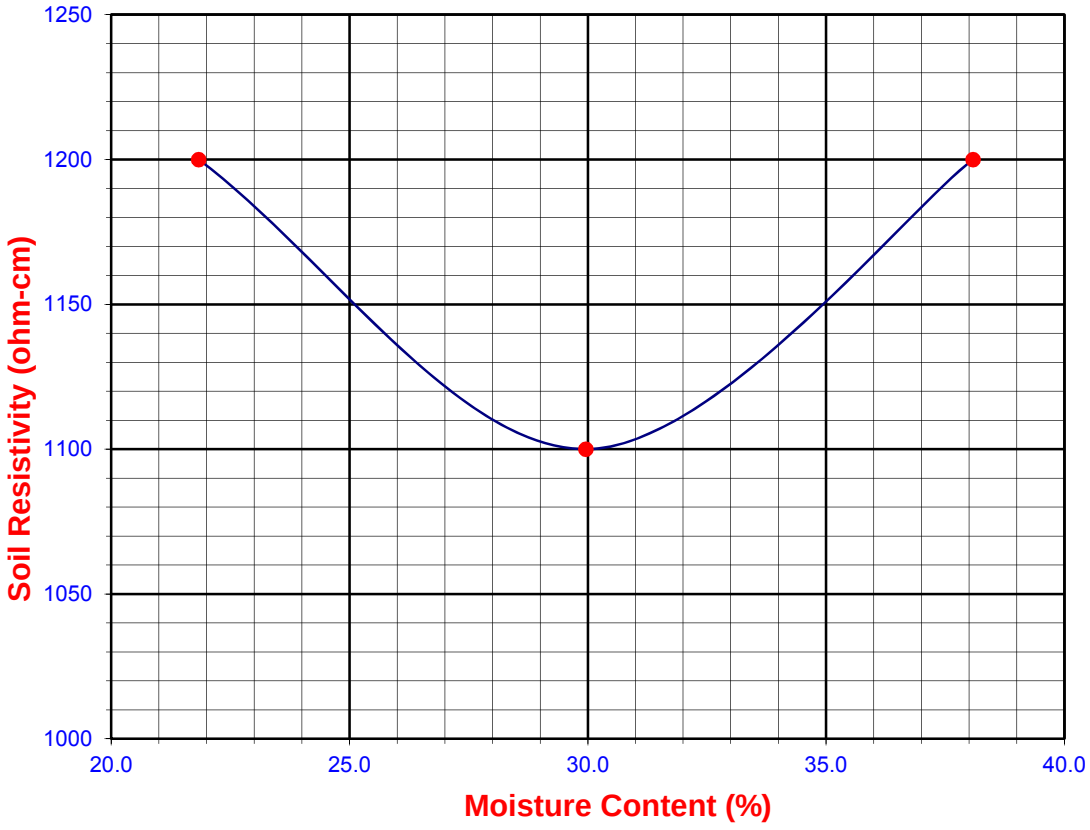
Tested By : O. Figueroa Date: 06/09/17
Data Input By: J. Ward Date: 06/15/17
Depth (ft.) : Composite

*California Test 643 requires soil specimens to consist only of portions of samples passing through the No. 8 US Standard Sieve before resistivity testing. Therefore, this test method may not be representative for coarser materials.

Specimen No.	Water Added (ml) (Wa)	Adjusted Moisture Content (MC)	Resistance Reading (ohm)	Soil Resistivity (ohm-cm)
1	20	21.84	1200	1200
2	30	29.96	1100	1100
3	40	38.08	1200	1200
4				
5				

Moisture Content (%) (MCi)	5.59
Wet Wt. of Soil + Cont. (g)	199.46
Dry Wt. of Soil + Cont. (g)	192.03
Wt. of Container (g)	59.15
Container No.	
Initial Soil Wt. (g) (Wt)	130.00
Box Constant	1.000
MC =(((1+Mci/100)x(Wa/Wt+1))-1)x100	

Min. Resistivity (ohm-cm)	Moisture Content (%)	Sulfate Content (ppm)	Chloride Content (ppm)	Soil pH	
				pH	Temp. (°C)
DOT CA Test 643		DOT CA Test 417 Part II	DOT CA Test 422	DOT CA Test 643	
1100	**30.0**	**100**	**53**	**7.92**	**20.5**



SOIL RESISTIVITY TEST

DOT CA TEST 643

Project Name: Arts District Office Complex
Project No. : 11649.002
Boring No.: Composite C-1 through C-5
Sample No. : BB-1 from each
Soil Identification:* Dark olive gray s(CL)

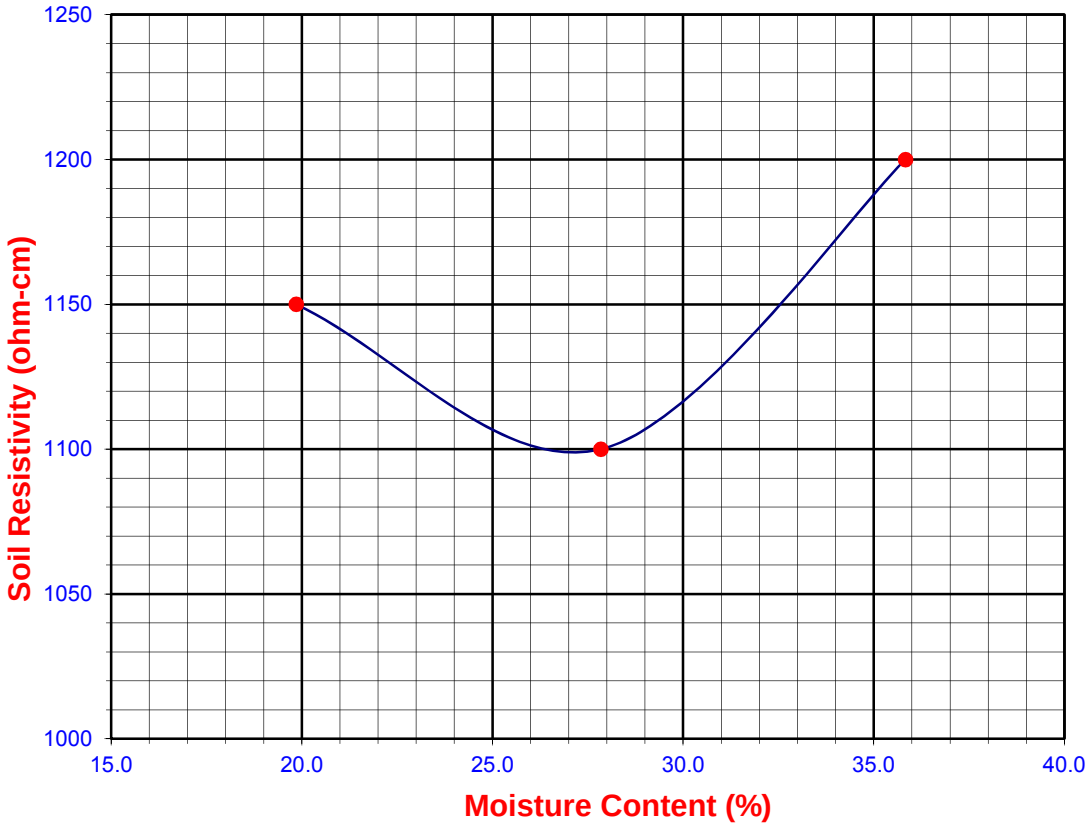
Tested By : O. Figueroa Date: 06/12/17
Data Input By: J. Ward Date: 06/15/17
Depth (ft.) : Composite

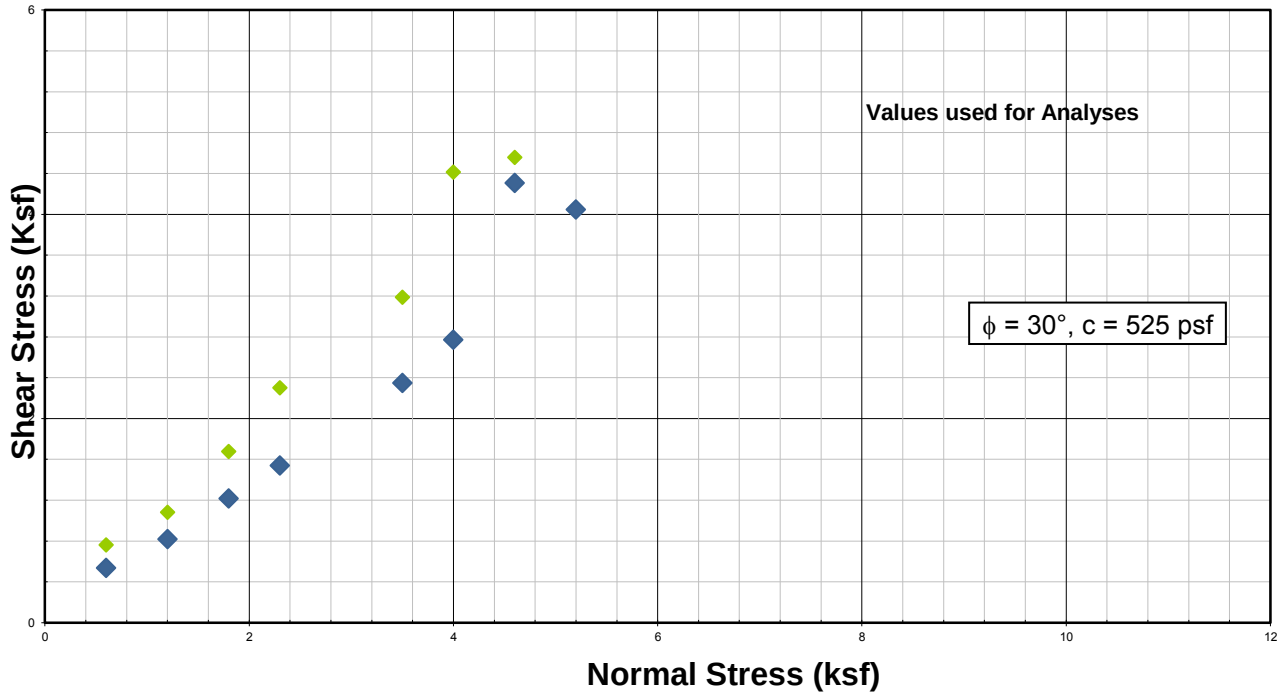
*California Test 643 requires soil specimens to consist only of portions of samples passing through the No. 8 US Standard Sieve before resistivity testing. Therefore, this test method may not be representative for coarser materials.

Specimen No.	Water Added (ml) (Wa)	Adjusted Moisture Content (MC)	Resistance Reading (ohm)	Soil Resistivity (ohm-cm)
1	20	19.85	1150	1150
2	30	27.84	1100	1100
3	40	35.83	1200	1200
4				
5				

Moisture Content (%) (MCi)	3.87
Wet Wt. of Soil + Cont. (g)	181.73
Dry Wt. of Soil + Cont. (g)	177.34
Wt. of Container (g)	63.99
Container No.	
Initial Soil Wt. (g) (Wt)	130.00
Box Constant	1.000
MC =(((1+Mci/100)x(Wa/Wt+1))-1)x100	

Min. Resistivity (ohm-cm)	Moisture Content (%)	Sulfate Content (ppm)	Chloride Content (ppm)	Soil pH	
				pH	Temp. (°C)
DOT CA Test 643		DOT CA Test 417 Part II	DOT CA Test 422	DOT CA Test 643	
1098	**27.1**	**176**	**73**	**7.60**	**20.5**





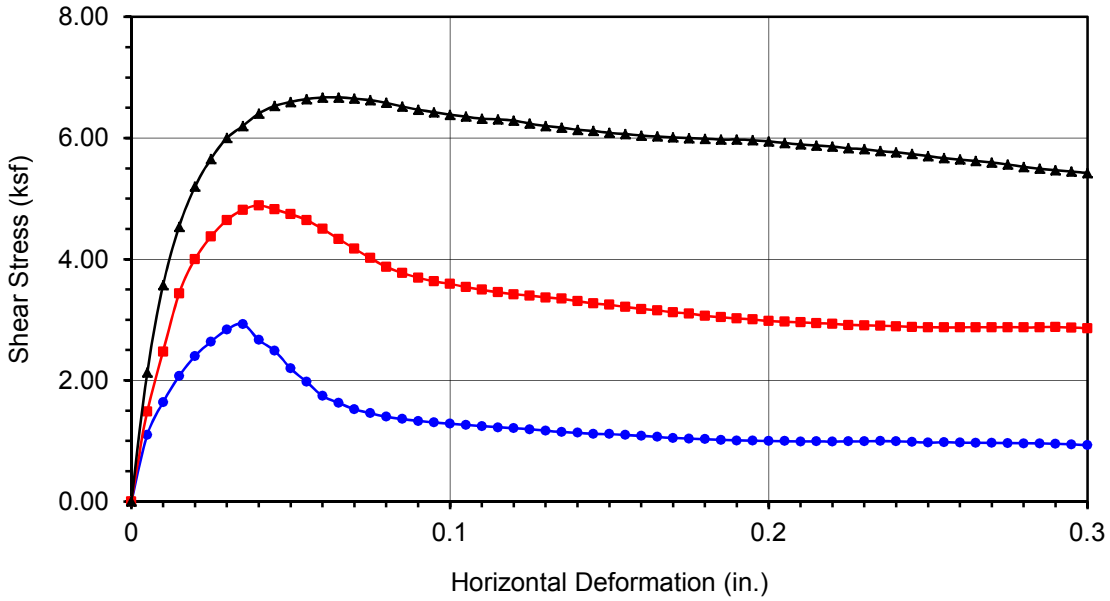
Boring ID	Sample Depth (feet - bgs)	Normal Stress (ksf)	Peak Shear (ksf)	Ultimate Shear (ks)	Soil Classification	Dry Unit Weight (pcf)	Initial Moisture (%)	Final Moisture (%)
LB-1	5	0.6	0.8	0.53	SM	112.6	3.2	7.2
LB-1a	10	1.2	1.1	0.8	SP-SM	92.6	2.3	1.9
LB-1a	15	1.8	1.7	1.2	SP-SM	93.5	3.6	2.8
LB-1a	20	2.3	2.3	1.5	SP-SM	100.8	2.1	2.3
LB-2	30	3.5	3.2	2.3	SM	104.2	3.8	7.1
LB-2	35	4	4.4	2.8	SM	113.1	4.6	6.6
LB-2	40	4.6	4.6	4.3	SMg	108.4	4.9	6
LB-2	45	5.2	4.4	4.0	SP-SM	108.7	6.5	6.7
LB-2	50	5.8	6.8	6.4	SMg	105.4	4.1	3.7

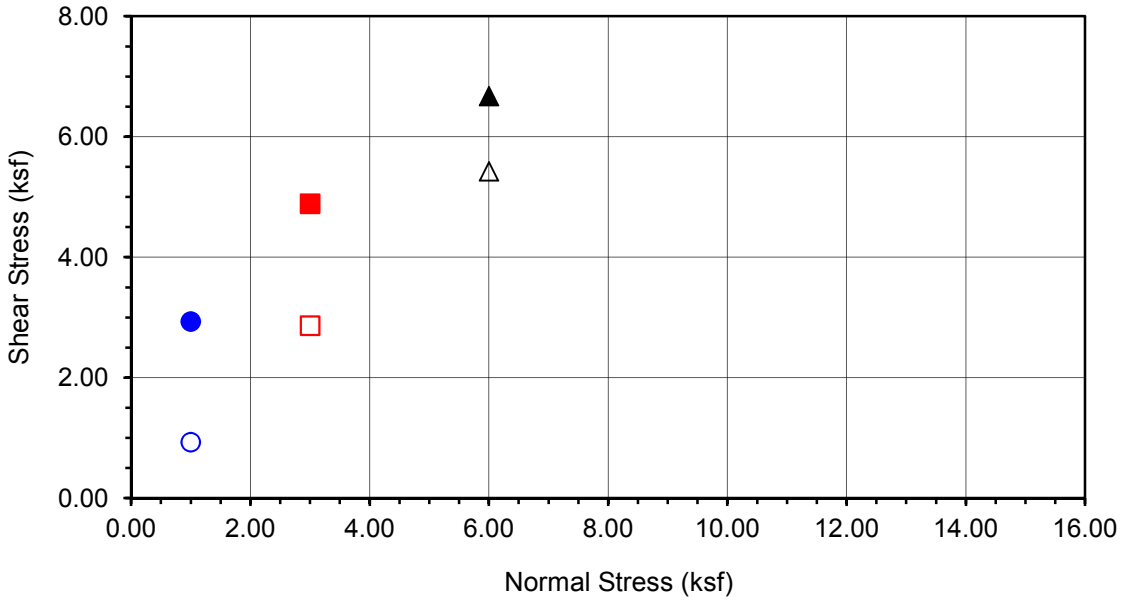
Direct Shear Test Results

640 Santa Fe Avenue,
Los Angeles, California

Project No. 11649.002

Date: November, 2011





Boring No.:	**Composite C-1 through C-5**				
Sample No.:	**BB-1 from each**	Normal Stress (kip/ft²)	1.000	3.000	6.000
		Peak Shear Stress (kip/ft²)	● 2.930	■ 4.889	▲ 6.671
Depth (ft.):	**Composite**	Shear Stress @ End of Test (ksf)	○ 0.931	□ 2.861	△ 5.423
Sample Type:		Deformation Rate (in./min.)	0.0500	0.0500	0.0500
90% Remold		Initial Sample Height (in.)	1.000	1.000	1.000
		Diameter (in.)	2.415	2.415	2.415
Soil Identification:		Initial Moisture Content (%)	9.40	9.40	9.40
Dark olive gray sandy lean clay s(CL)		Dry Density (pcf)	114.1	114.2	114.2
		Saturation (%)	53.2	53.3	53.2
		Soil Height Before Shearing (in.)	0.9934	0.9906	0.9845
		Final Moisture Content (%)	8.8	9.0	8.8

Leighton

DIRECT SHEAR TEST RESULTS

Consolidated Undrained

Project No.: 11649.002

Arts District Office Complex

06-17

Leighton

MODIFIED PROCTOR COMPACTION TEST

ASTM D 1557

Project Name:	Arts District Office Complex	Tested By:	O. Figueroa	Date:	05/25/17
Project No.:	11649.002	Input By:	J. Ward	Date:	06/15/17
Boring No.:	Composite C-1 through C-5	Depth (ft.):	Composite		
Sample No.:	BB-1 from each				
Soil Identification:	Dark olive gray sandy lean clay s(CL)				

Preparation Method: [X] Moist [ ] Dry

[X] Mechanical Ram [ ] Manual Ram

Mold Volume (ft³) 0.03330

Ram Weight = 10 lb.; Drop = 18 in.

TEST NO.	1	2	3	4	5	6
Wt. Compacted Soil + Mold (g)	3817	3942	3965			
Weight of Mold (g)	1864	1864	1864			
Net Weight of Soil (g)	1953	2078	2101			
Wet Weight of Soil + Cont. (g)	429.3	438.8	459.9			
Dry Weight of Soil + Cont. (g)	405.9	406.0	416.3			
Weight of Container (g)	38.4	39.5	39.6			
Moisture Content (%)	6.37	8.95	11.57			
Wet Density (pcf)	129.3	137.6	139.1			
Dry Density (pcf)	121.6	126.3	124.7			

Maximum Dry Density (pcf) **126.5** **Optimum Moisture Content (%)** **9.5**

PROCEDURE USED

[X] **Procedure A**
Soil Passing No. 4 (4.75 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
May be used if +#4 is 20% or less

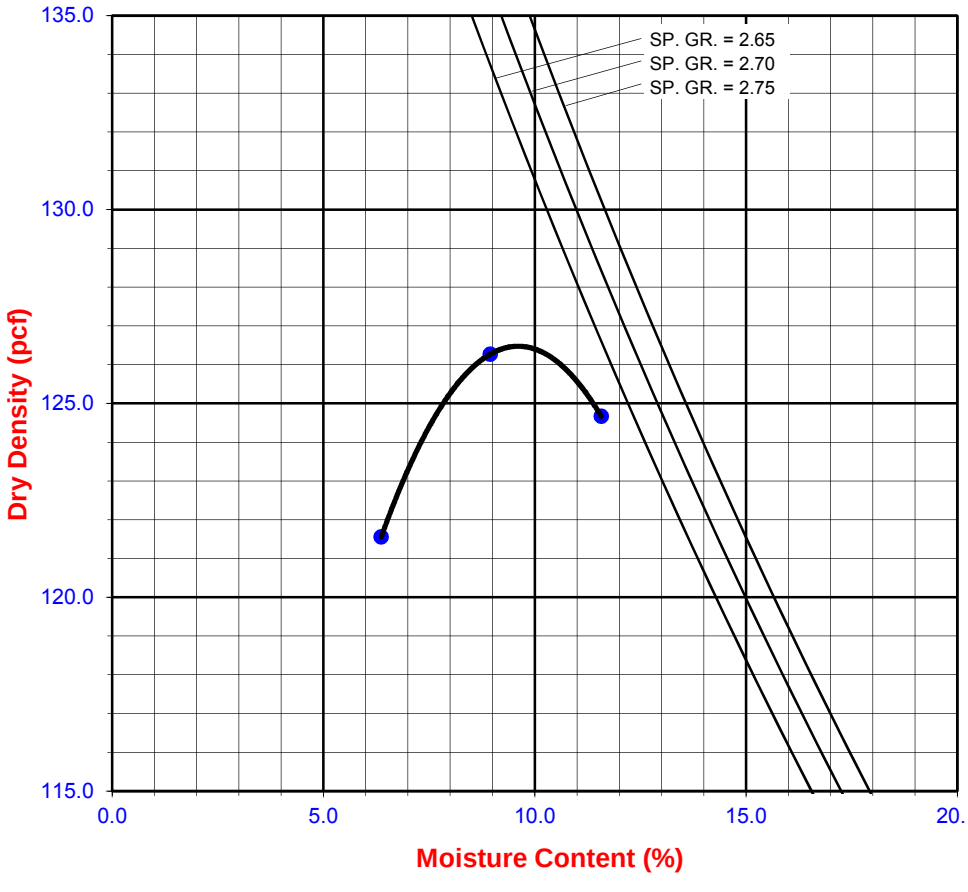
[ ] **Procedure B**
Soil Passing 3/8 in. (9.5 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
Use if +#4 is >20% and +3/8 in. is 20% or less

[ ] **Procedure C**
Soil Passing 3/4 in. (19.0 mm) Sieve
Mold : 6 in. (152.4 mm) diameter
Layers : 5 (Five)
Blows per layer : 56 (fifty-six)
Use if +3/8 in. is >20% and +¾ in. is <30%

Particle-Size Distribution:
4:42:54
GR:SA:FI

Atterberg Limits:

LL,PL,PI



MX Composite C-1 through C-5, BB-1 from each

MODIFIED PROCTOR COMPACTION TEST

ASTM D 1557

Project Name:	Arts District Office Complex	Tested By:	O. Figueroa	Date:	05/25/17
Project No.:	11649.002	Input By:	J. Ward	Date:	06/15/17
Boring No.:	Composite LB-1 & LB-2	Depth (ft.):	Composite		
Sample No.:	BB-1 from each				
Soil Identification:	Dark grayish brown silty, clayey sand (SC-SM)				

Preparation Method: [X] Moist [ ] Dry

[X] Mechanical Ram [ ] Manual Ram

Mold Volume (ft³) 0.03330 *Ram Weight = 10 lb.; Drop = 18 in.*

TEST NO.	1	2	3	4	5	6
Wt. Compacted Soil + Mold (g)	3901	4016	3975			
Weight of Mold (g)	1864	1864	1864			
Net Weight of Soil (g)	2037	2152	2111			
Wet Weight of Soil + Cont. (g)	406.5	432.0	456.8			
Dry Weight of Soil + Cont. (g)	383.2	399.4	413.3			
Weight of Container (g)	38.6	39.2	38.7			
Moisture Content (%)	6.76	9.05	11.61			
Wet Density (pcf)	134.9	142.5	139.8			
Dry Density (pcf)	126.3	130.6	125.2			

Maximum Dry Density (pcf) 130.5 **Optimum Moisture Content (%)** 9.0

PROCEDURE USED

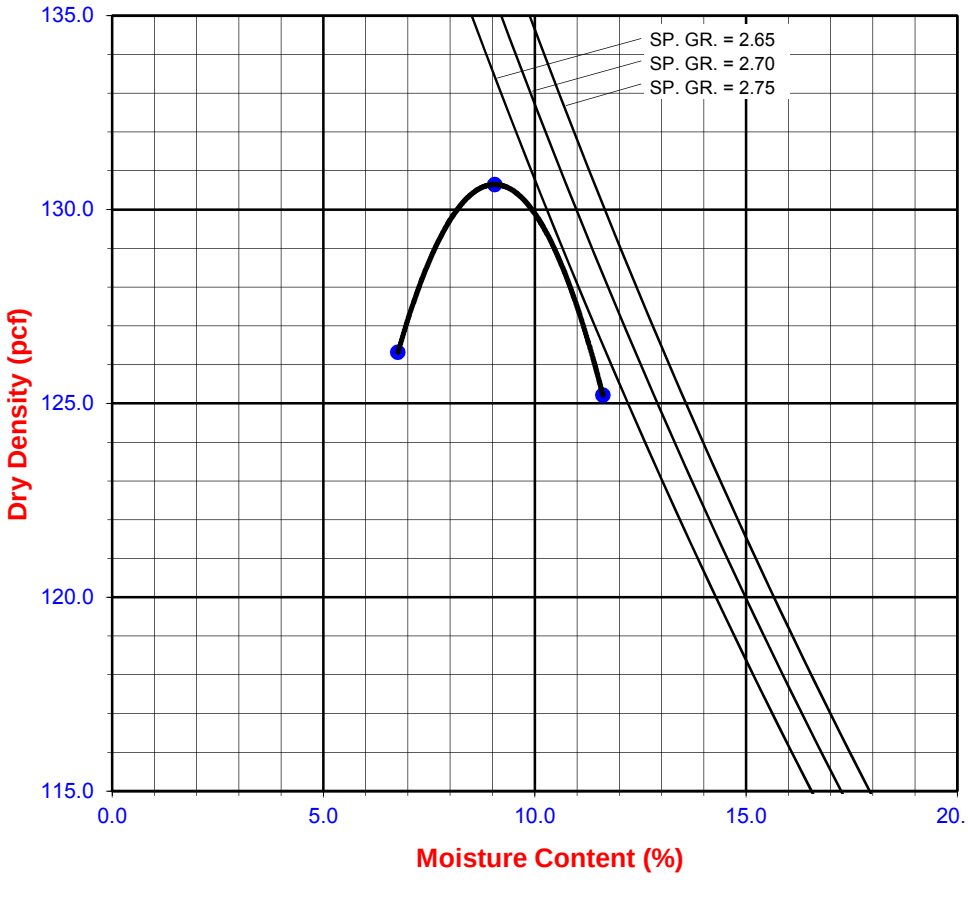
[X] **Procedure A**
Soil Passing No. 4 (4.75 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
May be used if +#4 is 20% or less

[ ] **Procedure B**
Soil Passing 3/8 in. (9.5 mm) Sieve
Mold : 4 in. (101.6 mm) diameter
Layers : 5 (Five)
Blows per layer : 25 (twenty-five)
Use if +#4 is >20% and +3/8 in. is 20% or less

[ ] **Procedure C**
Soil Passing 3/4 in. (19.0 mm) Sieve
Mold : 6 in. (152.4 mm) diameter
Layers : 5 (Five)
Blows per layer : 56 (fifty-six)
Use if +3/8 in. is >20% and +¾ in. is <30%

Particle-Size Distribution:
4:53:43
GR:SA:FI

Atterberg Limits:
LL,PL,PI

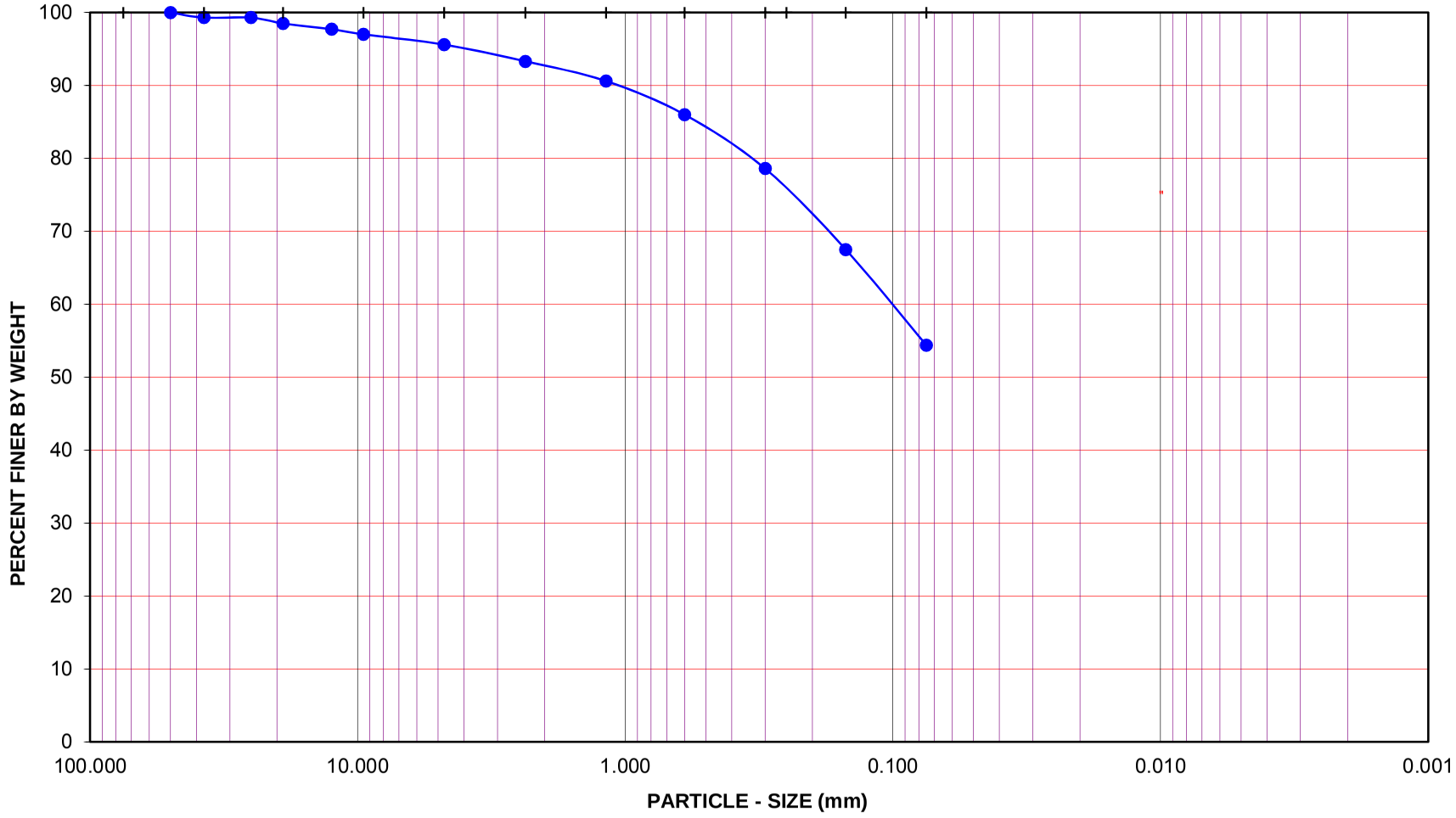


MX Composite LB-1 & LB-2, BB-1 from each

GRAVEL		SAND			FINES	
COARSE	FINE	COARSE	MEDIUM	FINE	SILT	CLAY

U.S. STANDARD SIEVE OPENING | U.S. STANDARD SIEVE NUMBER | HYDROMETER

3.0" 1 1/2" 3/4" 3/8" #4 #8 #16 #30 #50 #100 #200



Project Name: Arts District Office Complex

Project No.: 11649.002

Boring No.: Composite C-1 through C-5 Sample No.: BB-1 from each

Depth (feet): Composite Soil Type : s(CL)

Soil Identification: Dark olive gray sandy lean clay s(CL)

GR:SA:FI : (%) 4 : 42 : 54

Leighton

PARTICLE - SIZE DISTRIBUTION ASTM D 6913

Jun-17

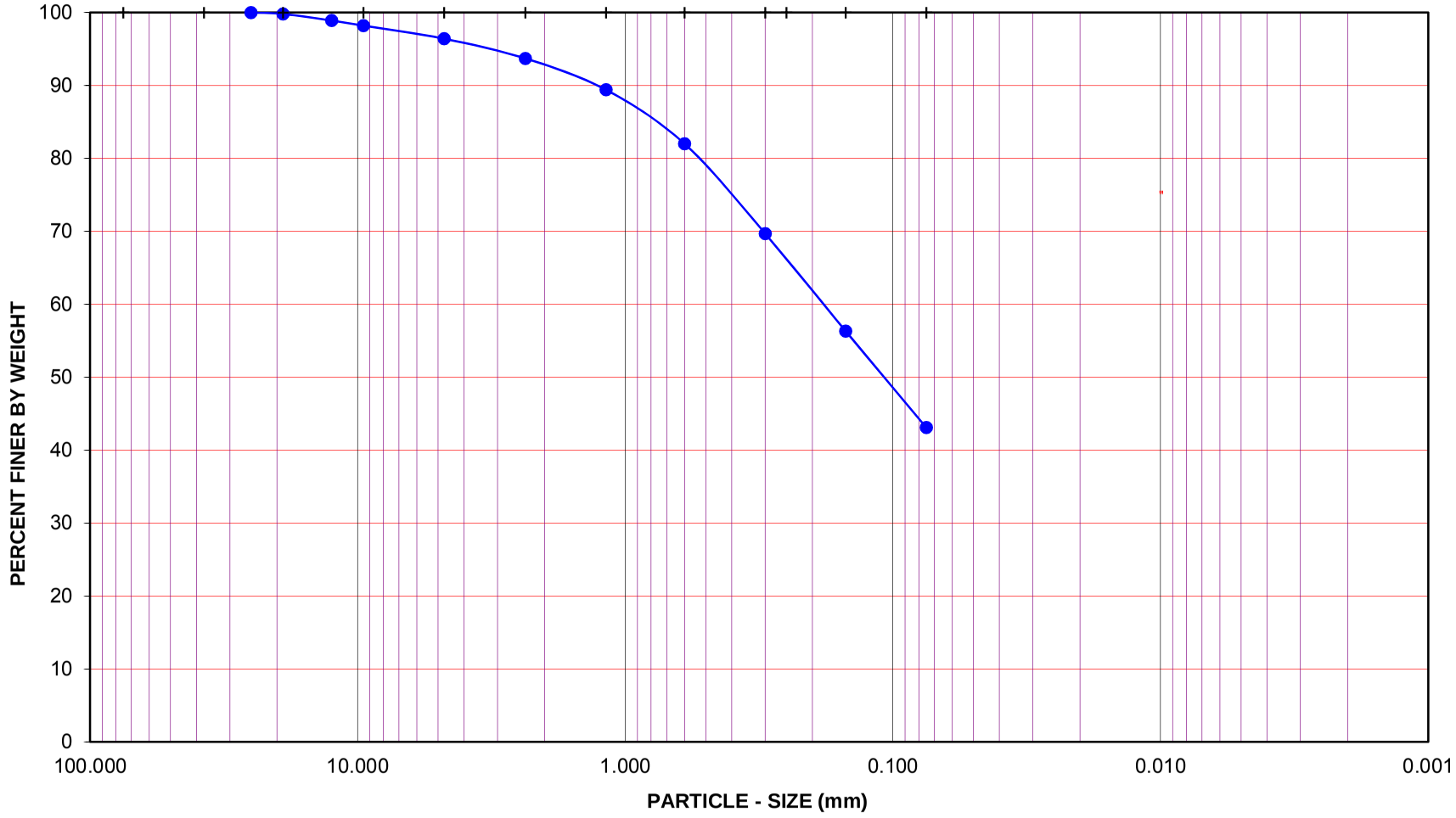
SA Composite C-1 through C-5, BB-1 from each

GRAVEL		SAND			FINES	
COARSE	FINE	COARSE	MEDIUM	FINE	SILT	CLAY

U.S. STANDARD SIEVE OPENING: 3.0" 1 1/2" 3/4" 3/8"

U.S. STANDARD SIEVE NUMBER: #4 #8 #16 #30 #50 #100 #200

HYDROMETER



Project Name: Arts District Office Complex

Project No.: 11649.002

Boring No.: Composite LB-1 & LB-2 Sample No.: BB-1 from each

Depth (feet): Composite Soil Type : SC-SM

Soil Identification: Dark grayish brown silty, clayey sand (SC-SM)

GR:SA:FI : (%) 4 : 53 : 43

Leighton

PARTICLE - SIZE DISTRIBUTION ASTM D 6913

Jun-17

SA Composite LB-1 & LB-2, BB-1 from each

SAND EQUIVALENT TEST

DOT CA Test 217

Project Name: Arts District Office Complex | Tested By: G. Bathala | Date: 06/09/17

Project No. : 11649.002 | Input By: J. Ward | Date: 06/15/17

Boring No.	Sample No.	Depth (ft.)	Soil Type	T1	T2	T3	T4	R1	R2	SE	Average SE
Composite C-1 through C-5	BB-1 from each	Composite	Dark olive gray sandy lean clay s(CL)	12:15	12:25	12:27	12:47	13.5	1.0	8	**8**
				12:18	12:28	12:30	12:50	13.4	1.0	8	
				12:21	12:31	12:33	12:53	13.5	0.9	7	

T1 = Starting Time

T2 = (T1 + 10 min) Begin Agitation

(131 cycles in 45 sec)

T3 = Settlement Starting Time

T4 = (T3 + 20 min) Take Clay Reading (R1)

and Sand Reading (R2)

Sand Equivalent = R2 / R1 * 100

Record SE as Next Higher Integer

SE Composite C-1 through C-5, BB-1 from each

Leighton

ONE-DIMENSIONAL SWELL OR SETTLEMENT POTENTIAL OF COHESIVE SOILS

ASTM D 4546

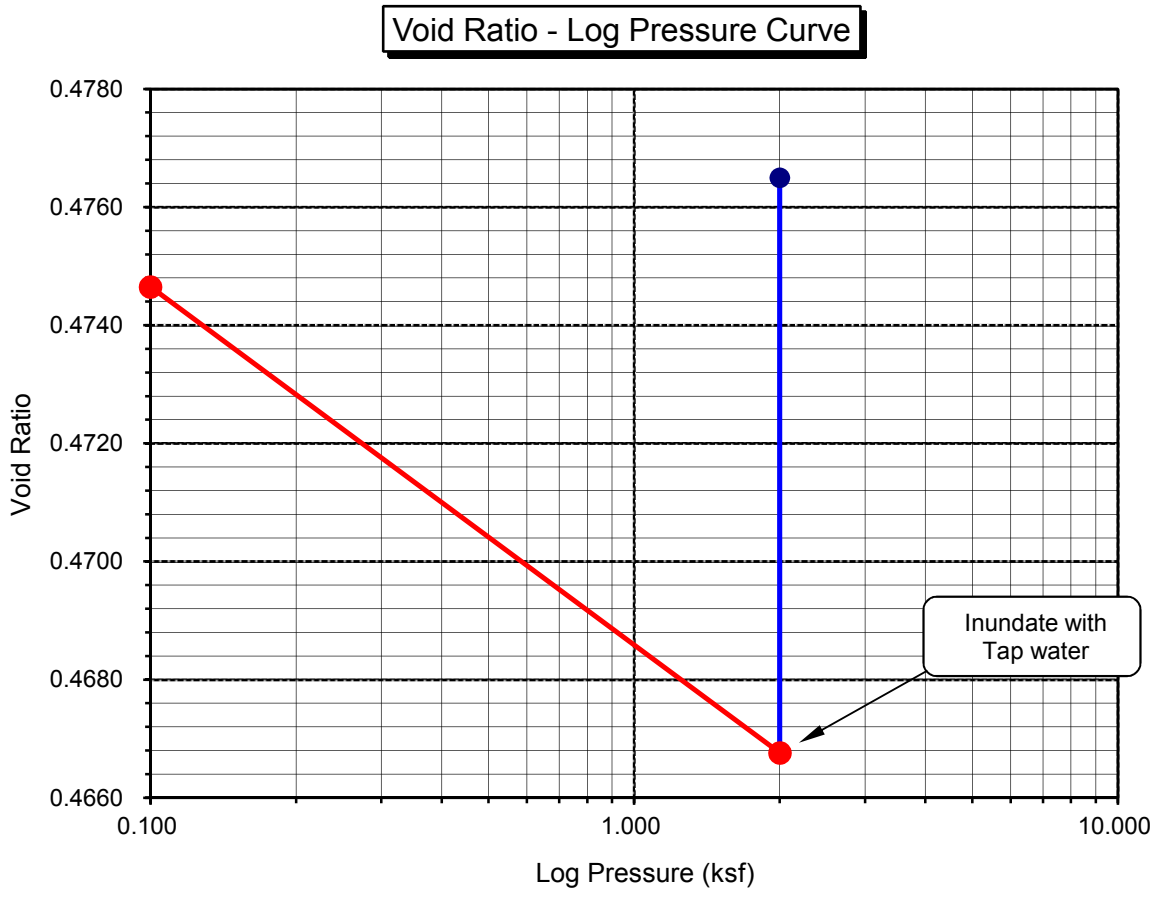
Project Name:	Arts District Office Complex		Tested By:	G. Bathala	Date: 06/04/17
Project No.:	11649.002		Checked By:	J. Ward	Date: 06/15/17
Boring No.:	Composite C-1 through C-5		Sample Type:	90% Remold	
Sample No.:	BB-1 from each		Depth (ft.)	Composite	
Sample Description:	Dark olive gray sandy lean clay s(CL)				

Initial Dry Density (pcf):	114.3
Initial Moisture (%):	9.40
Initial Length (in.):	1.0000
Initial Dial Reading:	0.2444
Diameter(in):	2.415

Final Dry Density (pcf):	114.2
Final Moisture (%) :	16.4
Initial Void Ratio:	0.4747
Specific Gravity(assumed):	2.70
Initial Saturation (%)	53.4

Pressure (p) (ksf)	Final Reading (in)	Apparent Thickness (in)	Load Compliance (%)	Swell (+) Settlement (-) % of Sample Thickness	Void Ratio	Corrected Deformation (%)
0.100	0.2444	1.0000	0.00	0.00	0.4746	0.00
2.000	0.2359	0.9915	0.31	-0.85	0.4668	-0.54
H2O	0.2425	0.9981	0.31	-0.19	0.4765	0.12

Percent Swell (+) / Settlement (-) After Inundation = 0.66



Leighton

ONE-DIMENSIONAL SWELL OR SETTLEMENT POTENTIAL OF COHESIVE SOILS

ASTM D 4546

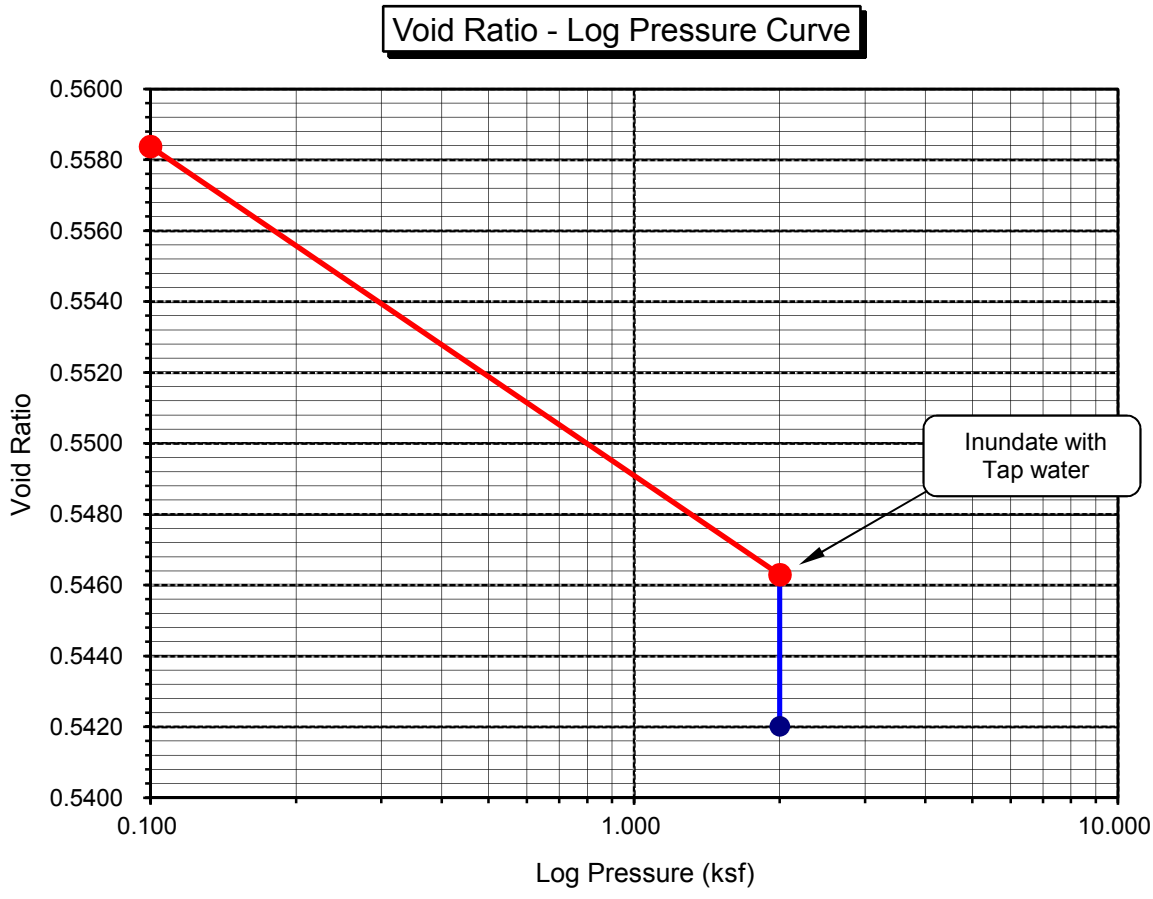
Project Name:	Arts District Office Complex	Tested By:	G. Bathala	Date:	06/08/17
Project No.:	11649.002	Checked By:	J. Ward	Date:	06/15/17
Boring No.:	LB-1	Sample Type:	Ring		
Sample No.:	R1	Depth (ft.)	5.0		
Sample Description:	Light olive brown silty sand (SM)				

Initial Dry Density (pcf):	108.2
Initial Moisture (%):	3.16
Initial Length (in.):	1.0000
Initial Dial Reading:	0.2381
Diameter(in):	2.415

Final Dry Density (pcf):	109.3
Final Moisture (%) :	13.5
Initial Void Ratio:	0.5585
Specific Gravity(assumed):	2.70
Initial Saturation (%)	15.3

Pressure (p) (ksf)	Final Reading (in)	Apparent Thickness (in)	Load Compliance (%)	Swell (+) Settlement (-) % of Sample Thickness	Void Ratio	Corrected Deformation (%)
0.100	0.2380	0.9999	0.00	-0.01	0.5584	-0.01
2.000	0.2276	0.9895	0.27	-1.06	0.5463	-0.79
H2O	0.2248	0.9867	0.27	-1.33	0.5420	-1.06

Percent Swell (+) / Settlement (-) After Inundation = -0.28



Leighton

ONE-DIMENSIONAL SWELL OR SETTLEMENT POTENTIAL OF COHESIVE SOILS

ASTM D 4546

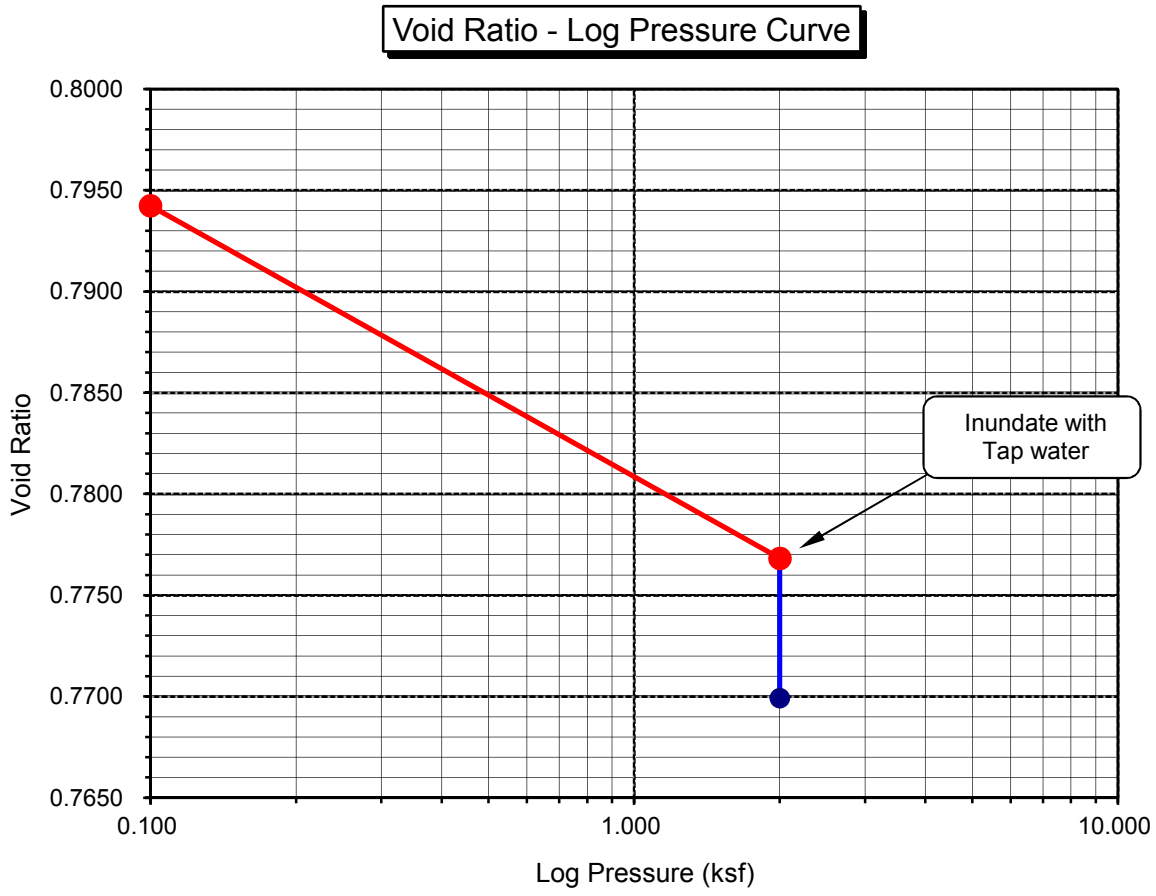
Project Name:	Arts District Office Complex	Tested By:	G. Bathala	Date:	06/08/17
Project No.:	11649.002	Checked By:	J. Ward	Date:	06/15/17
Boring No.:	LB-1	Sample Type:	Ring		
Sample No.:	R2	Depth (ft.)	10.0		
Sample Description:	Olive gray poorly-graded sand with silt (SP-SM)				

Initial Dry Density (pcf):	93.9
Initial Moisture (%):	2.25
Initial Length (in.):	1.0000
Initial Dial Reading:	0.3013
Diameter(in):	2.415

Final Dry Density (pcf):	95.2
Final Moisture (%) :	23.2
Initial Void Ratio:	0.7947
Specific Gravity(assumed):	2.70
Initial Saturation (%)	7.6

Pressure (p) (ksf)	Final Reading (in)	Apparent Thickness (in)	Load Compliance (%)	Swell (+) Settlement (-) % of Sample Thickness	Void Ratio	Corrected Deformation (%)
0.100	0.3010	0.9998	0.00	-0.03	0.7942	-0.03
2.000	0.2883	0.9871	0.30	-1.30	0.7768	-1.00
H2O	0.2845	0.9832	0.30	-1.68	0.7699	-1.38

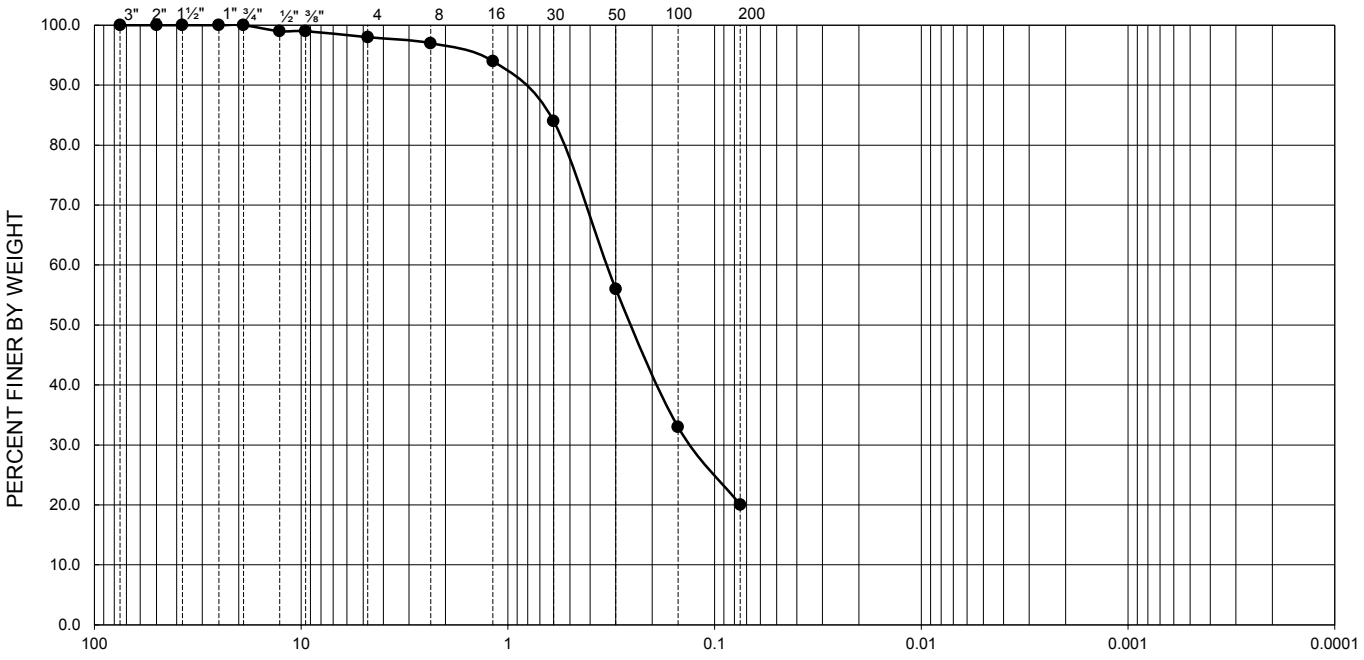
Percent Swell (+) / Settlement (-) After Inundation = -0.39



GRAVEL		SAND			FINES	
Coarse	Fine	Coarse	Medium	Fine	SILT	CLAY

U.S. STANDARD SIEVE NUMBERS

HYDROMETER



GRAIN SIZE IN MILLIMETERS

Symbol	Sample Location	Depth (ft)	Liquid Limit	Plastic Limit	Plasticity Index	D_{10}	D_{30}	D_{60}	C_u	C_c	Passing No. 200 (%)	USCS
●	B-2	2.5-5.0	--	--	--	--	--	--	--	--	20	SM

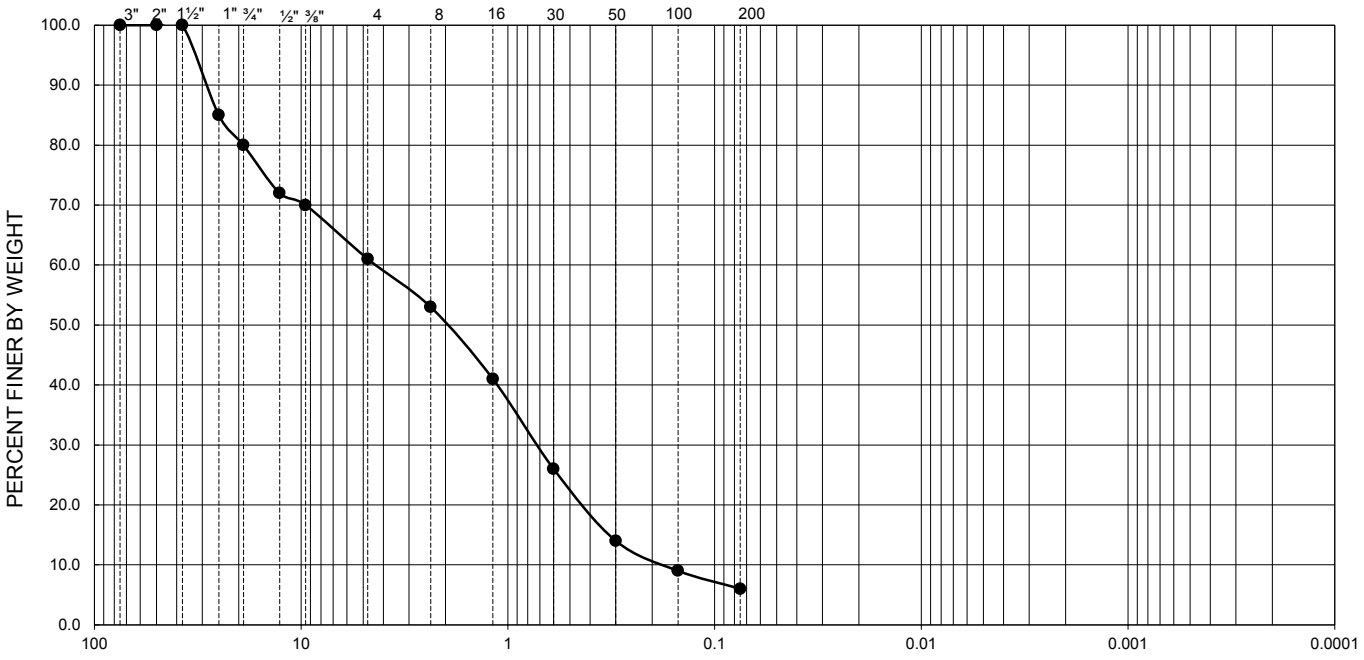
PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 422

Ninyo & Moore	GRADATION TEST RESULTS	FIGURE
PROJECT NO. / DATE	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-1
209633001 / 4/16		

GRAVEL		SAND			FINES	
Coarse	Fine	Coarse	Medium	Fine	SILT	CLAY

U.S. STANDARD SIEVE NUMBERS

HYDROMETER



GRAIN SIZE IN MILLIMETERS

Symbol	Sample Location	Depth (ft)	Liquid Limit	Plastic Limit	Plasticity Index	D_{10}	D_{30}	D_{60}	C_u	C_c	Passing No. 200 (%)	USCS
●	B-3	15.0-16.5	--	--	--	0.18	0.71	4.40	24.4	0.6	6	SP-SM

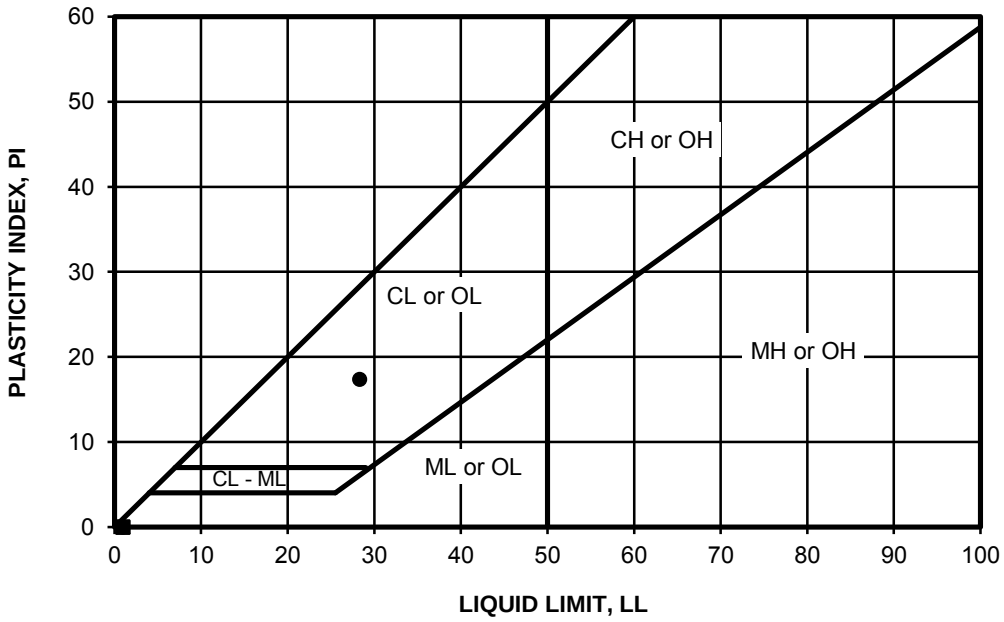
PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 422

Ninyo & Moore	GRADATION TEST RESULTS	FIGURE
PROJECT NO. / DATE	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-2
209633001 / 4/16		

209633001 FIGURE B-2 SIEVE w No 8 B-3 15.0-16.5

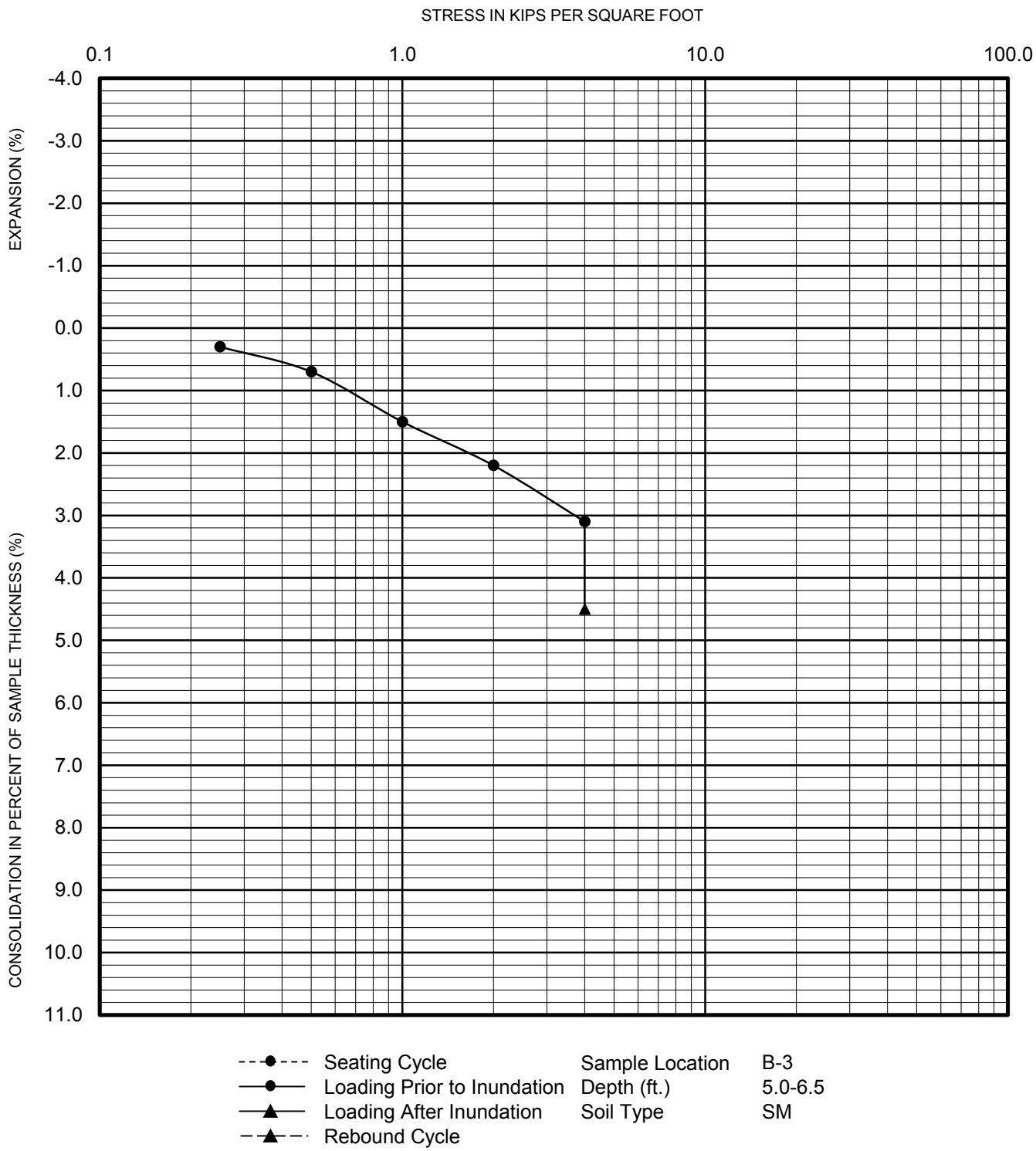
SYMBOL	LOCATION	DEPTH (FT)	LIQUID LIMIT, LL	PLASTIC LIMIT, PL	PLASTICITY INDEX, PI	USCS CLASSIFICATION (Fraction Finer Than No. 40 Sieve)	USCS (Entire Sample)
●	B-1	0.5-5.0	28	11	17	CL	SC

NP - INDICATES NON-PLASTIC



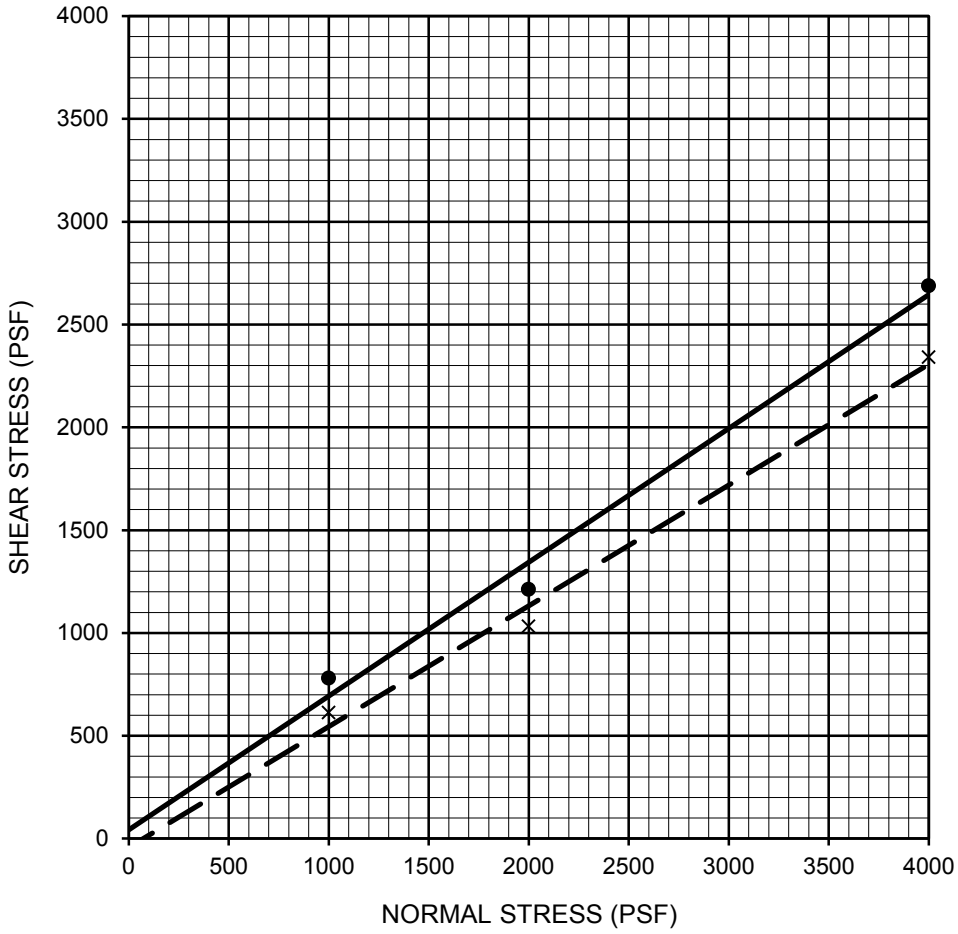
PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 4318

Ninyo & Moore	ATTERBERG LIMITS TEST RESULTS	FIGURE
PROJECT NO. 209633001 / DATE 4/16	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-3



PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 5333

Ninyo & Moore	COLLAPSE POTENTIAL TEST RESULTS	FIGURE
PROJECT NO. / DATE	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-4
209633001 / 4/16		



Description	Symbol	Sample Location	Depth (ft)	Shear Strength	Cohesion, c (psf)	Friction Angle, ϕ (degrees)	Soil Type
SILTY SAND	—●—	B-2	5.0-6.5	Peak	42	33	SM
SILTY SAND	- - x - -	B-2	5.0-6.5	Ultimate	0	30	SM

PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 3080

Ninyo & Moore		DIRECT SHEAR TEST RESULTS	FIGURE
PROJECT NO.	DATE	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-5
209633001	4/16		

SAMPLE LOCATION	SAMPLE DEPTH (FT)	INITIAL MOISTURE (%)	COMPACTED DRY DENSITY (PCF)	FINAL MOISTURE (%)	VOLUMETRIC SWELL (IN)	EXPANSION INDEX	POTENTIAL EXPANSION
B-1	0.5-5.0	8.5	114.9	18.2	0.030	29	Low

PERFORMED IN GENERAL ACCORDANCE WITH ☐ UBC STANDARD 18-2 ☑ ASTM D 4829

Ninyo & Moore

EXPANSION INDEX TEST RESULTS

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA

PROJECT NO.	DATE
209633001	4/16

FIGURE
B-6

SAMPLE LOCATION	SAMPLE DEPTH (FT)	SOIL TYPE	R-VALUE
B-3	0.5-5.0	SC	26

PERFORMED IN GENERAL ACCORDANCE WITH ASTM D 2844/CT 301

Ninyo & Moore		R-VALUE TEST RESULTS	FIGURE
PROJECT NO.	DATE	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-7
209633001	4/16		

SAMPLE LOCATION	SAMPLE DEPTH (FT)	pH [1]	RESISTIVITY [1] (Ohm-cm)	SULFATE CONTENT [2]		CHLORIDE CONTENT [3] (ppm)
				(ppm)	(%)	
B-1	0.5-5.0	8.0	775	350	0.035	255

[1] PERFORMED IN GENERAL ACCORDANCE WITH CALIFORNIA TEST METHOD 643

[2] PERFORMED IN GENERAL ACCORDANCE WITH CALIFORNIA TEST METHOD 417

[3] PERFORMED IN GENERAL ACCORDANCE WITH CALIFORNIA TEST METHOD 422

Ninyo & Moore	CORROSIVITY TEST RESULTS	FIGURE
PROJECT NO. 209633001 / DATE 4/16	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	B-8

APPENDIX C

Seismicity Analysis

Leighton

USGS Design Maps Detailed Report

ASCE 7-10 Standard (34.0374°N, 118.2298°W)

Site Class D – "Stiff Soil", Risk Category I/II/III

Section 11.4.1 — Mapped Acceleration Parameters

Note: Ground motion values provided below are for the direction of maximum horizontal spectral response acceleration. They have been converted from corresponding geometric mean ground motions computed by the USGS by applying factors of 1.1 (to obtain S_S) and 1.3 (to obtain S_1). Maps in the 2010 ASCE-7 Standard are provided for Site Class B. Adjustments for other Site Classes are made, as needed, in Section 11.4.3.

From Figure 22-1 [1] $S_S = 2.342$ g

From Figure 22-2 [2] $S_1 = 0.819$ g

Section 11.4.2 — Site Class

The authority having jurisdiction (not the USGS), site-specific geotechnical data, and/or the default has classified the site as Site Class D, based on the site soil properties in accordance with Chapter 20.

Table 20.3–1 Site Classification

Site Class	$\bar{v}_s$	$\bar{N}$ or $\bar{N}_{ch}$	$\bar{s}_u$
A. Hard Rock	>5,000 ft/s	N/A	N/A
B. Rock	2,500 to 5,000 ft/s	N/A	N/A
C. Very dense soil and soft rock	1,200 to 2,500 ft/s	>50	>2,000 psf
D. Stiff Soil	600 to 1,200 ft/s	15 to 50	1,000 to 2,000 psf
E. Soft clay soil	<600 ft/s	<15	<1,000 psf
	Any profile with more than 10 ft of soil having the characteristics: • Plasticity index PI > 20, • Moisture content w ≥ 40%, and • Undrained shear strength $\bar{s}_u$ < 500 psf		
F. Soils requiring site response analysis in accordance with Section 21.1	See Section 20.3.1		

For SI: 1ft/s = 0.3048 m/s 1lb/ft² = 0.0479 kN/m²

Section 11.4.3 — Site Coefficients and Risk-Targeted Maximum Considered Earthquake (MCE_R) Spectral Response Acceleration Parameters

Table 11.4-1: Site Coefficient F_a

Site Class	Mapped MCE_R Spectral Response Acceleration Parameter at Short Period				
	$S_S \leq 0.25$	$S_S = 0.50$	$S_S = 0.75$	$S_S = 1.00$	$S_S \geq 1.25$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	See Section 11.4.7 of ASCE 7				

Note: Use straight-line interpolation for intermediate values of S_S

For Site Class = D and S_S = 2.342 g, F_a = 1.000

Table 11.4-2: Site Coefficient F_v

Site Class	Mapped MCE_R Spectral Response Acceleration Parameter at 1-s Period				
	$S_1 \leq 0.10$	$S_1 = 0.20$	$S_1 = 0.30$	$S_1 = 0.40$	$S_1 \geq 0.50$
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.7	1.6	1.5	1.4	1.3
D	2.4	2.0	1.8	1.6	1.5
E	3.5	3.2	2.8	2.4	2.4
F	See Section 11.4.7 of ASCE 7				

Note: Use straight-line interpolation for intermediate values of S_1

For Site Class = D and S_1 = 0.819 g, F_v = 1.500

Equation (11.4-1): $S_{MS} = F_a S_S = 1.000 \times 2.342 = 2.342$ g

Equation (11.4-2): $S_{M1} = F_v S_1 = 1.500 \times 0.819 = 1.229$ g

Section 11.4.4 — Design Spectral Acceleration Parameters

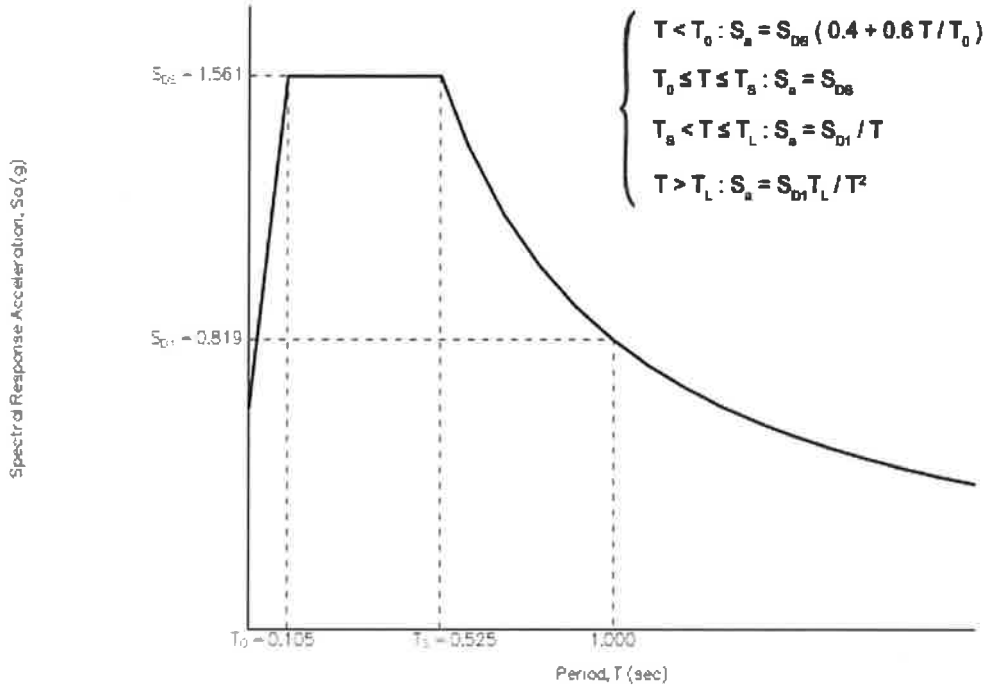
Equation (11.4-3): $S_{DS} = \frac{2}{3} S_{MS} = \frac{2}{3} \times 2.342 = 1.561$ g

Equation (11.4-4): $S_{D1} = \frac{2}{3} S_{M1} = \frac{2}{3} \times 1.229 = 0.819$ g

Section 11.4.5 — Design Response Spectrum

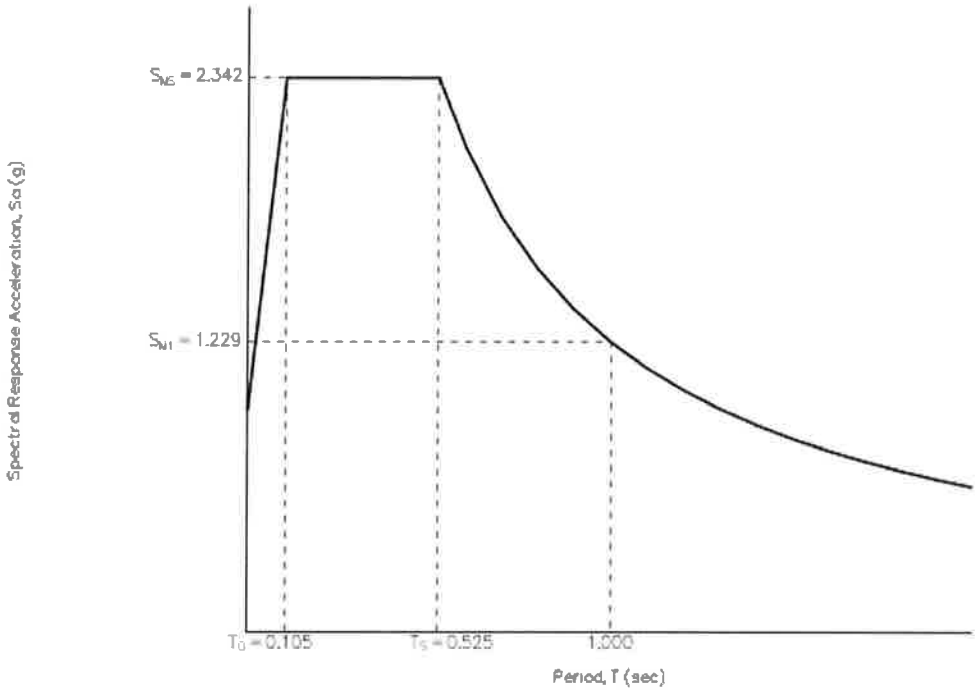
From Figure 22-12 [3] $T_L = 8$ seconds

Figure 11.4-1: Design Response Spectrum



Section 11.4.6 — Risk-Targeted Maximum Considered Earthquake (MCE_R) Response Spectrum

The MCE_R Response Spectrum is determined by multiplying the design response spectrum above by 1.5.



Section 11.8.3 — Additional Geotechnical Investigation Report Requirements for Seismic Design Categories D through F

From Figure 22-7 [4] PGA = 0.881

Equation (11.8-1): $PGA_M = F_{PGA}PGA = 1.000 \times 0.881 = 0.881$ g

Table 11.8-1: Site Coefficient F_{PGA}

Site Class	Mapped MCE Geometric Mean Peak Ground Acceleration, PGA				
	PGA ≤ 0.10	PGA = 0.20	PGA = 0.30	PGA = 0.40	PGA ≥ 0.50
A	0.8	0.8	0.8	0.8	0.8
B	1.0	1.0	1.0	1.0	1.0
C	1.2	1.2	1.1	1.0	1.0
D	1.6	1.4	1.2	1.1	1.0
E	2.5	1.7	1.2	0.9	0.9
F	See Section 11.4.7 of ASCE 7				

Note: Use straight-line interpolation for intermediate values of PGA

For Site Class = D and PGA = 0.881 g, F_{PGA} = 1.000

Section 21.2.1.1 — Method 1 (from Chapter 21 – Site-Specific Ground Motion Procedures for Seismic Design)

From Figure 22-17 [5] C_{RS} = 0.949

From Figure 22-18 [6] C_{R1} = 0.966

Section 11.6 — Seismic Design Category

Table 11.6-1 Seismic Design Category Based on Short Period Response Acceleration Parameter

VALUE OF S_{DS}	RISK CATEGORY		
	I or II	III	IV
$S_{DS} < 0.167g$	A	A	A
$0.167g \le S_{DS} < 0.33g$	B	B	C
$0.33g \le S_{DS} < 0.50g$	C	C	D
$0.50g \le S_{DS}$	D	D	D

For Risk Category = I and S_{DS} = 1.561 g, Seismic Design Category = D

Table 11.6-2 Seismic Design Category Based on 1-S Period Response Acceleration Parameter

VALUE OF S_{D1}	RISK CATEGORY		
	I or II	III	IV
$S_{D1} < 0.067g$	A	A	A
$0.067g \le S_{D1} < 0.133g$	B	B	C
$0.133g \le S_{D1} < 0.20g$	C	C	D
$0.20g \le S_{D1}$	D	D	D

For Risk Category = I and S_{D1} = 0.819 g, Seismic Design Category = D

Note: When S_1 is greater than or equal to 0.75g, the Seismic Design Category is **E** for buildings in Risk Categories I, II, and III, and **F** for those in Risk Category IV, irrespective of the above.

Seismic Design Category ≡ "the more severe design category in accordance with Table 11.6-1 or 11.6-2" = E

Note: See Section 11.6 for alternative approaches to calculating Seismic Design Category.

References

1. *Figure 22-1*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-1.pdf
2. *Figure 22-2*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-2.pdf
3. *Figure 22-12*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-12.pdf
4. *Figure 22-7*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-7.pdf
5. *Figure 22-17*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-17.pdf
6. *Figure 22-18*: https://earthquake.usgs.gov/hazards/designmaps/downloads/pdfs/2010_ASCE-7_Figure_22-18.pdf

Unified Hazard Tool

Please do not use this tool to obtain ground motion parameter values for the design code reference documents covered by the U.S. Seismic Design Maps web tools (e.g., the International Building Code and the ASCE 7 or 41 Standard). The values returned by the two applications are not identical.

Input

Edition
Dynamic: Conterminous U.S. 2008

Spectral Period
Peak ground acceleration

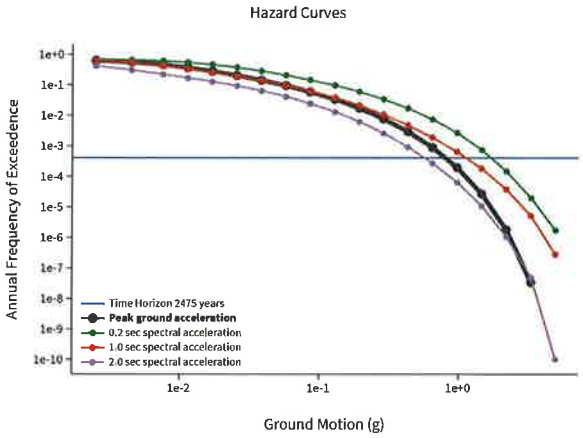
Latitude
Decimal degrees
34.036998

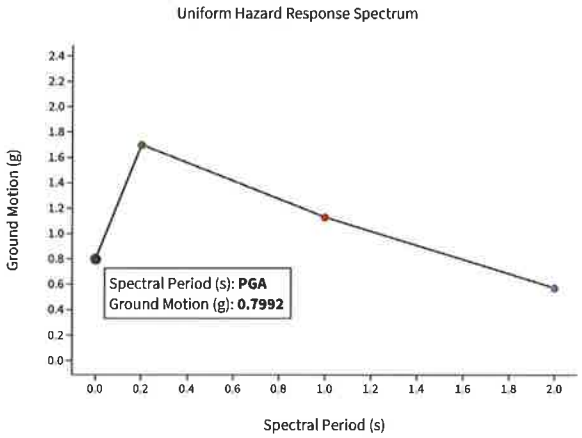
Time Horizon
Return period in years
2475

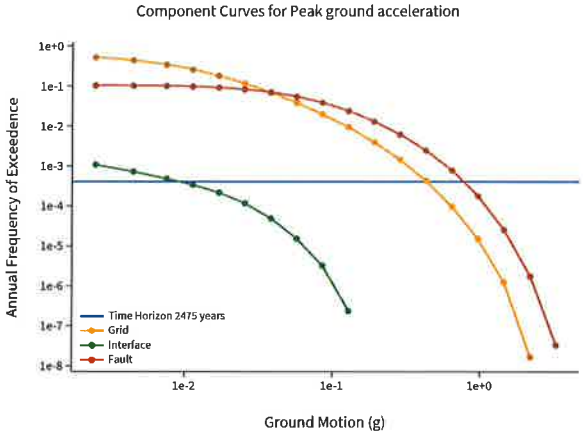
Longitude
Decimal degrees, negative values for western long...
-118.229881

Site Class
259 m/s (Site class D)

Hazard Curve





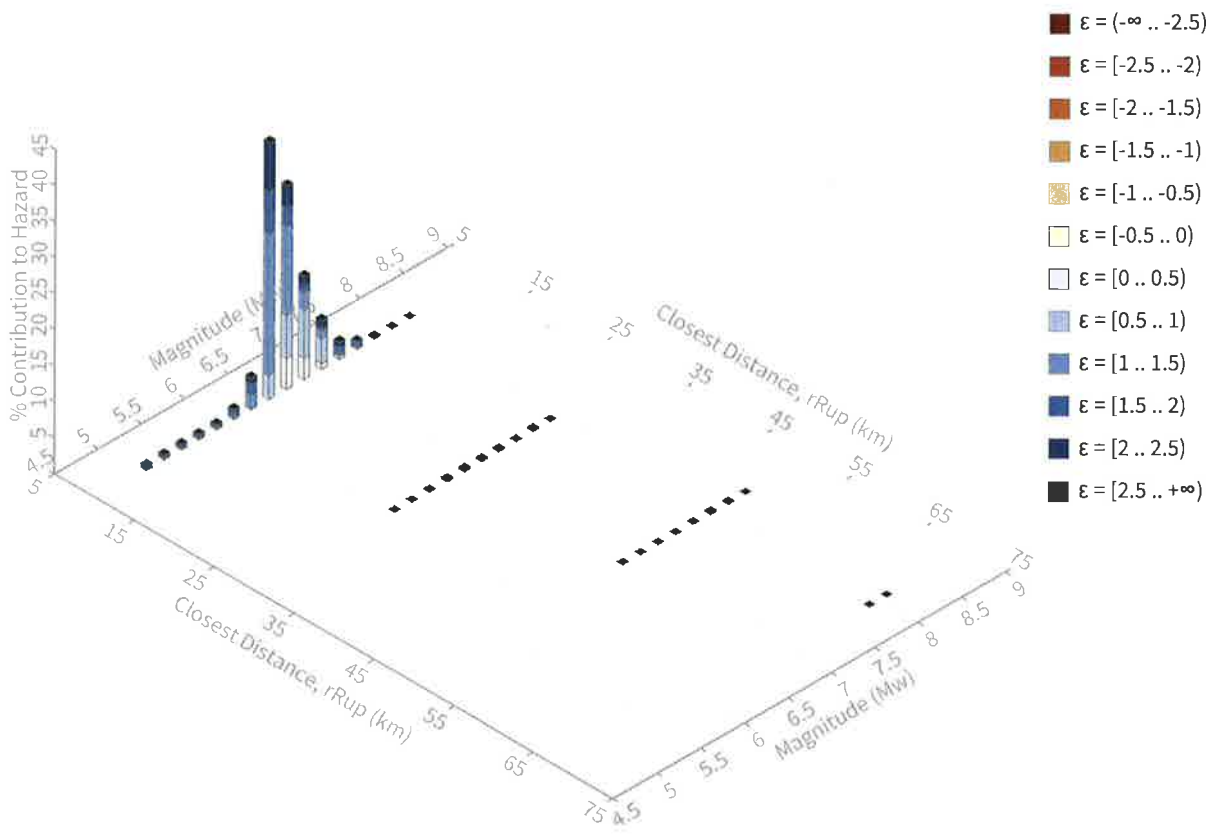


View Raw Data

Deaggregation

Component

Total



Summary statistics for, Deaggregation: Total

Deaggregation targets

Return period: 2475 yrs
Exceedance rate: 0.0004040404 yr^{-1}
PGA ground motion: 0.79923001 g

Recovered targets

Return period: 2773.487 yrs
Exceedance rate: 0.00036055695 yr^{-1}

Totals

Binned: 100 %
Residual: 0 %
Trace: 0.05 %

Mean (for all sources)

r: 7.09 km
m: 6.66
ε_0: 1.35 σ

Mode (largest r-m bin)

r: 6.13 km
m: 6.51
ε_0: 1.42 σ
Contribution: 35.71 %

Mode (largest ε_0 bin)

Deaggregation Contributors

Source Set ↳ Source	Type	r	m	ε_0	lon	lat	az	%
bFault.ch	Fault							54.16
Elysian Park (Upper)		4.51	6.58	1.25	118.235°W	34.067°N	352.44	22.26
Puente Hills (LA)		4.57	6.87	0.63	118.201°W	33.958°N	162.94	10.49
Puente Hills		5.44	7.05	0.89	118.298°W	34.059°N	291.08	6.03
Raymond		9.44	6.62	2.07	118.223°W	34.122°N	3.85	4.03
Puente Hills (Santa Fe Springs)		11.31	6.52	1.59	118.138°W	33.907°N	149.66	3.24
Hollywood		9.08	6.59	2.12	118.230°W	34.119°N	359.82	2.38
Santa Monica Connected alt 2		9.49	7.35	1.71	118.284°W	34.109°N	328.22	1.32
bFault.gr	Fault							36.68
Elysian Park (Upper)		4.51	6.54	1.25	118.235°W	34.067°N	352.44	13.52
Puente Hills (LA)		4.58	6.68	0.69	118.201°W	33.958°N	162.94	9.85
Puente Hills		5.93	6.79	1.02	118.298°W	34.059°N	291.08	5.12
Raymond		9.75	6.57	2.07	118.223°W	34.122°N	3.85	2.64
Puente Hills (Santa Fe Springs)		11.31	6.53	1.62	118.138°W	33.907°N	149.66	1.55
Hollywood		9.47	6.54	2.15	118.230°W	34.119°N	359.82	1.37
CAmap.21.ch.in (opt)	Grid							2.63
PointSourceFinite: -118.230, 34.077		6.68	5.83	1.74	118.230°W	34.077°N	0.00	1.02
CAmap.24.ch.in (opt)	Grid							2.60
PointSourceFinite: -118.230, 34.077		6.70	5.82	1.75	118.230°W	34.077°N	0.00	1.01
CAmap.21.gr.in (opt)	Grid							1.23
CAmap.24.gr.in (opt)	Grid							1.18

Appendix C.2: Geotechnical Investigation

City of Los Angeles, Department of Building and Safety,
Soils Report Approval Letter (LOG#109262) for Soils Report No. 11649.002,
August 13, 2019

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OSAMA YOUNAN, P.E.
EXECUTIVE OFFICER

SOILS REPORT APPROVAL LETTER

August 13, 2019

LOG # 109262
SOILS/GEOLOGY FILE - 2

Continuum
1881 16th Street
Denver, CO 80202

TRACT: 8772
LOT(S): FR LT A
LOCATION: 640 S Santa Fe Ave (aka 651 S Mesquit St, 638, 648 S Santa Fe Ave)

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	11649.002	07/16/2019	Leighton Consulting, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the proposed construction of a 4-story office building over 2-level subterranean parking.

The earth materials at the subsurface exploration locations consist of up to 12 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure on mat-type foundations bearing on a blanket of properly placed fill. Other minor structures outside the main building perimeter can be supported on conventional footing bearing on properly placed fill.

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. Provide a notarized letter from all adjoining property owners allowing tie-back anchors on their property (7006.6).

2. 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).

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

3. All recommendations of the report that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

4. 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.

5. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

6. 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.

7. If import soils are used, no footings shall be poured until the soils engineer has submitted a compaction report containing in-place shear test data and settlement data to the Grading Division of the Department; and, obtained approval (7008.2).

8. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

9. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

10. Controlled Low Strength Material, CLSM (slurry) proposed to be used for backfill shall satisfy the requirements specified in P/BC 2014-121.

11. 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).

12. 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)

13. 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).

14. The soils engineer shall review and approve the shoring and/or underpinning plans prior to issuance of the permit (3307.3.2).

15. 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.

16. Unsurcharged temporary excavation may be cut vertical up to 4 feet. Excavations over 4 feet shall be trimmed back in accordance with OSHA requirements, as recommended.

17. Shoring shall be designed for the lateral earth pressures specified in the section titled "Lateral Earth Pressure" starting on page 15 of the report and as shown on Figure 7; all surcharge loads shall be included into the design. Total lateral load on shoring piles shall be determined by multiplying the recommended EFP by the pile spacing.

18. 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.

19. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

20. All foundations shall derive entire support from a blanket of properly placed fill, as recommended and approved by the geologist and soils engineer by inspection.

21. 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.

22. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2014-116 "Foundation Design for Expansive Soils" (1803.5.3). Note: Soils with an Expansion Index greater than 20 are considered to be expansive, in accordance with Section 1803.5.3 of the 2014 LABC.

23. Slabs placed on approved compacted fill or expansive soils shall be at least 4 inches thick and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

24. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane.

25. 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.

26. Retaining walls shall be designed for the lateral earth pressures specified on Figure 7 and in the section titled "Basement Walls and Permanent Earth Retaining Structures" starting on page 17 of the report.

27. 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).

28. 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).

29. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

30. 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).

31. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

32. The structure shall be connected to the public sewer system per P/BC 2014-027.

33. The infiltration facility design and construction shall comply with the minimum requirements specified in the Information Bulletin P/BC 2014-118.

34. The construction of the infiltration system shall be provided under the inspection and approval of the soils engineer.

35. An overflow outlet shall be provided to conduct water to the street in the event that the infiltration system capacity is exceeded. (P/BC 2014-118)

36. Approval for the proposed infiltration system from the Bureau of Sanitation, Department of Public Works shall be secured.

37. A minimum distance of 10 feet (in any direction) shall be provided from adjacent proposed/existing footings to the [discharge of the] proposed infiltration system. A minimum distance of 10 feet horizontally shall be provided from private property lines to the proposed infiltration system.

38. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

39. 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 & 1705.8).

40. 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)

41. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).

42. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

43. The installation and testing of tie-back anchors shall comply with the recommendations included in the report or the standard sheets titled "Requirement for Tie-back Earth Anchors", whichever is more restrictive. (Research Report #23835)

44. 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).

45. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

DAN L. STOICA
Geotechnical Engineer I

DLS/dls
Log No. 109262
213-482-0480

cc: Leighton Consulting, Inc., Project Consultant
LA District Office

Appendix C.3: Geotechnical Investigation

Leighton Consulting, Inc.,
Addendum Letter to the Geotechnical Design Report,
Proposed Office Building, 640 South Santa Fe Avenue,
Los Angeles, California,
August 26, 2019

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Leighton Consulting, Inc.
A LEIGHTON GROUP COMPANY

August 26, 2019

Project No. 11649.002

640 Santa Fe Owner, LLC
360 North Crescent Drive
Beverly Hills, California 90210

Attention: Asher Werthan

Subject: **Addendum to the Geotechnical Design Report**
Proposed Office Building
640 South Santa Fe Avenue
Los Angeles, California 90021

References: Leighton Consulting, Inc., 2019, *Updated Geotechnical Design Report, Proposed Office Building, 640 South Santa Fe Avenue, Los Angeles, California*, Project No. 11649.002, dated July 16, 2019.

Shoring Engineers, 2019, *Temporary Shoring Plan for Produce LA, 640 South Santa Fe, Los Angeles, California 90021*, dated July 23, 2019.

Per your request, Leighton Consulting Inc. (Leighton) has prepared this addendum to the referenced report to provide additional recommendations for designing the raker foundation for the temporary shoring supporting the excavation adjacent to the existing Los Angeles Department of Water and Power (LADPW) substation. The planned raker system consists of a total 0f 11 8-inch diameter steel pipe inclined at approximately 45 degrees and supported on two concrete footings. The footings will be embedded 12 inches below the bearing grade (+288.83 feet) of the new mat foundation. The location and a cross-section of the proposed raker system are depicted on Sheet 2 and Section 3 on Sheet 4 of the referenced shoring plan (See Attachment 1).

17781 Cowan ▪ Irvine, CA 92614-6009
949.250.1421 ▪ 949.250.1114 Fax

The following recommendations may be used for designing the planned 45-degree raker foundation:

- Bearing Capacity: 3.8 kips per square foot (ksf)
- Coefficient of friction: 0.4
- Passive Resistance: 374 pounds per cubic foot (pcf)

The above recommended parameters are ultimate values.

In general, the following safety factors should be applied to the design of the shoring system:

Shoring Design Elements	Safety Factors
Bearing capacity	2.0
Lateral earth pressure	1.25
Passive and friction	1.0

No reduction is required for combining friction and passive resistance in calculating total lateral load resistance provided the tie-backs anchors will meet the testing requirements as indicated on the referenced plan.

It should be noted that the proposed 1 horizontal to 1 vertical temporary berm shown on Section 3 may require flattening if excessive sloughing or sign of instability is noticed during shoring installation.

We appreciate this opportunity to be of service. If you have any questions regarding this report or if we can be of further service, please call us at your convenience at **(866) *LEIGHTON***, directly at the phone extension or e-mail address listed below.



Respectfully submitted,

LEIGHTON CONSULTING, INC.

Vincent P. Ip, PE, GE 2522
Senior Principal Engineer
Ext 1682; vip@leightongroup.com

VPI/lr

Attachment 1: Shoring Plan by Shoring Engineers

Distribution: (1) Addressee
(1) Chris Laberge Continuum

Leighton

GENERAL NOTES:

1. Construction shall conform to the 2016 California Building Code and other applicable 2017 City of Los Angeles regulating requirements.
2. Excavations shall be made in compliance with the 2015 edition of the California Construction Safety Orders (CAL-OSHA) regulations.
3. The locations of existing and new underground utilities are shown in an approximate way only and all utilities may not be shown. The General Contractor shall determine the exact location of all existing utilities before commencing. The General Contractor is responsible for damages which might be caused by their failure to exactly locate any and all underground utilities.
4. Underground Service Alert shall be contacted at 800-422-4133 or 811 two (2) working days before commencing any excavation.
5. Heavy vehicular traffic, such as cranes, concrete trucks, material trucks or material storage, shall be prohibited within 10 feet of the soil side of the shoring bulkhead or top of sloped embankments except as specifically designed and as indicated on drawings.
6. Dust shall be controlled during the shoring installation, excavation, grading and back-filling.
7. The Contractor shall provide a soil berm, sand bags or other means to prevent surface water from entering excavation over top of shoring and cut slopes.
8. Temporary cuts shall not exceed slopes recommended in the geotechnical report nor those shown on these drawings.
9. The shoring system has been designed in accordance with applicable codes, the approved soils report and an assumed drained soils conditions.

REMOVALS:

1. Soldier beams and lagging are to be removed to a minimum depth of 8'-0" below existing grade within public right of way.
2. All tieback anchors in the City public way shall be detensioned upon the completion of the permanent retaining system or backfill. All tiebacks within the upper 20' of street grade shall be removed.

INSPECTION:

1. All shoring and excavation shall be inspected by Leighton Consulting, Inc. The soils report, by Leighton Consulting, Inc. Project Number 11649.002 dated December 1, 2017 updated February 27, 2019 shall be part of these plans.
2. The following types of work shall be continuously inspected by a Special Inspector in accordance with the 2016 California Building Code and 2017 City of Los Angeles Building Code with Current Amendments:

TYPE OF WORK	DESCRIPTION
1. Shoring/Excavation	Drilled shafts and soldier beam installation
2. Structural Concrete	Specified concrete greater than 2500 psi
3. Structural Welding	Field welding

DESIGN CRITERIA:

1. Building Code:	2016 California Building Code, 2017 City of LA Building Code with Current Amendments
2. Concrete:	ACI 318-14 -- Reinforced Concrete
3. Timber:	American Wood Preserver's Bureau (AWPB), LP-22-88 - Quality Control and Inspection Procedures and West Coast Lumber Inspection Bureau (WCLIB), Standard Grading Rules.
4. Steel:	AISC " Manual of Steel Construction, " Fourteenth Edition (ASD)
5. Welding:	American Welding Society (AWS) D1.1 -- Structural Welding Code Steel
6. Soils:	Geotechnical Report, prepared by Leighton Consulting, Inc. dated December 1, 2017 updated February 27, 2019
7. Tieback Anchors:	PTI - Postost Tensioning Institute Recommendations for Prestressed Rock and Soil Anchors, 4th ED. 2004 and Geotechnical Engineering Circular No. 4, Ground Anchors and Anchored Systems, FHWA-I F-99-015.

SOLDIER BEAM SURVEY MONITORING (BY OWNER/GENERAL CONTRACTOR):

1. Soldier beam survey monitoring shall be conducted on a periodic basis until the permanent structure is capable of supporting the imposed lateral loads.
2. Each soldier beam shall be monitored for both vertical and horizontal movement. Readings shall be reported in tabular form to the nearest 0.01 feet and be furnished to the shoring engineer within 48 hours of being taken.
3. Prior to any excavation, survey monitoring control points and initial soldier beam offsets shall be established by a California licensed surveyor.
4. Initial reading and periodic reading shall be submitted to the City of Los Angels (as applicable), the Shoring Engineer and Geotechnical Engineer. Additional readings shall be obtained when requested.
5. Control points shall be established outside the area of influence of the shoring system to ensure the accuracy of the monitoring readings.
6. The periodic basis for shoring monitoring shall be as follows:
   a. Initial monitoring shall be performed prior to any excavation.
   b. Once excavation has begun, the periodic readings shall be performed weekly until the excavation has reached the project's estimated subgrade and permanent mat slab is completed adjacent to the soldier beams. At this time the Shoring Engineer shall evaluate the performance of the system to determine future monitoring requirements.
   c. If the performance of the shoring system is within acceptable guidelines, as established by this specification (See Item No. 7), the Shoring Design Engineer, with the concurrence of the Geotechnical Engineer, may permit periodic readings to be performed on a monthly basis until the basement walls are up to grade.
7. If the magnitude of any horizontal or vertical movement of soldier beams reaches one (1) inch, the Geotechnical Engineer and Shoring Engineer shall evaluate the movement and recommend corrective measures, if necessary, before excavation continues. If the magnitude of any horizontal or vertical movement reaches two (2) inches, the Geotechnical Engineer and Shoring Engineer shall reevaluate the movement and recommend corrective measures before excavation continues.

TESTING OF TIE-BACK ANCHORS:

1. The Soils Engineer shall keep a record at the job site of all test loads and total anchor movements and shall certify their accuracy.
2. Three (3) anchors shall be tested to 200% of their design load for a 24 hour period. The total deflection during the 24-hour 200% test load shall not exceed 12 inches. The anchor deflection shall not exceed 0.75 inch measurement after the 200% test load is applied. If the anchor movement after the 200% load has been applied for 12 hours is less than 0.5 inch and the movement over the previous 4 hours has been less than 0.1 inch, the 24 hour test may be terminated.
3. 10% of the anchors shall be "quick" tested at 200% of the design load and this load maintained for 30 minutes. The total deflection shall not exceed 12 inches and the anchor movement shall not exceed 0.25 inch during the 30 minute period, measurements after the 200% test load is applied.
4. All anchors not previously tested shall be tested to 150% of their design loads. The total deflection during the test shall not exceed 12 inches. The rate of creep under the 150% test shall not exceed 0.1 inch over a 15 minute period in order for the anchor to be approved for the design loading.
5. In the event that the stated limits in deflection are exceeded, the Soils Engineer shall submit recommended reduced loading values and supplementary anchors may be required.
6. After a satisfactory test, each anchor shall be locked-off at the design load. The acceptable locked-off load shall not vary by more than 10% from the design load.
7. Certification from an approved testing laboratory is required for the calibration of the hydraulic rams to tension anchors prior to the start of testing and monthly thereafter.
8. The maximum stranded anchor design and test loads are given below:

NUMBER OF STRANDS	MAX DESIGN LOAD	MAX TEST LOAD
3 - 0.6" Ø	84.4 KIPS	140.6 KIPS
4 - 0.6" Ø	112.5 KIPS	187.5 KIPS
5 - 0.6" Ø	140.6 KIPS	234.4 KIPS
6 - 0.6" Ø	168.8 KIPS	281.3 KIPS
7 - 0.6" Ø	196.9 KIPS	328.2 KIPS
8 - 0.6" Ø	225.0 KIPS	375.0 KIPS
9 - 0.6" Ø	253.1 KIPS	421.9 KIPS
10 - 0.6" Ø	281.3 KIPS	468.8 KIPS

9. The maximum anchor rod design and test loads are given below:

NOMINAL ROD SIZE	DESIGN LOAD	MAX TEST LOAD
1" Ø	61.2 KIPS	102.0 KIPS
1 1/4" Ø	90.0 KIPS	150.0 KIPS
1 3/8" Ø	113.8 KIPS	189.0 KIPS
1 3/4" Ø	192.0 KIPS	320.0 KIPS

10. If excess twisting of the soldier beams occurs during testing, a 3/8" X 3" flatbar (min.) strap shall be installed between adjacent soldier beams, above and below the anchor pocket.

MATERIAL SPECIFICATIONS:

TIMBER:

1. Wood lagging shall be rough sawn Douglas Fir No. 2 or Hem Fir No. 1 (f_b = 900 psi min.).
2. Wood lagging shall be ACQ pressure treated with a minimum retention of preservative of 0.40 pcf and approved for use in ground contact by the American Wood Preserver's Bureau (AWPB).

STEEL:

1. Structural steel shall conform to ASTM A-572, Grade 50 or ASTM A-992.
2. Miscellaneous steel shall conform to ASTM A-36, ASTM A-572 or ASTM A-992.
3. Pipe and pipe sleeves shall conform to ASTM A-53, Grade B.

WELDING:

1. All welds shall be electric arc using E70XX electrodes or continuous wire feed.
2. All structural steel welding shall conform to the Structural Steel Welding Code ANSI/AWS D1.1, latest edition.
3. All welders shall be approved by the City of Los Angeles.
4. Provide continuous inspection by a City of Los Angeles approved Deputy Inspector for all field welds, expect for welds on handrail system.

CONCRETE:

1. Concrete shall attain the minimum compressive strengths shown on these plans.
2. Provide continuous inspection by a City of Los Angeles approved Deputy Inspector for concrete specified greater than 2500 psi.
3. Cement shall be ASTM C-150 Type II/V.
4. Aggregates shall be natural sand and rock conforming to ASTM C-33.

ANCHOR STRANDS:

1. Design loads on anchor strands cables per schedule.
2. Strands shall be fabricated from 0.6 inch diameter, seven wire, low relation strands conforming to ASTM A-416.
3. Strands shall be high strength with a guaranteed ultimate minimum strength of 270 ksi.
4. Strands anchorage assembly shall conform to PTI's "Recommendations for Prestressed Rock and Soil Anchors" 4th edition.
5. Strands shall not be welded or used for grounding welding equipment.
6. Dywidag anchor rods and anchorage hardware shall conform to the City of Los Angeles Research Report No. 23835.

ANCHOR RODS:

1. Design loads for anchor rods per schedule.
2. Rods shall conform to ASTM A-722, shall be high-strength and have a guaranteed ultimate minimum strength of 150 ksi.
3. Diameters of anchor rods and size of concrete anchor shafts shall be verified and logged by the Geotechnical Engineer.
4. Anchor rods shall not be welded or used for grounding welding equipment.
5. Anchor rods shall not be used if kinked or bent sharply.
6. Dywidag anchor rods and anchorage hardware shall conform to the City of Los Angeles Research Report No. 23835.

SAND-CEMENT SLURRY:

1. Slurry for lagging backfill shall conform to ASTM C-150 Type II/V. Slurry shall contain a minimum of 1 1/2 sack (141 lbs.) of Portland cement per cubic yard.
2. Cement shall be ASTM C-150 Type II/V.
3. Aggregates shall be natural sand conforming to ASTM C-33.

GROUT FOR PRESSURE GROUTED ANCHORS:

1. Grout shall be a neat cement mixture containing 4.5 to 5 gallons of water per cubic foot (94 lb. sack) of Portland cement.
2. Test anchors after a minimum of 3 day cure period after post-grouting.
3. Cement shall conform to ASTM C-150, Type V.
4. Water reducing add-mixtures may be added if approved by the City and Shoring Design Engineer.
5. Accelerators shall not be used.
6. Fine aggregates, if used, shall conform to ASTM C-33.

SHORING INSTALLATION:

1. Drill soldier piles shafts to diameter and depth shown. Place soldier beam in shafts. At contractor's option, soldier beams may be installed using vibrated methods.
2. Drilled holes are to be backfilled with concrete/slurry the same day they are drilled.
3. Take all initial soldier beam monitoring readings. See SOLDIER BEAM SURVEY MONITORING for requirements.
4. Excavation of 5 feet maximum is permissible after concrete has cured for a minimum of 7 days and slurry has cured a minimum of 24 hours.
5. Install lagging between soldier beams as excavation progresses. Lifts shall not exceed 5 feet. Timber lagging shall be pressure treated. See the Material Specification, TIMBER for requirements. Fill voids behind lagging with 1-1/2 sack slurry to ensure bearing of soil along the full length of lagging.
6. For tieback anchors, drill anchor shafts once excavation progresses to drill bench elevation. Place anchor rods/strands as soon as shafts are completely drilled and inspected by the Geotechnical Engineer.
7. All tieback anchors are to be pressure grouted. Fill entire length of shaft with initial grout, perform pressure grouting of the anchor bond zone a minimum of 24 hours after initial grout placement.
8. Test anchors after a minimum of 3 days cure period after post-grouting.
9. Anchor rods/strands shall be tensioned straight and true. Kinking or sharp curvature shall not be permitted.
10. Do not continue with the excavation until anchors are tested and certified.
11. For braces, excavation to a maximum of 2 feet below the elevations of the corner braces and/or raker braces. Install corner braces at the locations shown.
12. Continue excavation leaving a minimum 1:1 berm in the place at at the raker brace locations.
13. Once subgrade elevation is reached, excavate raker footings at the locations and dimensions shown. Trench shore, if required due to caving conditions.
14. Install raker pipes and embeds into the footings as shown.
15. Concrete can be placed in footings by tailgate method if less than 3" of groundwater is present. Otherwise place by pumping into place, displacing any groundwater. Pump out groundwater as required.
16. Start excavation only after concrete has cured a minimum of 3 days. Berm may be removed in 5 feet lifts to facilitate lagging installation.
17. Continue in lifts until excavation is complete.

INSTALLATION OF HIGH PRESSURE GROUTED ANCHORS:

1. Machine drill the tieback shaft with temporary casing as required to prevent sloughing or caving of material.
2. Inject air and/or water under pressure through the drill stem to remove the drill cuttings from the drilled shaft.
3. Install the tieback anchor rod with attached centralizing devices into the shaft or through the drill casing (no centralizers are required if installed through temporary casing).
4. Fill the shaft through a min. 3/8 " i.d. polyethylene grout tube with an approved high strength grout (tube may remain or be removed after grouting.) terminate grouting when the shaft is completely filled (this grouting will act as a seal for the post-grouting to be done in the bond zone only).
5. After the initial grouting has attained its set, perform post grouting of the anchor bond zone through the attached post grout line and valves. The post grout line consists of a 1/2" schedule 40 pvc pipe with rubber valves at 4'-0" on center in the post grout zone.
6. Fracture the initially set bond zone with water and repeat grouting. Flush post grout line with water for reuse.
7. Actual injection pressures and grout volumes will vary depending on grouting conditions and holding capacities of the anchor.
8. The rod shall remain undisturbed until the grout has cured 3 days.
9. Test the anchor as noted above. Should the anchor fail the acceptance criteria, unload the rod and perform additional post grouting and retest anchor.
10. After a successful load test the tendon shall be locked off at the design load.
11. Repeat the above procedure for all tieback locations.

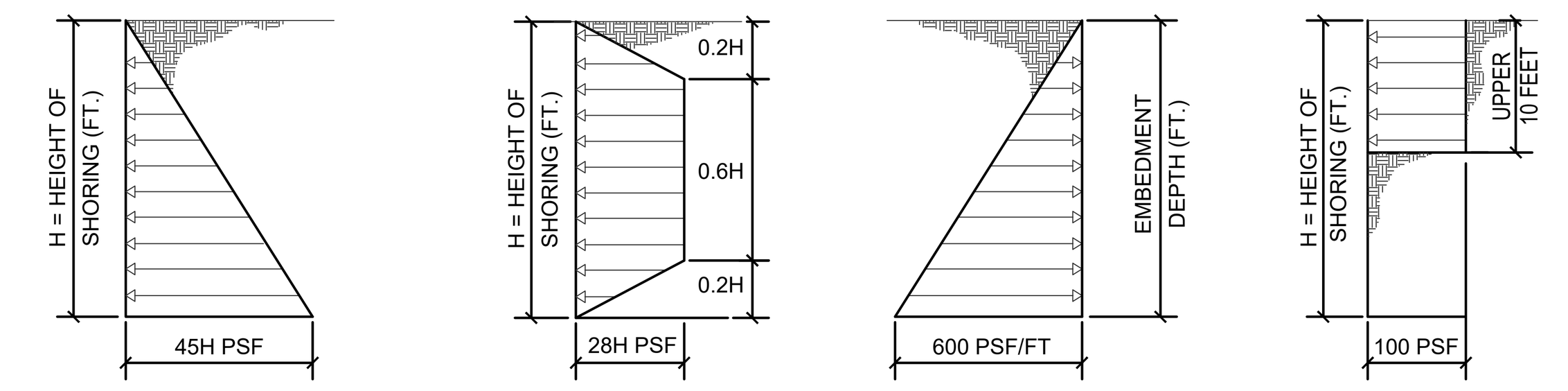
CITY OF LOS ANGELES GRADING NOTES:

1. A City of Los Angeles Registered Deputy Grading Inspector is required on grading and foundation earthwork where the site exceeds 60,000 square feet, cut and fill slopes exceed 2:1, cuts exceed 40 feet in height and are within 20 feet of the property line, foundation excavation are below a 1:1 plane from the property line, involve unusual hazards, or shoring work including slot-cuts.
2. Existing grades are estimates only based on the site survey and may not reflect the final site conditions after grubbing ad rough grading.
3. No excavation or grading shall commence until 10 days after the notice required by Section 91.0303(1) of the City of Los Angeles Building Code has been posted on the site by the City.
4. A 30 day notification required for the removal of lateral support of adjoining properties.
5. "General Specifications for all Grading Plans" - Department of Building and Safety form B-164 is a part of these plans.
6. No fill is to be placed until the City Grading Inspector has inspected and approved the bottom of excavation.
7. All grading slopes shall be planted and sprinklered. See Section 91.7012.1
8. Standard 12 inch high berm is required at top of all graded slopes. See Section 91.7013.3
9. Man-made fill shall be compacted to a minimum relative compaction of 90% max. dry density within 40 feet below finish grade and 93% of max. dry density deeper than 40 feet below finish grade, unless a lower relative compaction (not less than 90% of max. dry density) is justified by the soils engineer.
10. Temporary erosion control is to be installed between October 1 and April 15. Obtain Grading Inspector's and the Department of Public Works approval for all proposed procedures. See Section 91.7007.1.

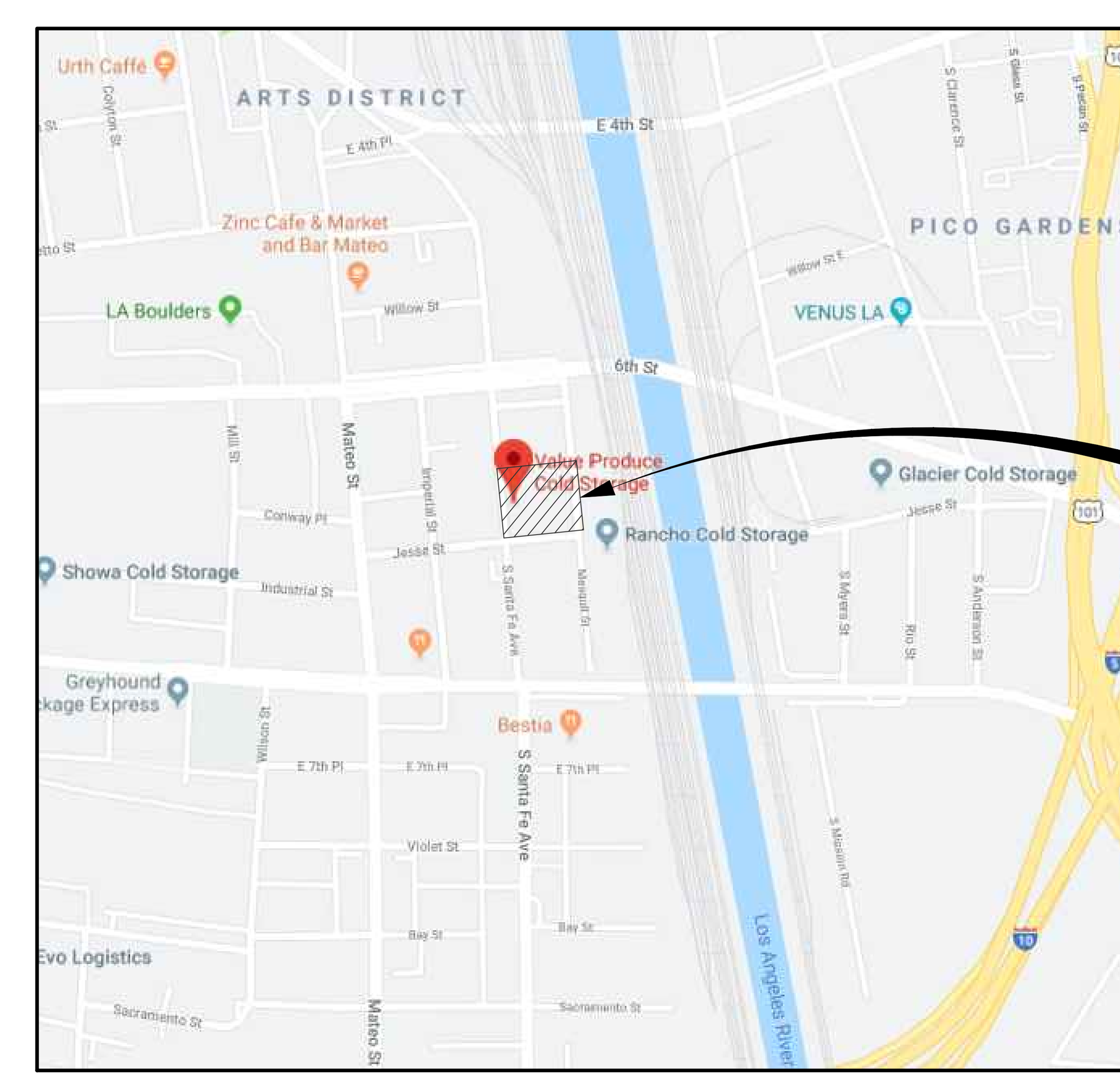
SHORING DESIGN VALUES:

TEMPORARY CONDITION:

ACTIVE EARTH PRESSURE =	45H PSF	UNBRACED CONDITION
ACTIVE EARTH PRESSURE =	28H PSF	BRACED CONDITON
PASSIVE EARTH PRESSURE =	600 PSF/FT	
TRAFFIC SURCHARGE =	100 PSF	UPPER 10 FEET
TIEBACK FRICTION =	1800 PSF	POST-GROUTED
COEFFICIENT OF FRICTION (μ) =	0.40 PSF/FT	



ACTIVE PRESSURE (CANTILEVER CONDITION) ACTIVE PRESSURE (BRACED CONDITION) PASSIVE PRESSURE TRAFFIC SURCHARGE



PROJECT SITE
PRODUCE LA
640 SOUTH SANTA FE
LOS ANGELES, CALIFORNIA 90021

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GENERAL NOTES AND VICINITY MAP

SCALE : NONE 1

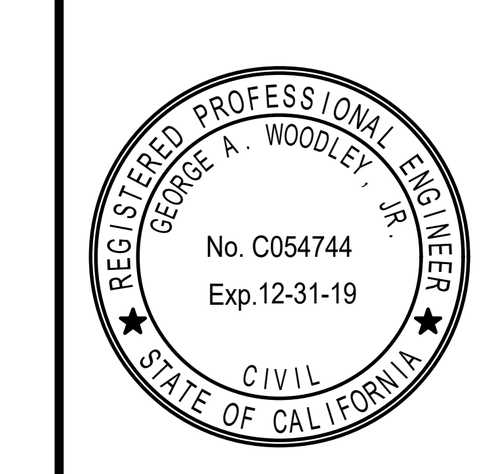
COMMENTS: PLAN CHECK SUBMITTAL | BY: GW | DATE: 07/23/2019

BY: JTORRES

SCALE: AS NOTED 06/26/2019
PROJECT: TEMPORARY SHORING PLAN FOR:
PRODUCE LA
640 SOUTH SANTA FE
LOS ANGELES, CALIFORNIA 90021

SHORING ENGINEERS
12645 Clark Street
Santa Fe Springs
California 90670
562-944-9331 Phone
562-941-8098 Fax
Shoring
Excavation
Foundation Piles
CA License #245416-A
NV License #0042707-A
UT License #96-312403-5501-E100
AZ License #134501

THESE PLANS ARE THE EXCLUSIVE DESIGN OF, AND FOR THE EXCLUSIVE USE OF SHORING ENGINEERS. NO PART OF THESE DRAWINGS SHALL BE COPIED OR USED WITHOUT THE KNOWLEDGE AND EXPRESS WRITTEN CONSENT OF SHORING ENGINEERS.



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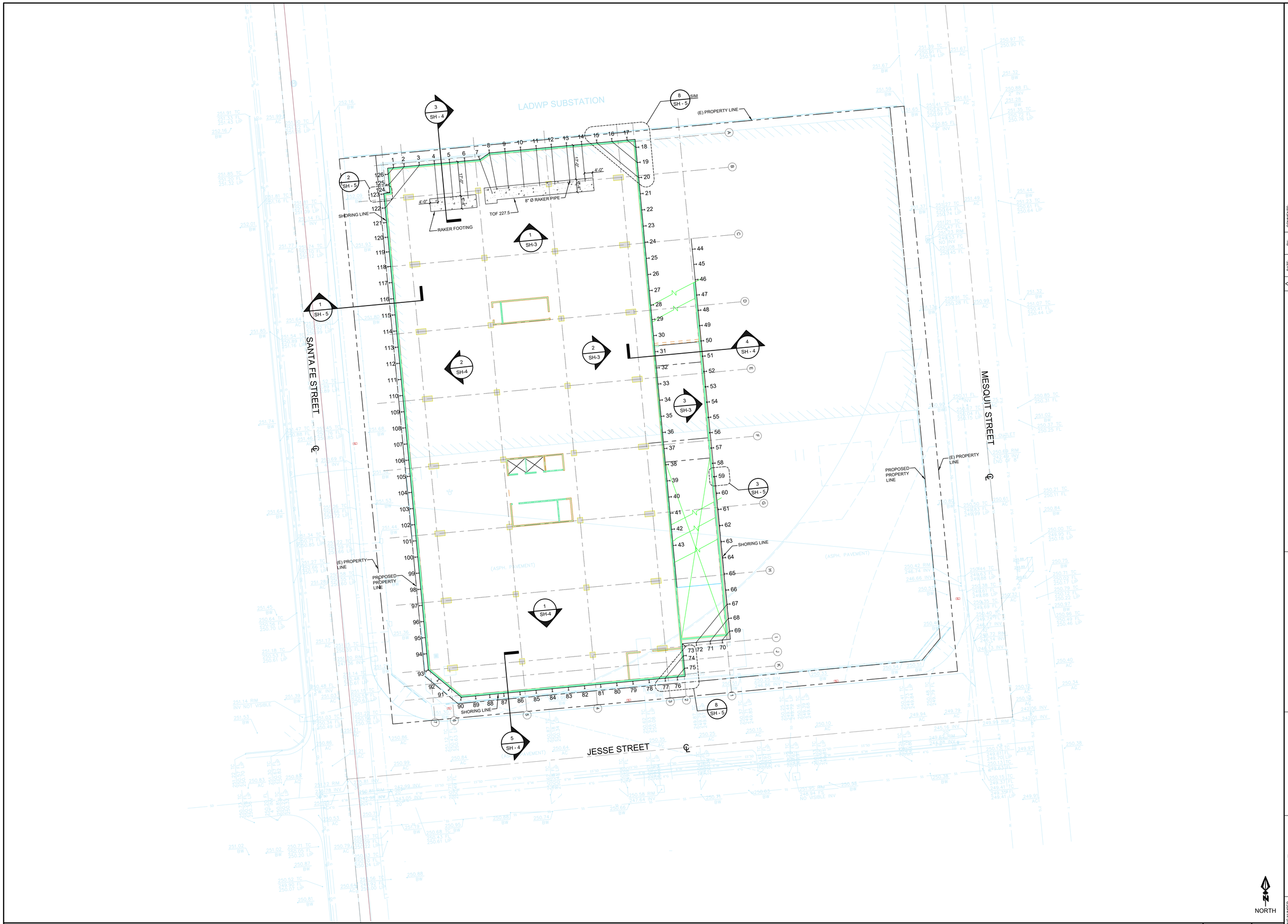
SH 1 OF 6



SHORING PLAN VIEW

SCALE : 1/16" = 1'-0"

1

DATE:	BY:	COMMENTS:
07/23/2019	GW	PLAN CHECK SUBMITTAL

SCALE: AS NOTED

PROJECT: TEMPORARY SHORING PLAN FOR: 06/26/2019 BY: JTORRES

PRODUCE LA
640 SOUTH SANTA FE
LOS ANGELES, CALIFORNIA 90021

SHORING ENGINEERS
12645 Clark Street
Santa Fe Springs
California 90670
562-944-9331 Phone
562-941-8098 Fax
Shoring
Excavation
Foundation Piles
CA License #C60416-A
NV License #0042018-A
UT License #6043400-5601-E-08
AZ License #154321

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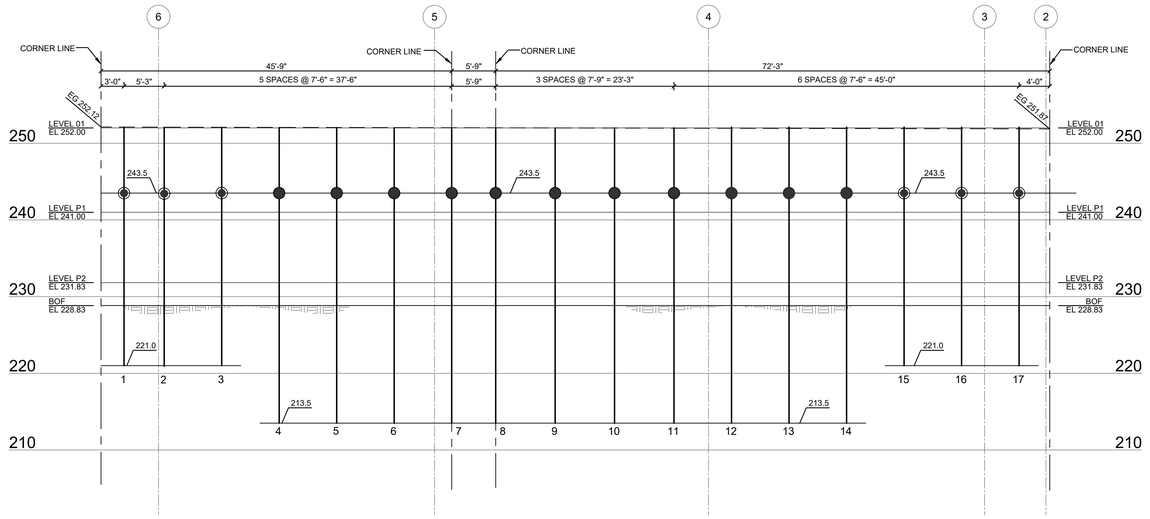
REGISTERED PROFESSIONAL ENGINEER
GEORGE A. WOODLEY JR.
No. C054744
Exp.12-31-19
CIVIL
STATE OF CALIFORNIA

DRAWING NUMBER SH 2 OF 6

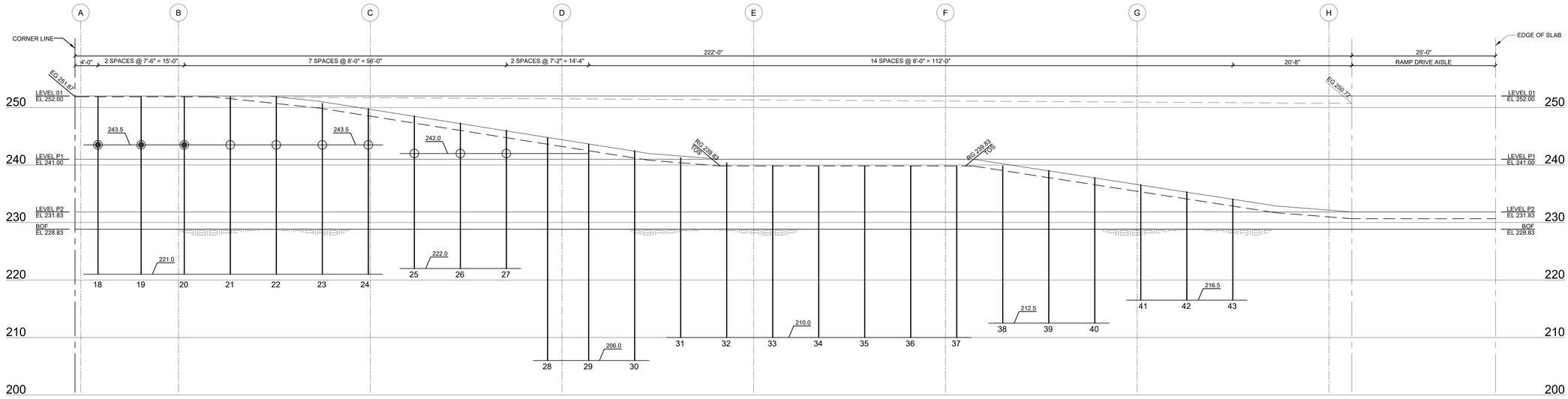
PRODUCE LA



NORTH BULKHEAD

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

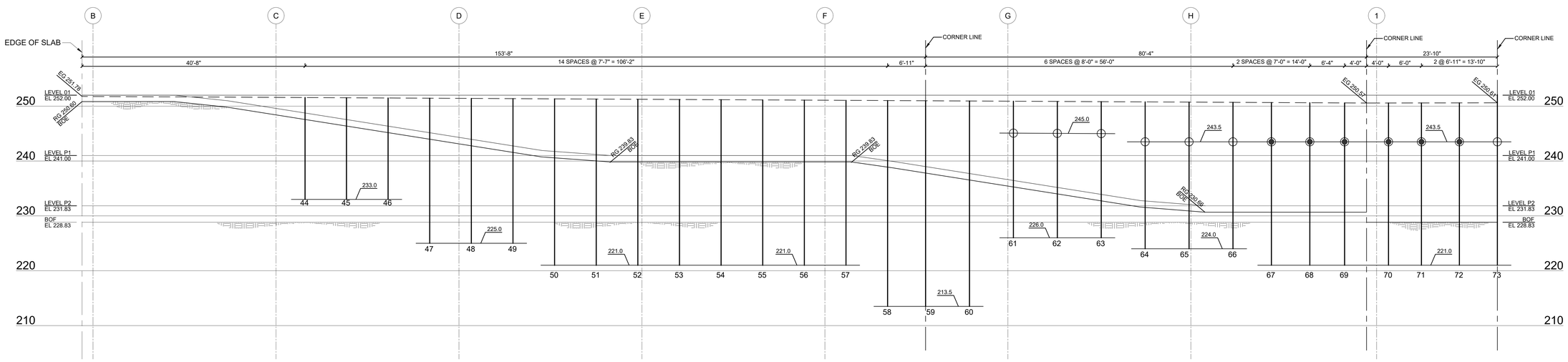
1



INNER EAST BULKHEAD

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

2



OUTER EAST BULKHEAD

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

3

△	DATE:	BY:
	07/23/2019	GW

COMMENTS: PLAN CHECK SUBMITTAL

BY: JTORRES

06/26/2019

TEMPORARY SHORING PLAN FOR:

PRODUCE LA
640 SOUTH SANTA FE
LOS ANGELES, CALIFORNIA 90021

SCALE: AS NOTED

PROJECT:

SHORING ENGINEERS
Shoring
Excavation
Foundation Piles
NV License #0062513 A
NV License #0062513 B
AZ License #ROC 301 601 6 CR
12345 Clark Street
Santa Fe Springs
California 90670
562-944-9331 Phone
562-941-6868 Fax

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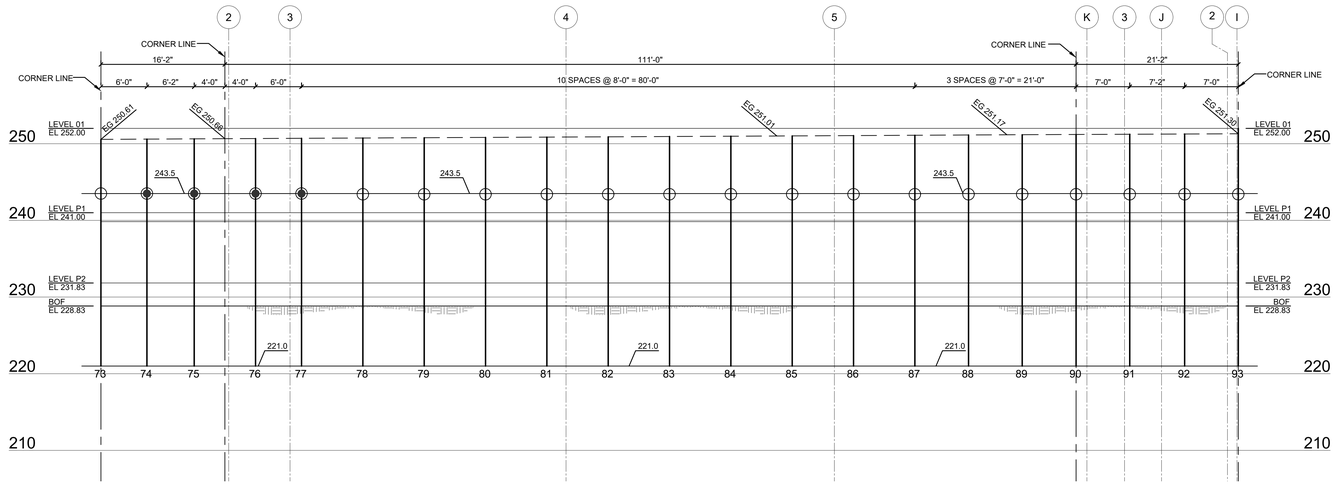
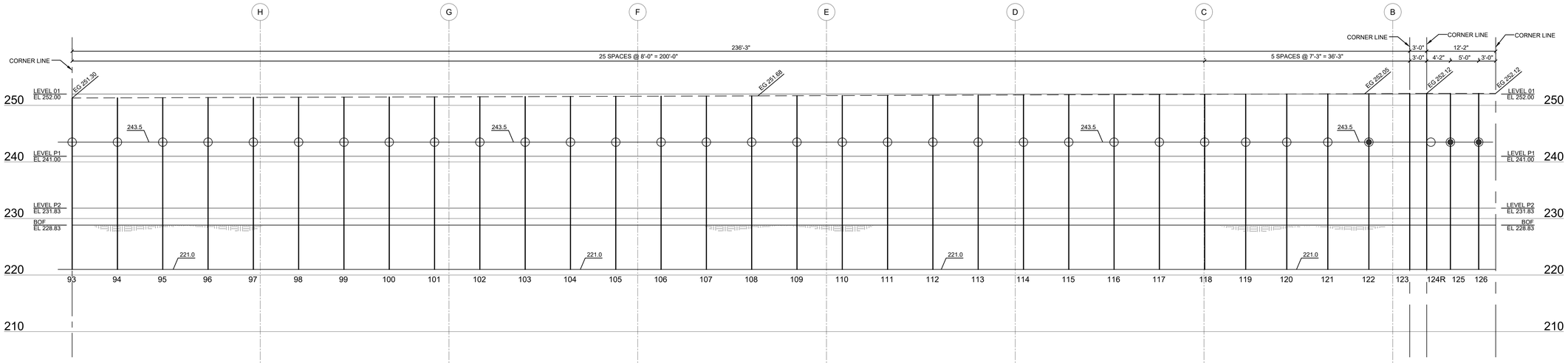
GEORGE A. WOODLIFF, JR.
No. C054744
Exp.12-31-19
CIVIL
STATE OF CALIFORNIA

DRAWING NUMBER SH 3 of 6



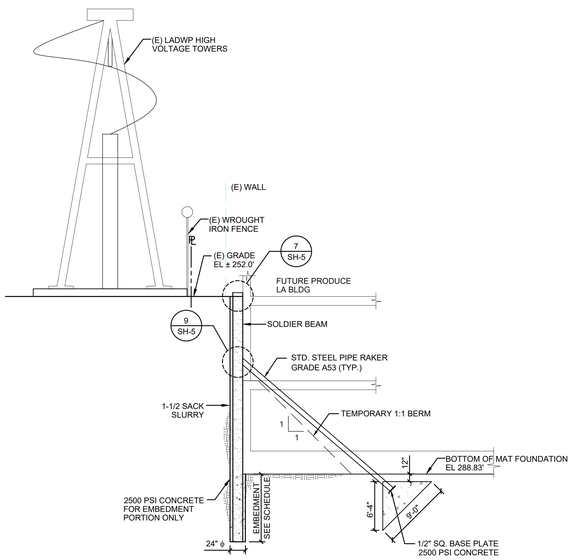
SOUTH BULKHEAD

SCALE : 1/8" = 1'-0" — 1



WEST BULKHEAD

SCALE : 1/8" = 1'-0" — 2



SECTION

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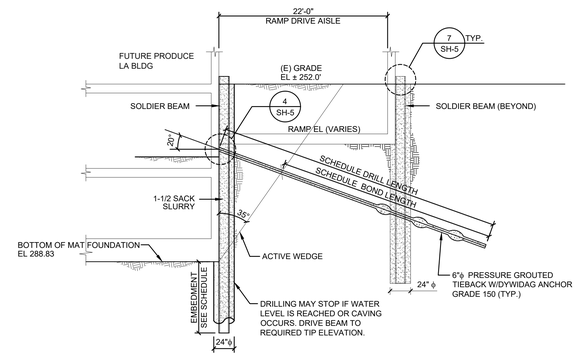

SECTION

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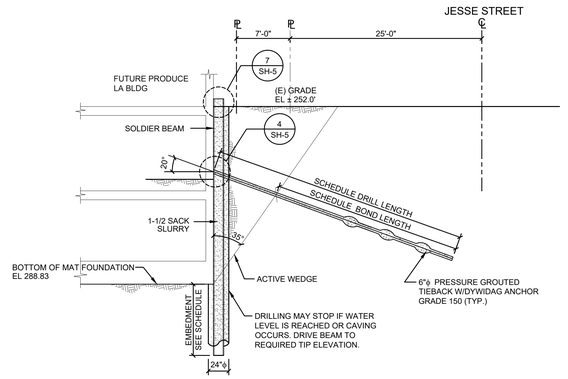

SECTION

SCALE : 1/8" = 1'-0" — 5

DATE:	BY:	COMMENTS:
07/22/2019	GW	PLAN CHECK SUBMITTAL

BY: JTORRES

06/26/2019

TEMPORARY SHORING PLAN FOR:

PRODUCE LA
640 SOUTH SANTA FE
LOS ANGELES, CALIFORNIA 90021

SCALE: AS NOTED
PROJECT:

SHORING ENGINEERS
12545 Clark Street
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562-941-0095 Fax
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Excavation
Foundation Piles
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NV License #0C0053 ELEV
CA License #942
AZ License #ROC 341

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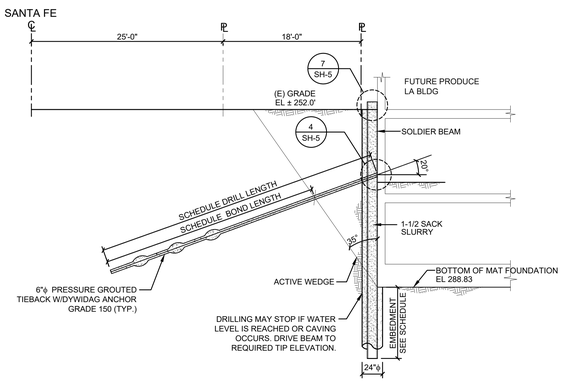
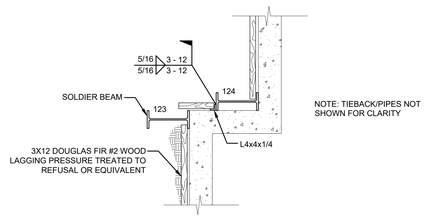
REGISTERED PROFESSIONAL ENGINEER — GEORGE A. WOOLEY JR. — No. C054744 Exp.12-31-19 — CIVIL — STATE OF CALIFORNIA

DRAWING NUMBER SH 4 6 OF



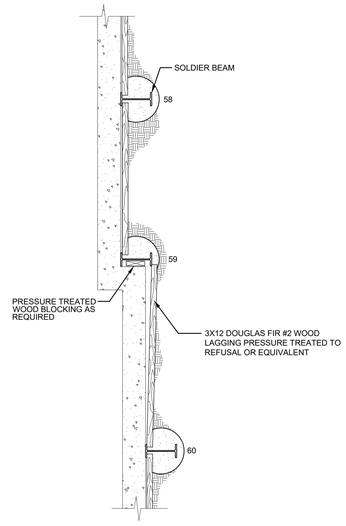
SECTION

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



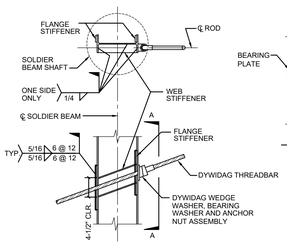
LAGGING DETAIL

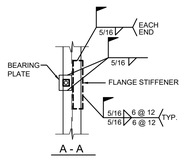
SCALE :	
1/8" = 1'-0"	2

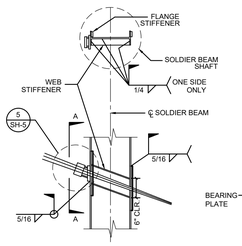


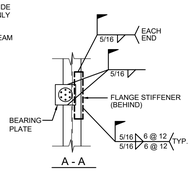
LAGGING DETAIL

SCALE :	
1/8" = 1'-0"	3









SCHEDULE TIEBACK ANCHOR RODS

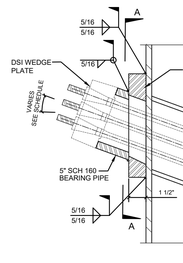
BEAM SIZE	FLANGE STIFF	WEB STIFF	BRG. PLATE
W16X26	3/4 X 3 X 30	3/4 X 3 X 16	1 X 8 X 9
W16X31	3/4 X 3 X 30	3/4 X 3 X 16	1 X 8 X 9
W16X36	3/4 X 3 X 30	3/4 X 3 X 16	1 X 8 X 9

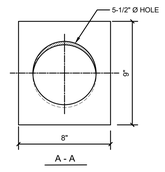
SCHEDULE TIEBACK ANCHOR STRANDS

BEAM SIZE	FLANGE STIFF	WEB STIFF	BRG. PLATE
W16X31	3/4 X 3 X 30	3/4 X 3 X 16	1-1/2 X 8 X 9

TIEBACK ANCHOR POCKET DETAIL

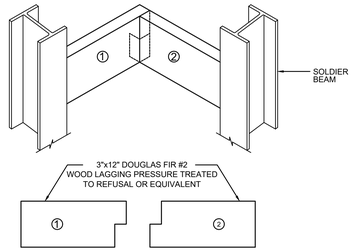
SCALE :	
NONE	4





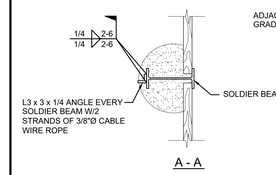
STRAND DETAIL

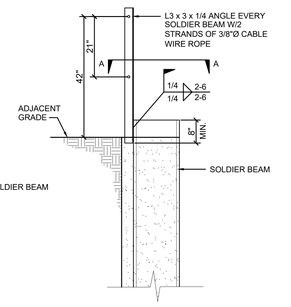
SCALE :	
NONE	5



CORNER LAGGING DETAIL

SCALE :	
NONE	6



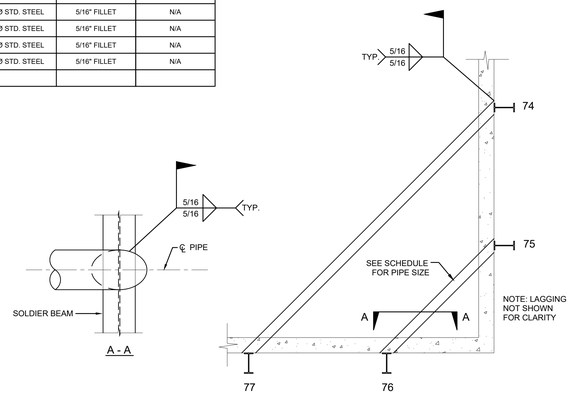


HANDRAIL DETAIL

SCALE :	
NONE	7

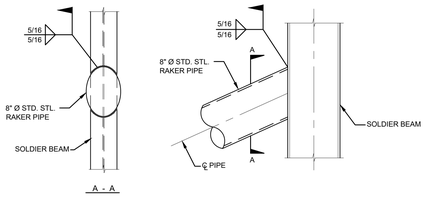
SCHEDULE CORNER BRACE

BEAM NO.	BRACE SIZE	WELD SIZE	BRG. PLATE
1 TO 126	8" Ø STD. STEEL	5/16" FILLET	N/A
2 TO 125	8" Ø STD. STEEL	5/16" FILLET	N/A
3 TO 122	10" Ø STD. STEEL	5/16" FILLET	N/A
15 TO 20	10" Ø STD. STEEL	5/16" FILLET	N/A
16 TO 19	8" Ø STD. STEEL	5/16" FILLET	N/A
17 TO 18	8" Ø STD. STEEL	5/16" FILLET	N/A
67 TO 72	10" Ø STD. STEEL	5/16" FILLET	N/A
68 TO 71	8" Ø STD. STEEL	5/16" FILLET	N/A
69 TO 70	8" Ø STD. STEEL	5/16" FILLET	N/A
74 TO 77	8" Ø STD. STEEL	5/16" FILLET	N/A
75 TO 76	8" Ø STD. STEEL	5/16" FILLET	N/A



CROSS BRACE

SCALE :	
NONE	8



RAKER BRACE DETAIL

SCALE :	
NONE	9

-

SCALE :	
NONE	10

	DATE:	BY:	COMMENTS:
△	07/22/2019	GW	PLAN CHECK SUBMITTAL

BY: JTORRES

06/26/2019

TEMPORARY SHORING PLAN FOR:
PRODUCE LA
640 SOUTH SANTA FE
LOS ANGELES, CALIFORNIA 90021

SCALE: AS NOTED
PROJECT:

SHORING ENGINEERS
Shoring
Excavation
Foundation Piles
CA License #624135
NV License #0067A
AZ License #ROC 0261 B-60 B-61 K-38
AZ License #ROC 0261
12345 Clark Street
Santa Fe Springs
California 90670
562/944-3331 Phone
562/941-0998 Fax

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REGISTERED PROFESSIONAL ENGINEER
GEORGE R. WOODLIFF, JR.
No. C054744
Exp.12-31-19
CIVIL
STATE OF CALIFORNIA

DRAWING NUMBER
SH 5 6 OF

Bureau of Engineering

Special Order

February 16, 2000 — Special Order No. 003-0201

To All: Deputy City Engineers
Division/District Engineers
Division Heads

Subject: **REQUIREMENTS FOR DEEP EXCAVATION CONSTRUCTION AND INSTALLATION OF TIEBACKS ON SITES IN OR ADJACENT TO PUBLIC WAYS**

This Special Order supercedes Special Order No. SO09-0686.

Our current requirements as set in Special Order No. SO09-0686 call for the removal of soldier piles and lagging located in the public right-of-way to a depth of 12 feet below gutter grade. The 12 feet cut-off line was established to leave the subsurface area free from any obstruction for the purpose of installing underground utilities and City maintained installations such as sewers and storm drains. Also, it was intended to eliminate any additional financial hardship on the city to remove these piles in case the need arises to use the space they occupy.

Soldier piles are part of the shoring system used in conjunction with the construction of the basement walls of a building. They are normally placed at the face of the wall and within 2 feet of the property line. This subsurface area of the sidewalk is very rarely used by city forces to install underground installations. A shallower cut-off line is acceptable and will not add any hardship on the City. Therefore, effective immediately, the following procedures shall apply to excavation permits.

A. ENGINEERING

1. Existing substructures and utilities shall be shown on plans with elevations and sections when closer than 6 feet clear of drilled holes.
2. Provisions shall be made to immediately dispose of all ground and surface runoff water.
3. Dewatering wells within 10 feet of shoring system or within the public way must be approved by the City Engineer prior to installation.
4. Heavy loads shall not be allowed within 10 feet of the top of the excavation except where the shoring design provides for the proposed surcharge.
5. All changes in the drawings and permit specifications must have prior approval of the Bureau of Engineering, phone (213) 977-6037 for procedural requirements.

B. CONTRACTOR RESPONSIBILITIES

1. UNDERGROUND SERVICE ALERT, Inquiry Identification number (USA II No.): Before commencing any excavation, the contractor shall obtain a USA II Number by calling 1-800-422-4133. Two working days shall be allowed after the USA II

Number is obtained and before the excavation work is started so that utility owners can be notified.

2. PRE-JOB INSPECTION REQUIRED 72 HOURS PRIOR TO THE START OF SHORING CONSTRUCTION WITH THE DEPARTMENT OF PUBLIC WORKS INSPECTOR AND JOB SUPERINTENDENT, PHONE (213) 580-5080.
3. Contractor shall locate all utilities and structures within the proposed excavation and make appropriate arrangements for their relocation, prior to the start of construction.
4. Contractor shall locate and cap off all sewer laterals behind the proposed location soldier beams prior to the installation of soldier beams.
5. Existing underground installations carrying unstable substances shall be "pot-holed" as required by the Los Angeles Municipal Code 62.03.01 (Ordinance No. 150, 478), and City Engineer's Special Order SO06-0279 dated February 27, 1979 (Compliance with Ordinance Requirements for Unstable Substance Installations-Guidelines Implementations).

C. CONSTRUCTION PROCEDURES

1. Lagging shall be required unless otherwise noted; lagging shall be 3 inch No. 2, or better, placed and backfilled with sand or slurry, in 5 foot maximum lifts.
2. All backfill between the permanent wall and the public way shall be cohesive material, compacted to a minimum 90 percent relative compaction or a 1½ sack slurry mix, under the continuous inspection and testing by the project's private soil engineer and the Public Works Inspector.
3. a. All soldier beams and lagging placed in the public way either under the sidewalk or in the roadway shall be removed to a minimum of 8 feet below gutter grade.
   b. All soldier beams and lagging placed in an alley shall be removed to a minimum of 4 feet below grade.
   c. All tieback anchor rods in the public way including alleys that are located within 20 feet of surface shall be removed. All other tiebacks shall be detensioned and shall be verified by the Public Works Inspector.

D. TIE BACK INSTALLATION

1. Lighting shall be provided for visual inspection of drilled holes.
2. Where caving occurs, drilled holes shall be cased and all backfill shall be pressure pumped so that all voids are filled.
3. All drilled holes to be left open more than twelve (12) hours shall be cased.
4. Anchor holes shall be free of loose material and concrete shall be placed immediately after placing anchor in hole.

5. Anchors shall be tensioned straight and true. Kinking or sharp curvature in anchors under tension shall be cause for rejection.
6. Rods or stranded cables shall remain extended and exposed to permit retensioning throughout the service life of the shoring and detensioning following completion of permanent building structure.

E. TESTING OF TIE BACKS

1. Anchor holes shall be logged and certified by the soils engineer.
2. Hydraulic rams shall be calibrated and certified by testing laboratory.
3. All anchors shall be tested at 150 percent of design load for 15 minutes with less than 0.1 inch yield. 10 percent for anchors at each level, as selected by soils engineer shall be tested at 200 percent of design load. Total yield of 12 inches is acceptable. Total yield of 36 inches is unacceptable. Total yield of 12 to 36 inches shall require soils engineer to assign partial anchors values and install remedial anchors with the approval of the City Engineer.

F. JOB SAFETY

1. Contractor shall establish initial control points for the purpose of monitoring the soldier beams prior to the start of any excavation. Shoring piles shall be survey monitored weekly for line and grade by a licensed surveyor. One set of data obtained shall be maintained at the job site for the inspector of Public Works. A second set of this data shall be promptly submitted to the City Engineer, Central Engineering District. Any one inch movement shall be analyzed by the soils engineer and an approved remedial shoring plan prepared. Any movement of 2-inches or more require that remedial shoring installation be made to prevent additional movement prior to further construction. All affected anchor rods shall be retensioned.
2. Anchor tie rods shall not be welded nor used for grounding welding equipment

(HMM CWR)

EXE/HMM/RS/gva	Approved By:
S.O. No. 003-0201	Vitaly B. Troyan, P.E., City Engineer

BOE/LADBS APPROVAL LETTERS

SCALE : NONE

2

SCHEDULE

SOLDIER BEAM				TIEBACK								REMARKS
BEAM NO.	SIZE	MIN. EMBED.	SHAFT Ø	DRILL LENGTH	BOND LENGTH	TIEBACK ANGLE	DESIGN LOAD (k)	150% TEST LOAD (k)	NO. OF STRANDS/ ROD SIZE	200% TEST LOAD (k)	NO. OF STRANDS/ ROD SIZE	
1 - 3	W16x36	7.4'	24"	-	-	-	-	-	-	-	-	CORNER BRACE
4 - 14	W16x36	15.1'	24"	-	-	-	-	-	-	-	-	RAKER BRACE
15 - 20	W16x36	7.4'	24"	-	-	-	-	-	-	-	-	CORNER BRACE
21 - 24	W16x36	7.7'	24"	34'	24'	20°	91	137	1-3/8"	182	1-3/8"	-
25 - 27	W16x26	6.6'	24"	28'	20'	20°	60	90	1-1/4"	120	1-1/4"	-
28 - 30	W18x97	22.6'	24"	-	-	-	-	-	-	-	-	CANTILEVER
31 - 37	W16x67	18.8'	24"	-	-	-	-	-	-	-	-	CANTILEVER
38 - 40	W16x45	16.3'	24"	-	-	-	-	-	-	-	-	CANTILEVER
41 - 46	W16x26	12.1'	24"	-	-	-	-	-	-	-	-	CANTILEVER
47 - 49	W16x45	16.3'	24"	-	-	-	-	-	-	-	-	CANTILEVER
50 - 57	W16x67	18.8'	24"	-	-	-	-	-	-	-	-	CANTILEVER
58 - 60	W18x97	22.6'	24"	-	-	-	-	-	-	-	-	CANTILEVER
61 - 63	W16x26	6.6'	24"	28'	20'	20°	60	90	1-1/4"	120	1-1/4"	-
64 - 66	W16x26	6.4'	24"	30'	21'	20°	80	120	1-1/4"	160	1-1/4"	-
67 - 72	W16x36	7.7'	24"	-	-	-	-	-	-	-	-	CORNER BRACE
73	W16x31	7.2'	24"	34'	25'	20°	93	140	1-3/8"	186	1-3/8"	-
74 - 77	W16x36	7.7'	24"	-	-	-	-	-	-	-	-	CORNER BRACE
78 - 109	W16x31	7.2'	24"	34'	25'	20°	93	140	1-3/8"	186	1-3/8"	-
110 - 121	W16x31	7.4'	24"	36'	27'	20°	101	152	1-3/8"	202	5	-
122	W16x36	7.4'	24"	-	-	-	-	-	-	-	-	CORNER BRACE
123 - 124	W16x31	7.4'	24"	34'	24'	20°	91	137	1-3/8"	182	1-3/8"	NO TIEBACK ON SB 123
125 - 126	W16x36	7.4'	24"	-	-	-	-	-	-	-	-	CORNER BRACE

SCHEDULE

SCALE : NONE

1

△	DATE:	BY:	COMMENTS:
	07/22/2019	GW	PLAN CHECK SUBMITTAL

BY: JTORRES

06/26/2019

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CA License #0072514-A
AZ License #ROC 0072514
12545 Clark Street
Santa Fe Springs
California 90670
562-944-3331 Phone
562-941-0868 Fax

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GEORGE A. WOOD, JR.
No. C054744
Exp.12-31-19
CIVIL
STATE OF CALIFORNIA

DRAWING NUMBER SH 6 OF 6

Appendix C.4: Geotechnical Investigation

C.4 City of Los Angeles, Department of Building and Safety,
Soils Report Approval Letter (LOG#109884) for Soils Report No. 11649.002,
September 18, 2019

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SOILS REPORT APPROVAL LETTER

September 18, 2019

LOG # 109884
SOILS/GEOLOGY FILE - 2

640 Santa Fe Owner LLC
360 N. Crescent Drive
Beverly Hills, CA 90210

TRACT: 8772
LOT(S): FR LT A
LOCATION: 640 S Santa Fe Ave (aka 651 S Mesquit St, 638, 648 S Santa Fe Ave)

CURRENT REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Soils Report	11649.002	08/26/2019	Leighton Consulting, Inc.

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Dept. Approval Letter	109262	08/13/2019	LADBS
Soils Report	11649.002	07/16/2019	Leighton Consulting, Inc.

The Grading Division of the Department of Building and Safety has reviewed the referenced report that provides recommendations for the temporary shoring raker foundation.

The Department previously conditionally approved the above referenced report dated 07/16/2019 for the proposed structure in a letter dated 08/13/2019, Log #109262. The report provided recommendations for construction of a 4-story office building over 2-level subterranean parking.

The earth materials at the subsurface exploration locations consist of up to 12 feet of uncertified fill underlain by native soils. The consultants recommend to support the proposed structure on mat-type foundations bearing on a blanket of properly placed fill. Other minor structures outside the main building perimeter can be supported on conventional footing bearing on properly placed fill.

The referenced report is acceptable, provided the following conditions are complied with during site development:

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

(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. All conditions of the above referenced Department approval letter dated 08/26/2019 shall remain applicable, except as specifically modified herein.

2. The raker foundation shall be designed as indicated on pages 1 and 2 of the 08/26/2019 report.

DAN L. STOICA
Geotechnical Engineer I

DLS/dls
Log No. 109884
213-482-0480

cc: Steve Kaali, Applicant
Leighton Consulting, Inc., Project Consultant
LA District Office

PARKER
ENVIRONMENTAL CONSULTANTS

Appendix D: Greenhouse Gas Emissions Calculations Worksheets

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655 Mesquit - Existing Conditions (Current Baseline)

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	91.23	1000sqft	1.60	91,235.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	152.00	Space	0.00	60,800.00	0
High Turnover (Sit Down Restaurant)	6.55	1000sqft	0.00	6,554.00	0
Strip Mall	9.44	1000sqft	0.00	9,435.00	0
Parking Lot	64.00	Space	0.00	25,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2021
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

655 Mesquit - Existing Conditions (Current Baseline) - South Coast AQMD Air District, Annual

Project Characteristics - IGNORE CONSTRUCTION

Land Use - Project data per Produce LA Case No. DIR-2016-3858-SPR

Construction Phase - Ignore Construction

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Ignore construction

Trips and VMT -

Demolition -

Grading -

Vehicle Trips - Trips rates adjusted based on LADOT VMT Calculator, ProduceLA Only Scenario (Existing Conditions).

Energy Use -

Sequestration - Includes 46 Trees per Determinatrion Letter.

Construction Off-road Equipment Mitigation - Ignore Construction

Area Mitigation -

Energy Mitigation - 2019 Title 24 approximately 7% more efficient than 2016 Title 24 and light fixtures approx. 30% more efficient.

Water Mitigation -

Waste Mitigation -

Operational Off-Road Equipment -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	1.00
tblLandUse	LandUseSquareFeet	91,230.00	91,235.00
tblLandUse	LandUseSquareFeet	6,550.00	6,554.00
tblLandUse	LandUseSquareFeet	9,440.00	9,435.00
tblLandUse	LotAcreage	2.09	1.60
tblLandUse	LotAcreage	1.37	0.00

tblLandUse	LotAcreage	0.15	0.00
tblLandUse	LotAcreage	0.22	0.00
tblLandUse	LotAcreage	0.58	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	8.00	1.00
tblSequestration	NumberOfNewTrees	0.00	46.00
tblTripsAndVMT	WorkerTripNumber	13.00	3.00
tblVehicleTrips	CC_TL	8.40	7.75
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	42.04	0.00
tblVehicleTrips	ST_TR	0.00	1,323.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	20.43	0.00
tblVehicleTrips	SU_TR	0.00	1,323.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	44.32	0.00
tblVehicleTrips	WD_TR	0.00	1,323.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.1000e-004	5.4400e-003	7.0500e-003	1.0000e-005	2.0000e-005	2.8000e-004	2.9000e-004	0.0000	2.6000e-004	2.7000e-004	0.0000	1.0107	1.0107	2.5000e-004	0.0000	1.0170
Maximum	**6.1000e-004**	**5.4400e-003**	**7.0500e-003**	**1.0000e-005**	**2.0000e-005**	**2.8000e-004**	**2.9000e-004**	**0.0000**	**2.6000e-004**	**2.7000e-004**	**0.0000**	**1.0107**	**1.0107**	**2.5000e-004**	**0.0000**	**1.0170**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	6.1000e-004	5.4400e-003	7.0500e-003	1.0000e-005	2.0000e-005	2.8000e-004	2.9000e-004	0.0000	2.6000e-004	2.7000e-004	0.0000	1.0107	1.0107	2.5000e-004	0.0000	1.0170
Maximum	**6.1000e-004**	**5.4400e-003**	**7.0500e-003**	**1.0000e-005**	**2.0000e-005**	**2.8000e-004**	**2.9000e-004**	**0.0000**	**2.6000e-004**	**2.7000e-004**	**0.0000**	**1.0107**	**1.0107**	**2.5000e-004**	**0.0000**	**1.0170**

	ROG	NOx	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**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2021	3-31-2021	0.0043	0.0043
		Highest	0.0043	0.0043

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	0.4443	4.0000e-005	4.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0500e-003	8.0500e-003	2.0000e-005	0.0000	8.5800e-003
Energy	0.0134	0.1215	0.1020	7.3000e-004		9.2300e-003	9.2300e-003		9.2300e-003	9.2300e-003	0.0000	1,222.8004	1,222.8004	0.0283	7.7500e-003	1,225.8181
Mobile	0.3870	2.1197	4.9298	0.0176	1.4181	0.0144	1.4325	0.3800	0.0134	0.3934	0.0000	1,623.6229	1,623.6229	0.0821	0.0000	1,625.6741
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	35.0545	0.0000	35.0545	2.0717	0.0000	86.8461
Water						0.0000	0.0000		0.0000	0.0000	5.9968	202.0133	208.0101	0.6207	0.0155	228.1555
Total	**0.8545**	**2.2852**	**5.0611**	**0.0184**	**1.4181**	**0.0250**	**1.4432**	**0.3800**	**0.0241**	**0.4041**	**41.0513**	**3,053.0142**	**3,094.0655**	**2.8034**	**0.0233**	**3,171.0879**

2.2 Overall Operational

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	0.4443	4.0000e-005	4.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0500e-003	8.0500e-003	2.0000e-005	0.0000	8.5800e-003
Energy	0.0129	0.1173	0.0985	7.0000e-004		8.9200e-003	8.9200e-003		8.9200e-003	8.9200e-003	0.0000	1,095.3546	1,095.3546	0.0253	7.0700e-003	1,098.0939
Mobile	0.3870	2.1197	4.9298	0.0176	1.4181	0.0144	1.4325	0.3800	0.0134	0.3934	0.0000	1,623.6229	1,623.6229	0.0821	0.0000	1,625.6741
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	10.5164	0.0000	10.5164	0.6215	0.0000	26.0538
Water						0.0000	0.0000		0.0000	0.0000	4.7974	161.6107	166.4081	0.4966	0.0124	182.5244
Total	**0.8540**	**2.2811**	**5.0576**	**0.0183**	**1.4181**	**0.0247**	**1.4429**	**0.3800**	**0.0238**	**0.4038**	**15.3138**	**2,885.1658**	**2,900.4795**	**1.2261**	**0.0195**	**2,936.9404**

	ROG	NOx	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	**0.05**	**0.18**	**0.07**	**0.16**	**0.00**	**1.24**	**0.02**	**0.00**	**1.29**	**0.08**	**62.70**	**5.50**	**6.26**	**56.26**	**16.28**	**7.38**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	32.5680
Total	**32.5680**

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/Site Clearing	Demolition	1/1/2021	1/1/2021	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition/Site Clearing	Excavators	3	8.00	158	0.38
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40

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/Site Clearing	5	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-004	5.4300e-003	7.0000e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.6000e-004	2.6000e-004	0.0000	0.9964	0.9964	2.5000e-004	0.0000	1.0027
Total	**6.0000e-004**	**5.4300e-003**	**7.0000e-003**	**1.0000e-005**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.9964**	**0.9964**	**2.5000e-004**	**0.0000**	**1.0027**

3.2 Demolition/Site Clearing - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0143	0.0143	0.0000	0.0000	0.0143
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0143**	**0.0143**	**0.0000**	**0.0000**	**0.0143**

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					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.0000e-004	5.4300e-003	7.0000e-003	1.0000e-005		2.8000e-004	2.8000e-004		2.6000e-004	2.6000e-004	0.0000	0.9964	0.9964	2.5000e-004	0.0000	1.0027
Total	**6.0000e-004**	**5.4300e-003**	**7.0000e-003**	**1.0000e-005**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0000**	**2.6000e-004**	**2.6000e-004**	**0.0000**	**0.9964**	**0.9964**	**2.5000e-004**	**0.0000**	**1.0027**

3.2 Demolition/Site Clearing - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0143	0.0143	0.0000	0.0000	0.0143
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0143**	**0.0143**	**0.0000**	**0.0000**	**0.0143**

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	0.3870	2.1197	4.9298	0.0176	1.4181	0.0144	1.4325	0.3800	0.0134	0.3934	0.0000	1,623.6229	1,623.6229	0.0821	0.0000	1,625.6741
Unmitigated	0.3870	2.1197	4.9298	0.0176	1.4181	0.0144	1.4325	0.3800	0.0134	0.3934	0.0000	1,623.6229	1,623.6229	0.0821	0.0000	1,625.6741

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
Strip Mall	0.00	0.00	0.00		
User Defined Commercial	1,323.00	1,323.00	1323.00	3,732,183	3,732,183
Total	1,323.00	1,323.00	1,323.00	3,732,183	3,732,183

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
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	77	19	4
High Turnover (Sit Down	16.60	8.40	6.90	8.50	72.50	19.00	37	20	43
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
User Defined Commercial	0.00	7.75	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
General Office Building	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
High Turnover (Sit Down Restaurant)	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
Strip Mall	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925
User Defined Commercial	0.548858	0.043235	0.200706	0.120309	0.016131	0.005851	0.021034	0.033479	0.002070	0.001877	0.004817	0.000707	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

655 Mesquit - Existing Conditions (Current Baseline) - South Coast AQMD Air District, Annual

	ROG	NOx	CO	SO2	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	967.6464	967.6464	0.0229	4.7300e-003	969.6268
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,090.5846	1,090.5846	0.0258	5.3300e-003	1,092.8165
NaturalGas Mitigated	0.0129	0.1173	0.0985	7.0000e-004		8.9200e-003	8.9200e-003		8.9200e-003	8.9200e-003	0.0000	127.7082	127.7082	2.4500e-003	2.3400e-003	128.4671
NaturalGas Unmitigated	0.0134	0.1215	0.1020	7.3000e-004		9.2300e-003	9.2300e-003		9.2300e-003	9.2300e-003	0.0000	132.2158	132.2158	2.5300e-003	2.4200e-003	133.0015

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					
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	949756	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	50.6826	50.6826	9.7000e-004	9.3000e-004	50.9838
High Turnover (Sit Down Restaurant)	1.5124e+006	8.1600e-003	0.0741	0.0623	4.4000e-004		5.6300e-003	5.6300e-003		5.6300e-003	5.6300e-003	0.0000	80.7075	80.7075	1.5500e-003	1.4800e-003	81.1871
Strip Mall	15473.4	8.0000e-005	7.6000e-004	6.4000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005	0.0000	0.8257	0.8257	2.0000e-005	2.0000e-005	0.8306
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0134**	**0.1215**	**0.1020**	**7.2000e-004**		**9.2300e-003**	**9.2300e-003**		**9.2300e-003**	**9.2300e-003**	**0.0000**	**132.2158**	**132.2158**	**2.5400e-003**	**2.4300e-003**	**133.0015**

5.2 Energy by Land Use - NaturalGas

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					
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	885764	4.7800e-003	0.0434	0.0365	2.6000e-004		3.3000e-003	3.3000e-003		3.3000e-003	3.3000e-003	0.0000	47.2678	47.2678	9.1000e-004	8.7000e-004	47.5486
High Turnover (Sit Down Restaurant)	1.49268e+006	8.0500e-003	0.0732	0.0615	4.4000e-004		5.5600e-003	5.5600e-003		5.5600e-003	5.5600e-003	0.0000	79.6552	79.6552	1.5300e-003	1.4600e-003	80.1286
Strip Mall	14713.9	8.0000e-005	7.2000e-004	6.1000e-004	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005	0.0000	0.7852	0.7852	2.0000e-005	1.0000e-005	0.7899
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0129**	**0.1173**	**0.0985**	**7.0000e-004**		**8.9100e-003**	**8.9100e-003**		**8.9100e-003**	**8.9100e-003**	**0.0000**	**127.7082**	**127.7082**	**2.4600e-003**	**2.3400e-003**	**128.4671**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	356288	198.4387	4.6900e-003	9.7000e-004	198.8448
General Office Building	1.18514e+006	660.0789	0.0156	3.2300e-003	661.4298
High Turnover (Sit Down Restaurant)	289294	161.1254	3.8100e-003	7.9000e-004	161.4551
Strip Mall	127373	70.9416	1.6800e-003	3.5000e-004	71.0868
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**1,090.5846**	**0.0258**	**5.3400e-003**	**1,092.8165**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	307684	171.3684	4.0500e-003	8.4000e-004	171.7191
General Office Building	1.05258e+006	586.2456	0.0139	2.8600e-003	587.4454
High Turnover (Sit Down Restaurant)	270099	150.4347	3.5500e-003	7.4000e-004	150.7426
Strip Mall	107005	59.5978	1.4100e-003	2.9000e-004	59.7197
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**967.6464**	**0.0229**	**4.7300e-003**	**969.6268**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	0.4443	4.0000e-005	4.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0500e-003	8.0500e-003	2.0000e-005	0.0000	8.5800e-003
Unmitigated	0.4443	4.0000e-005	4.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0500e-003	8.0500e-003	2.0000e-005	0.0000	8.5800e-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	tons/yr										MT/yr					
Architectural Coating	0.0509					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9000e-004	4.0000e-005	4.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0500e-003	8.0500e-003	2.0000e-005	0.0000	8.5800e-003
Total	**0.4443**	**4.0000e-005**	**4.1500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**8.0500e-003**	**8.0500e-003**	**2.0000e-005**	**0.0000**	**8.5800e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0509					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3930					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.9000e-004	4.0000e-005	4.1500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	8.0500e-003	8.0500e-003	2.0000e-005	0.0000	8.5800e-003
Total	**0.4443**	**4.0000e-005**	**4.1500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**8.0500e-003**	**8.0500e-003**	**2.0000e-005**	**0.0000**	**8.5800e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	166.4081	0.4966	0.0124	182.5244
Unmitigated	208.0101	0.6207	0.0155	228.1555

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	16.2146 / 9.93801	184.2308	0.5326	0.0134	201.5239
High Turnover (Sit Down Restaurant)	1.98815 / 0.126903	15.8344	0.0651	1.6000e-003	17.9410
Strip Mall	0.699245 / 0.428569	7.9448	0.0230	5.8000e-004	8.6906
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**208.0101**	**0.6207**	**0.0155**	**228.1555**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	12.9717 / 7.95041	147.3847	0.4261	0.0107	161.2192
High Turnover (Sit Down Restaurant)	1.59052 / 0.101522	12.6675	0.0521	1.2800e-003	14.3528
Strip Mall	0.559396 / 0.342855	6.3559	0.0184	4.6000e-004	6.9525
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**166.4081**	**0.4966**	**0.0124**	**182.5244**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	10.5164	0.6215	0.0000	26.0538
Unmitigated	35.0545	2.0717	0.0000	86.8461

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	84.84	17.2218	1.0178	0.0000	42.6662
High Turnover (Sit Down Restaurant)	77.94	15.8211	0.9350	0.0000	39.1961
Strip Mall	9.91	2.0116	0.1189	0.0000	4.9838
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**35.0545**	**2.0717**	**0.0000**	**86.8461**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	25.452	5.1665	0.3053	0.0000	12.7999
High Turnover (Sit Down Restaurant)	23.382	4.7463	0.2805	0.0000	11.7588
Strip Mall	2.973	0.6035	0.0357	0.0000	1.4951
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**10.5164**	**0.6215**	**0.0000**	**26.0538**

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
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Total	**9.8500e-003**	**0.0440**	**0.0251**	**5.0000e-005**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**4.5696**	**4.5696**	**6.4000e-004**	**0.0000**	**4.5856**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	32.5680	0.0000	0.0000	32.5680

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	46	32.5680	0.0000	0.0000	32.5680
Total		**32.5680**	**0.0000**	**0.0000**	**32.5680**

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	184.63	1000sqft	0.80	184,629.00	0
User Defined Commercial	1.00	User Defined Unit	0.00	0.00	0
Enclosed Parking with Elevator	397.00	Space	0.00	158,800.00	0
High Turnover (Sit Down Restaurant)	4.33	1000sqft	0.00	4,325.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
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

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Project Characteristics -

Land Use - Project data per October 2020 Site Plans and Traffic Study dated March, 2021.

Construction Phase - Assumes approximate 24-month construction timeline.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Off-road Equipment - Equipment use on worst-case day.

Trips and VMT - Assumes 14-cy haul truck capacity.

Demolition - Assumes 3 tons of asphalt debris to be removed from site.

Grading - Approximately 31,500cy soil export for 2-level subterranean.

Vehicle Trips - Trips rates adjusted based on 2-22-21 MOU and LADOT VMT Calculator.

Sequestration -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Energy Mitigation - 2019 Title 24 approximately 7% more efficient than 2016 Title 24 and light fixtures approx. 30% more efficient.

Water Mitigation -

Waste Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	88.00
tblConstructionPhase	NumDays	100.00	346.00
tblConstructionPhase	NumDays	10.00	22.00
tblConstructionPhase	NumDays	2.00	66.00
tblGrading	MaterialExported	0.00	31,500.00
tblLandUse	LandUseSquareFeet	184,630.00	184,629.00
tblLandUse	LandUseSquareFeet	4,330.00	4,325.00
tblLandUse	LotAcreage	4.24	0.80

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tblLandUse	LotAcreage	3.57	0.00
tblLandUse	LotAcreage	0.10	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	5.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblSequestration	NumberOfNewTrees	0.00	20.00
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	12.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblTripsAndVMT	HaulingTripLength	20.00	10.00
tblTripsAndVMT	HaulingTripLength	20.00	30.00
tblTripsAndVMT	HaulingTripNumber	126.00	40.00
tblTripsAndVMT	HaulingTripNumber	3,938.00	4,500.00
tblTripsAndVMT	WorkerTripNumber	18.00	13.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	0.00
tblVehicleTrips	CC_TL	8.40	7.44
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	72.50	0.00
tblVehicleTrips	CC_TTP	0.00	100.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TL	6.90	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TL	16.60	0.00
tblVehicleTrips	CW_TTP	33.00	0.00

tblVehicleTrips	CW_TTP	8.50	0.00
tblVehicleTrips	DV_TP	19.00	0.00
tblVehicleTrips	DV_TP	20.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	43.00	0.00
tblVehicleTrips	PR_TP	77.00	0.00
tblVehicleTrips	PR_TP	37.00	0.00
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	2.46	0.00
tblVehicleTrips	ST_TR	158.37	0.00
tblVehicleTrips	ST_TR	0.00	2,086.00
tblVehicleTrips	SU_TR	1.05	0.00
tblVehicleTrips	SU_TR	131.84	0.00
tblVehicleTrips	SU_TR	0.00	2,086.00
tblVehicleTrips	WD_TR	11.03	0.00
tblVehicleTrips	WD_TR	127.15	0.00
tblVehicleTrips	WD_TR	0.00	2,086.00

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					
2022	0.1208	1.6501	1.1743	4.5600e-003	0.1462	0.0420	0.1882	0.0436	0.0396	0.0832	0.0000	428.2282	428.2282	0.0498	0.0000	429.4739
2023	0.2278	1.9948	2.5800	6.4300e-003	0.2293	0.0747	0.3040	0.0620	0.0702	0.1322	0.0000	581.9242	581.9242	0.0754	0.0000	583.8098
2024	0.9804	0.6314	0.9466	1.9600e-003	0.0505	0.0253	0.0757	0.0136	0.0245	0.0381	0.0000	174.3111	174.3111	0.0199	0.0000	174.8096
Maximum	**0.9804**	**1.9948**	**2.5800**	**6.4300e-003**	**0.2293**	**0.0747**	**0.3040**	**0.0620**	**0.0702**	**0.1322**	**0.0000**	**581.9242**	**581.9242**	**0.0754**	**0.0000**	**583.8098**

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					
2022	0.1208	1.6501	1.1743	4.5600e-003	0.1219	0.0420	0.1639	0.0349	0.0396	0.0745	0.0000	428.2281	428.2281	0.0498	0.0000	429.4738
2023	0.2278	1.9948	2.5800	6.4300e-003	0.2293	0.0747	0.3040	0.0620	0.0702	0.1322	0.0000	581.9239	581.9239	0.0754	0.0000	583.8095
2024	0.9804	0.6314	0.9466	1.9600e-003	0.0505	0.0253	0.0757	0.0136	0.0245	0.0381	0.0000	174.3109	174.3109	0.0199	0.0000	174.8094
Maximum	**0.9804**	**1.9948**	**2.5800**	**6.4300e-003**	**0.2293**	**0.0747**	**0.3040**	**0.0620**	**0.0702**	**0.1322**	**0.0000**	**581.9239**	**581.9239**	**0.0754**	**0.0000**	**583.8095**

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	ROG	NOx	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**	**5.70**	**0.00**	**4.28**	**7.30**	**0.00**	**3.43**	**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	**7-1-2022**	**9-30-2022**	0.8929	0.8929
2	**10-1-2022**	**12-31-2022**	0.8532	0.8532
3	**1-1-2023**	**3-31-2023**	0.5491	0.5491
4	**4-1-2023**	**6-30-2023**	0.5535	0.5535
5	**7-1-2023**	**9-30-2023**	0.5595	0.5595
6	**10-1-2023**	**12-31-2023**	0.5613	0.5613
7	**1-1-2024**	**3-31-2024**	0.6604	0.6604
8	**4-1-2024**	**6-30-2024**	0.9318	0.9318
9	**7-1-2024**	**9-30-2024**	0.0205	0.0205
		Highest	0.9318	0.9318

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	0.7835	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0146	0.0146	4.0000e-005	0.0000	0.0155
Energy	0.0158	0.1431	0.1202	8.6000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	2,116.2192	2,116.2192	0.0493	0.0124	2,121.1573
Mobile	0.4583	2.3211	5.6919	0.0237	2.1462	0.0172	2.1633	0.5750	0.0160	0.5909	0.0000	2,199.7402	2,199.7402	0.0977	0.0000	2,202.1829
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	45.3157	0.0000	45.3157	2.6781	0.0000	112.2677
Water						0.0000	0.0000		0.0000	0.0000	10.8277	372.4838	383.3114	1.1209	0.0281	419.7016
Total	**1.2674**	**2.5083**	**5.8447**	**0.0246**	**2.1462**	**0.0295**	**2.1757**	**0.5750**	**0.0283**	**0.6033**	**56.1434**	**4,693.0273**	**4,749.1706**	**3.9467**	**0.0405**	**4,859.9106**

2.2 Overall Operational

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	0.7835	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0146	0.0146	4.0000e-005	0.0000	0.0155
Energy	0.0150	0.1362	0.1144	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	1,881.4423	1,881.4423	0.0438	0.0112	1,885.8703
Mobile	0.4583	2.3211	5.6919	0.0237	2.1462	0.0172	2.1633	0.5750	0.0160	0.5909	0.0000	2,199.7402	2,199.7402	0.0977	0.0000	2,202.1829
Stationary	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Waste						0.0000	0.0000		0.0000	0.0000	13.5947	0.0000	13.5947	0.8034	0.0000	33.6803
Water						0.0000	0.0000		0.0000	0.0000	8.6621	297.9870	306.6491	0.8967	0.0225	335.7613
Total	**1.2667**	**2.5013**	**5.8388**	**0.0246**	**2.1462**	**0.0290**	**2.1752**	**0.5750**	**0.0278**	**0.6028**	**22.2568**	**4,383.7537**	**4,406.0105**	**1.8423**	**0.0337**	**4,462.0958**

	ROG	NOx	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	**0.06**	**0.28**	**0.10**	**0.16**	**0.00**	**1.79**	**0.02**	**0.00**	**1.87**	**0.09**	**60.36**	**6.59**	**7.23**	**53.32**	**16.95**	**8.19**

2.3 Vegetation

Vegetation

	CO2e
Category	MT
New Trees	14.1600
Total	**14.1600**

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/Site Clearing	Demolition	7/1/2022	8/1/2022	5	22	
2	Grading	Grading	8/2/2022	11/1/2022	5	66	
3	Building Construction	Building Construction	11/2/2022	2/28/2024	5	346	
4	Architectural Coating	Architectural Coating	3/1/2024	7/2/2024	5	88	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 33

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 283,431; Non-Residential Outdoor: 94,477; Striped Parking Area: 9,528 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition/Site Clearing	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition/Site Clearing	Rubber Tired Dozers	1	1.00	247	0.40
Demolition/Site Clearing	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	6.00	97	0.37
Building Construction	Cement and Mortar Mixers	1	8.00	9	0.56
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pavers	1	8.00	130	0.42
Building Construction	Rollers	1	8.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Architectural Coating	Aerial Lifts	2	8.00	63	0.31
Architectural Coating	Air Compressors	5	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition/Site Clearing	4	10.00	0.00	40.00	14.70	6.90	10.00	LD_Mix	HDT_Mix	HHDT
Grading	7	13.00	0.00	4,500.00	14.70	6.90	30.00	LD_Mix	HDT_Mix	HHDT
Building Construction	8	128.00	57.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	7	26.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition/Site Clearing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8000e-003	0.0706	0.0822	1.3000e-004		3.7100e-003	3.7100e-003		3.5500e-003	3.5500e-003	0.0000	11.4550	11.4550	2.1100e-003	0.0000	11.5078
Total	**7.8000e-003**	**0.0706**	**0.0822**	**1.3000e-004**	**3.0000e-005**	**3.7100e-003**	**3.7400e-003**	**0.0000**	**3.5500e-003**	**3.5500e-003**	**0.0000**	**11.4550**	**11.4550**	**2.1100e-003**	**0.0000**	**11.5078**

3.2 Demolition/Site Clearing - 2022

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	9.0000e-005	3.3100e-003	6.7000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.8393	0.8393	7.0000e-005	0.0000	0.8410
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.5400e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0135	1.0135	3.0000e-005	0.0000	1.0142
Total	**5.2000e-004**	**3.6200e-003**	**4.2100e-003**	**2.0000e-005**	**1.3800e-003**	**2.0000e-005**	**1.4000e-003**	**3.7000e-004**	**2.0000e-005**	**3.8000e-004**	**0.0000**	**1.8529**	**1.8529**	**1.0000e-004**	**0.0000**	**1.8552**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.8000e-003	0.0706	0.0822	1.3000e-004		3.7100e-003	3.7100e-003		3.5500e-003	3.5500e-003	0.0000	11.4549	11.4549	2.1100e-003	0.0000	11.5078
Total	**7.8000e-003**	**0.0706**	**0.0822**	**1.3000e-004**	**1.0000e-005**	**3.7100e-003**	**3.7200e-003**	**0.0000**	**3.5500e-003**	**3.5500e-003**	**0.0000**	**11.4549**	**11.4549**	**2.1100e-003**	**0.0000**	**11.5078**

3.2 Demolition/Site Clearing - 2022

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	9.0000e-005	3.3100e-003	6.7000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	5.0000e-005	0.0000	0.8393	0.8393	7.0000e-005	0.0000	0.8410
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.1000e-004	3.5400e-003	1.0000e-005	1.2100e-003	1.0000e-005	1.2200e-003	3.2000e-004	1.0000e-005	3.3000e-004	0.0000	1.0135	1.0135	3.0000e-005	0.0000	1.0142
Total	**5.2000e-004**	**3.6200e-003**	**4.2100e-003**	**2.0000e-005**	**1.3800e-003**	**2.0000e-005**	**1.4000e-003**	**3.7000e-004**	**2.0000e-005**	**3.8000e-004**	**0.0000**	**1.8529**	**1.8529**	**1.0000e-004**	**0.0000**	**1.8552**

3.3 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0441	0.0000	0.0441	0.0158	0.0000	0.0158	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0479	0.4853	0.4661	8.6000e-004		0.0217	0.0217		0.0204	0.0204	0.0000	75.2956	75.2956	0.0196	0.0000	75.7851
Total	**0.0479**	**0.4853**	**0.4661**	**8.6000e-004**	**0.0441**	**0.0217**	**0.0658**	**0.0158**	**0.0204**	**0.0362**	**0.0000**	**75.2956**	**75.2956**	**0.0196**	**0.0000**	**75.7851**

3.3 Grading - 2022

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	0.0217	0.7102	0.1706	2.4200e-003	0.0580	2.2500e-003	0.0603	0.0159	2.1600e-003	0.0181	0.0000	237.6036	237.6036	0.0151	0.0000	237.9818
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	1.6800e-003	1.1900e-003	0.0138	4.0000e-005	4.7100e-003	3.0000e-005	4.7400e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.9528	3.9528	1.0000e-004	0.0000	3.9553
Total	**0.0234**	**0.7114**	**0.1844**	**2.4600e-003**	**0.0627**	**2.2800e-003**	**0.0650**	**0.0172**	**2.1900e-003**	**0.0194**	**0.0000**	**241.5564**	**241.5564**	**0.0152**	**0.0000**	**241.9370**

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					0.0199	0.0000	0.0199	7.1200e-003	0.0000	7.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0479	0.4853	0.4661	8.6000e-004		0.0217	0.0217		0.0204	0.0204	0.0000	75.2955	75.2955	0.0196	0.0000	75.7850
Total	**0.0479**	**0.4853**	**0.4661**	**8.6000e-004**	**0.0199**	**0.0217**	**0.0416**	**7.1200e-003**	**0.0204**	**0.0275**	**0.0000**	**75.2955**	**75.2955**	**0.0196**	**0.0000**	**75.7850**

3.3 Grading - 2022

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	0.0217	0.7102	0.1706	2.4200e-003	0.0580	2.2500e-003	0.0603	0.0159	2.1600e-003	0.0181	0.0000	237.6036	237.6036	0.0151	0.0000	237.9818
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	1.6800e-003	1.1900e-003	0.0138	4.0000e-005	4.7100e-003	3.0000e-005	4.7400e-003	1.2500e-003	3.0000e-005	1.2800e-003	0.0000	3.9528	3.9528	1.0000e-004	0.0000	3.9553
Total	**0.0234**	**0.7114**	**0.1844**	**2.4600e-003**	**0.0627**	**2.2800e-003**	**0.0650**	**0.0172**	**2.1900e-003**	**0.0194**	**0.0000**	**241.5564**	**241.5564**	**0.0152**	**0.0000**	**241.9370**

3.4 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	0.0271	0.2592	0.3211	5.0000e-004		0.0139	0.0139		0.0130	0.0130	0.0000	43.0549	43.0549	0.0104	0.0000	43.3138
Total	**0.0271**	**0.2592**	**0.3211**	**5.0000e-004**		**0.0139**	**0.0139**		**0.0130**	**0.0130**	**0.0000**	**43.0549**	**43.0549**	**0.0104**	**0.0000**	**43.3138**

3.4 Building Construction - 2022

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	3.2700e-003	0.1124	0.0278	3.1000e-004	7.7200e-003	2.1000e-004	7.9300e-003	2.2300e-003	2.0000e-004	2.4300e-003	0.0000	29.6567	29.6567	1.8200e-003	0.0000	29.7022
Worker	0.0108	7.6600e-003	0.0886	2.8000e-004	0.0302	2.2000e-004	0.0304	8.0200e-003	2.0000e-004	8.2200e-003	0.0000	25.3568	25.3568	6.4000e-004	0.0000	25.3728
Total	**0.0140**	**0.1201**	**0.1163**	**5.9000e-004**	**0.0379**	**4.3000e-004**	**0.0383**	**0.0103**	**4.0000e-004**	**0.0107**	**0.0000**	**55.0136**	**55.0136**	**2.4600e-003**	**0.0000**	**55.0750**

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	0.0271	0.2592	0.3211	5.0000e-004		0.0139	0.0139		0.0130	0.0130	0.0000	43.0548	43.0548	0.0104	0.0000	43.3137
Total	**0.0271**	**0.2592**	**0.3211**	**5.0000e-004**		**0.0139**	**0.0139**		**0.0130**	**0.0130**	**0.0000**	**43.0548**	**43.0548**	**0.0104**	**0.0000**	**43.3137**

3.4 Building Construction - 2022

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	3.2700e-003	0.1124	0.0278	3.1000e-004	7.7200e-003	2.1000e-004	7.9300e-003	2.2300e-003	2.0000e-004	2.4300e-003	0.0000	29.6567	29.6567	1.8200e-003	0.0000	29.7022
Worker	0.0108	7.6600e-003	0.0886	2.8000e-004	0.0302	2.2000e-004	0.0304	8.0200e-003	2.0000e-004	8.2200e-003	0.0000	25.3568	25.3568	6.4000e-004	0.0000	25.3728
Total	**0.0140**	**0.1201**	**0.1163**	**5.9000e-004**	**0.0379**	**4.3000e-004**	**0.0383**	**0.0103**	**4.0000e-004**	**0.0107**	**0.0000**	**55.0136**	**55.0136**	**2.4600e-003**	**0.0000**	**55.0750**

3.4 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1517	1.4414	1.9361	3.0100e-003		0.0728	0.0728		0.0685	0.0685	0.0000	260.4072	260.4072	0.0624	0.0000	261.9667
Total	**0.1517**	**1.4414**	**1.9361**	**3.0100e-003**		**0.0728**	**0.0728**		**0.0685**	**0.0685**	**0.0000**	**260.4072**	**260.4072**	**0.0624**	**0.0000**	**261.9667**

3.4 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0148	0.5116	0.1502	1.7900e-003	0.0467	5.8000e-004	0.0473	0.0135	5.6000e-004	0.0140	0.0000	173.9146	173.9146	9.5700e-003	0.0000	174.1539
Worker	0.0613	0.0419	0.4937	1.6300e-003	0.1826	1.3000e-003	0.1839	0.0485	1.1900e-003	0.0497	0.0000	147.6025	147.6025	3.4700e-003	0.0000	147.6893
Total	**0.0761**	**0.5534**	**0.6439**	**3.4200e-003**	**0.2293**	**1.8800e-003**	**0.2312**	**0.0620**	**1.7500e-003**	**0.0637**	**0.0000**	**321.5171**	**321.5171**	**0.0130**	**0.0000**	**321.8431**

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	0.1517	1.4414	1.9361	3.0100e-003		0.0728	0.0728		0.0685	0.0685	0.0000	260.4069	260.4069	0.0624	0.0000	261.9664
Total	**0.1517**	**1.4414**	**1.9361**	**3.0100e-003**		**0.0728**	**0.0728**		**0.0685**	**0.0685**	**0.0000**	**260.4069**	**260.4069**	**0.0624**	**0.0000**	**261.9664**

3.4 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0148	0.5116	0.1502	1.7900e-003	0.0467	5.8000e-004	0.0473	0.0135	5.6000e-004	0.0140	0.0000	173.9146	173.9146	9.5700e-003	0.0000	174.1539
Worker	0.0613	0.0419	0.4937	1.6300e-003	0.1826	1.3000e-003	0.1839	0.0485	1.1900e-003	0.0497	0.0000	147.6025	147.6025	3.4700e-003	0.0000	147.6893
Total	**0.0761**	**0.5534**	**0.6439**	**3.4200e-003**	**0.2293**	**1.8800e-003**	**0.2312**	**0.0620**	**1.7500e-003**	**0.0637**	**0.0000**	**321.5171**	**321.5171**	**0.0130**	**0.0000**	**321.8431**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0237	0.2236	0.3203	5.0000e-004		0.0107	0.0107		0.0100	0.0100	0.0000	43.0744	43.0744	0.0103	0.0000	43.3313
Total	**0.0237**	**0.2236**	**0.3203**	**5.0000e-004**		**0.0107**	**0.0107**		**0.0100**	**0.0100**	**0.0000**	**43.0744**	**43.0744**	**0.0103**	**0.0000**	**43.3313**

3.4 Building Construction - 2024

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	2.3900e-003	0.0844	0.0241	3.0000e-004	7.7200e-003	1.0000e-004	7.8200e-003	2.2300e-003	9.0000e-005	2.3200e-003	0.0000	28.6612	28.6612	1.5600e-003	0.0000	28.7001
Worker	9.6100e-003	6.3100e-003	0.0762	2.6000e-004	0.0302	2.1000e-004	0.0304	8.0200e-003	1.9000e-004	8.2100e-003	0.0000	23.6078	23.6078	5.3000e-004	0.0000	23.6210
Total	**0.0120**	**0.0907**	**0.1003**	**5.6000e-004**	**0.0379**	**3.1000e-004**	**0.0382**	**0.0103**	**2.8000e-004**	**0.0105**	**0.0000**	**52.2690**	**52.2690**	**2.0900e-003**	**0.0000**	**52.3211**

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	0.0237	0.2236	0.3203	5.0000e-004		0.0107	0.0107		0.0100	0.0100	0.0000	43.0744	43.0744	0.0103	0.0000	43.3313
Total	**0.0237**	**0.2236**	**0.3203**	**5.0000e-004**		**0.0107**	**0.0107**		**0.0100**	**0.0100**	**0.0000**	**43.0744**	**43.0744**	**0.0103**	**0.0000**	**43.3313**

3.4 Building Construction - 2024

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	2.3900e-003	0.0844	0.0241	3.0000e-004	7.7200e-003	1.0000e-004	7.8200e-003	2.2300e-003	9.0000e-005	2.3200e-003	0.0000	28.6612	28.6612	1.5600e-003	0.0000	28.7001
Worker	9.6100e-003	6.3100e-003	0.0762	2.6000e-004	0.0302	2.1000e-004	0.0304	8.0200e-003	1.9000e-004	8.2100e-003	0.0000	23.6078	23.6078	5.3000e-004	0.0000	23.6210
Total	**0.0120**	**0.0907**	**0.1003**	**5.6000e-004**	**0.0379**	**3.1000e-004**	**0.0382**	**0.0103**	**2.8000e-004**	**0.0105**	**0.0000**	**52.2690**	**52.2690**	**2.0900e-003**	**0.0000**	**52.3211**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.8979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.3145	0.4944	8.0000e-004		0.0142	0.0142		0.0141	0.0141	0.0000	69.1539	69.1539	7.3600e-003	0.0000	69.3379
Total	**0.9407**	**0.3145**	**0.4944**	**8.0000e-004**		**0.0142**	**0.0142**		**0.0141**	**0.0141**	**0.0000**	**69.1539**	**69.1539**	**7.3600e-003**	**0.0000**	**69.3379**

3.5 Architectural Coating - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9900e-003	2.6200e-003	0.0317	1.1000e-004	0.0126	9.0000e-005	0.0126	3.3300e-003	8.0000e-005	3.4100e-003	0.0000	9.8137	9.8137	2.2000e-004	0.0000	9.8192
Total	**3.9900e-003**	**2.6200e-003**	**0.0317**	**1.1000e-004**	**0.0126**	**9.0000e-005**	**0.0126**	**3.3300e-003**	**8.0000e-005**	**3.4100e-003**	**0.0000**	**9.8137**	**9.8137**	**2.2000e-004**	**0.0000**	**9.8192**

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	0.8979					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.3145	0.4944	8.0000e-004		0.0142	0.0142		0.0141	0.0141	0.0000	69.1538	69.1538	7.3600e-003	0.0000	69.3379
Total	**0.9407**	**0.3145**	**0.4944**	**8.0000e-004**		**0.0142**	**0.0142**		**0.0141**	**0.0141**	**0.0000**	**69.1538**	**69.1538**	**7.3600e-003**	**0.0000**	**69.3379**

3.5 Architectural Coating - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.9900e-003	2.6200e-003	0.0317	1.1000e-004	0.0126	9.0000e-005	0.0126	3.3300e-003	8.0000e-005	3.4100e-003	0.0000	9.8137	9.8137	2.2000e-004	0.0000	9.8192
Total	**3.9900e-003**	**2.6200e-003**	**0.0317**	**1.1000e-004**	**0.0126**	**9.0000e-005**	**0.0126**	**3.3300e-003**	**8.0000e-005**	**3.4100e-003**	**0.0000**	**9.8137**	**9.8137**	**2.2000e-004**	**0.0000**	**9.8192**

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	0.4583	2.3211	5.6919	0.0237	2.1462	0.0172	2.1633	0.5750	0.0160	0.5909	0.0000	2,199.7402	2,199.7402	0.0977	0.0000	2,202.1829
Unmitigated	0.4583	2.3211	5.6919	0.0237	2.1462	0.0172	2.1633	0.5750	0.0160	0.5909	0.0000	2,199.7402	2,199.7402	0.0977	0.0000	2,202.1829

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	0.00	0.00	0.00		
High Turnover (Sit Down Restaurant)	0.00	0.00	0.00		
User Defined Commercial	2,086.00	2,086.00	2086.00	5,649,222	5,649,222
Total	2,086.00	2,086.00	2,086.00	5,649,222	5,649,222

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
General Office Building	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
High Turnover (Sit Down	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
User Defined Commercial	0.00	7.44	0.00	0.00	100.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
General Office Building	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
High Turnover (Sit Down Restaurant)	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825
User Defined Commercial	0.551360	0.042151	0.204257	0.114482	0.014139	0.005783	0.021875	0.035696	0.002143	0.001676	0.004899	0.000713	0.000825

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	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	1,733.2236	1,733.2236	0.0409	8.4700e-003	1,736.7708
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,960.3956	1,960.3956	0.0463	9.5800e-003	1,964.4077
NaturalGas Mitigated	0.0150	0.1362	0.1144	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	148.2187	148.2187	2.8400e-003	2.7200e-003	149.0995
NaturalGas Unmitigated	0.0158	0.1431	0.1202	8.6000e-004		0.0109	0.0109		0.0109	0.0109	0.0000	155.8237	155.8237	2.9900e-003	2.8600e-003	156.7496

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					
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	1.92199e+006	0.0104	0.0942	0.0791	5.7000e-004		7.1600e-003	7.1600e-003		7.1600e-003	7.1600e-003	0.0000	102.5646	102.5646	1.9700e-003	1.8800e-003	103.1741
High Turnover (Sit Down Restaurant)	998037	5.3800e-003	0.0489	0.0411	2.9000e-004		3.7200e-003	3.7200e-003		3.7200e-003	3.7200e-003	0.0000	53.2591	53.2591	1.0200e-003	9.8000e-004	53.5756
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0157**	**0.1431**	**0.1202**	**8.6000e-004**		**0.0109**	**0.0109**		**0.0109**	**0.0109**	**0.0000**	**155.8237**	**155.8237**	**2.9900e-003**	**2.8600e-003**	**156.7496**

5.2 Energy by Land Use - NaturalGas

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					
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	1.79249e+006	9.6700e-003	0.0879	0.0738	5.3000e-004		6.6800e-003	6.6800e-003		6.6800e-003	6.6800e-003	0.0000	95.6541	95.6541	1.8300e-003	1.7500e-003	96.2225
High Turnover (Sit Down Restaurant)	985025	5.3100e-003	0.0483	0.0406	2.9000e-004		3.6700e-003	3.6700e-003		3.6700e-003	3.6700e-003	0.0000	52.5647	52.5647	1.0100e-003	9.6000e-004	52.8770
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0150**	**0.1362**	**0.1144**	**8.2000e-004**		**0.0104**	**0.0104**		**0.0104**	**0.0104**	**0.0000**	**148.2187**	**148.2187**	**2.8400e-003**	**2.7100e-003**	**149.0995**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	930568	518.2906	0.0122	2.5300e-003	519.3513
General Office Building	2.39833e+006	1,335.7780	0.0316	6.5300e-003	1,338.5118
High Turnover (Sit Down Restaurant)	190905	106.3270	2.5100e-003	5.2000e-004	106.5446
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**1,960.3956**	**0.0463**	**9.5800e-003**	**1,964.4077**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	803623	447.5873	0.0106	2.1900e-003	448.5033
General Office Building	2.13006e+006	1,186.3642	0.0280	5.8000e-003	1,188.7922
High Turnover (Sit Down Restaurant)	178239	99.2722	2.3400e-003	4.9000e-004	99.4754
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**1,733.2236**	**0.0409**	**8.4800e-003**	**1,736.7708**

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	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	0.7835	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0146	0.0146	4.0000e-005	0.0000	0.0155
Unmitigated	0.7835	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0146	0.0146	4.0000e-005	0.0000	0.0155

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	0.0898					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6931					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9000e-004	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0146	0.0146	4.0000e-005	0.0000	0.0155
Total	**0.7835**	**7.0000e-005**	**7.4700e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0146**	**0.0146**	**4.0000e-005**	**0.0000**	**0.0155**

6.2 Area by SubCategory

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	0.0898					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.6931					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	6.9000e-004	7.0000e-005	7.4700e-003	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0146	0.0146	4.0000e-005	0.0000	0.0155
Total	**0.7835**	**7.0000e-005**	**7.4700e-003**	**0.0000**		**3.0000e-005**	**3.0000e-005**		**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0146**	**0.0146**	**4.0000e-005**	**0.0000**	**0.0155**

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	306.6491	0.8967	0.0225	335.7613
Unmitigated	383.3114	1.1209	0.0281	419.7016

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	32.815 / 20.1124	372.8438	1.0778	0.0270	407.8413
High Turnover (Sit Down Restaurant)	1.3143 / 0.0838916	10.4676	0.0431	1.0600e-003	11.8602
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**383.3114**	**1.1209**	**0.0281**	**419.7016**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	26.252 / 16.0899	298.2750	0.8623	0.0216	326.2731
High Turnover (Sit Down Restaurant)	1.05144 / 0.0671132	8.3741	0.0345	8.5000e-004	9.4882
User Defined Commercial	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**306.6491**	**0.8967**	**0.0225**	**335.7613**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	13.5947	0.8034	0.0000	33.6803
Unmitigated	45.3157	2.6781	0.0000	112.2677

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	171.71	34.8556	2.0599	0.0000	86.3532
High Turnover (Sit Down Restaurant)	51.53	10.4601	0.6182	0.0000	25.9145
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**45.3157**	**2.6781**	**0.0000**	**112.2677**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	51.513	10.4567	0.6180	0.0000	25.9060
High Turnover (Sit Down Restaurant)	15.459	3.1380	0.1855	0.0000	7.7744
User Defined Commercial	0	0.0000	0.0000	0.0000	0.0000
Total		**13.5947**	**0.8034**	**0.0000**	**33.6803**

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
Emergency Generator	1	0.5	12	1000	0.73	Diesel

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/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
Equipment Type	tons/yr										MT/yr					
Emergency Generator - Diesel (750 - 9999 HP)	9.8500e-003	0.0440	0.0251	5.0000e-005		1.4500e-003	1.4500e-003		1.4500e-003	1.4500e-003	0.0000	4.5696	4.5696	6.4000e-004	0.0000	4.5856
Total	**9.8500e-003**	**0.0440**	**0.0251**	**5.0000e-005**		**1.4500e-003**	**1.4500e-003**		**1.4500e-003**	**1.4500e-003**	**0.0000**	**4.5696**	**4.5696**	**6.4000e-004**	**0.0000**	**4.5856**

11.0 Vegetation

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	14.1600	0.0000	0.0000	14.1600

11.2 Net New Trees

Species Class

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	20	14.1600	0.0000	0.0000	14.1600
Total		**14.1600**	**0.0000**	**0.0000**	**14.1600**

Appendix E: Environmental Site Assessments

E.1: Ninyo & Moore Geotechnical and Environmental Sciences Consultants, Phase I Environmental Site Assessment, 640 South Santa Fe Avenue, Los Angeles, CA 90021, March 18, 2016.

E.2: EFI Global**,** Phase II Environmental Site Assessment Report, June 30, 2016

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Ninyo & Moore
Geotechnical and Environmental Sciences Consultants

PHASE I
ENVIRONMENTAL SITE ASSESSMENT
640 SOUTH SANTA FE AVENUE
LOS ANGELES, CALIFORNIA 90021

DRAFT

PREPARED FOR:
Continuum Development Company, LLC
1400 16th Street, Suite 320
Denver, Colorado 80202
Attention: Mr. Roger Pecsok

PREPARED BY:
Ninyo & Moore
Geotechnical and Environmental Sciences Consultants
475 Goddard, Suite 200
Irvine, California 92618

March 18, 2016
Project No. 209626001

March 18, 2016
Project No. 209626001

Mr. Roger Pecsok
Continuum Partners, LLC
1400 16th Street, Suite 320
Denver, Colorado 80202

Subject: Phase I Environmental Site Assessment
640 South Santa Fe Avenue
Los Angeles, California 90021

Dear Mr. Pecsok:

In general accordance with our proposal dated February 16, 2016, Ninyo & Moore has performed a Phase I Environmental Site Assessment of the above-referenced site. The attached report presents our methodology, findings, opinions, and conclusions regarding the environmental conditions at the site. We appreciate the opportunity to be of service to you on this project.

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Sincerely,
NINYO & MOORE

Denisse A. Hernandez
Senior Staff Geologist

Patrick Cullip
Project Engineer

John Jay Roberts, PG, CEG
Senior Geologist

DAH/PJC/JJR/sc

Distribution: (1) Addressee (via e-mail)

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EXECUTIVE SUMMARY

Ninyo & Moore conducted a Phase I Environmental Site Assessment (ESA) of the property at 640 South Santa Fe Avenue, Los Angeles, California (site; Figure 1). The site includes an approximately 37,084 square foot (sf), two-story structure. Ninyo & Moore was contracted by Continuum Partners, LLC to conduct this assessment in general accordance with our proposal dated February 16, 2016. Historical research, document review, and site assessment activities were conducted in February and March, 2016. In general, the following items were noted.

- The site is approximately 1.61 acres and assigned the Los Angeles County Assessor's Parcel Number 5164-015-022. The site is currently occupied by Value Produce Inc. and operated as a cold food storage and shipping business.

- The site was developed with residential structures from at least 1890 through 1906, and commercial structures from at least 1923 through the time of this report. The current site building was constructed in 1996.

- Based on Sanborn Fire Insurance Rate Maps, the western portion of the site was formerly used as a machine and metal stamping shop from at least 1950 through 1960. Multiple paint dipping and spray booths were identified on the site property. This represents a recognized environmental condition (REC) for the site.

- A railroad appeared on the southeast portion of the site from at least 1923 through 1994. The presence of a railroad right-of-way (ROW) on the site presents a potential for contamination resulting from leaks or spills from the railcars or historic application of surface chemicals during railroad operations. Incidents of accidents or spills along the railroad tracks on the site were not reported in the Emergency Response Notification System (ERNS) database. Additionally, evidence of spills on the site on the former railroad ROW was not observed. Based on Ninyo & Moore's experience, the suspected presence of railroad related chemicals in shallow site soils due to operation of the railroad tracks would be considered a REC for the site.

- Minor oil surface staining from forklifts and trucks were observed on concrete and pavement in the interior and exterior of the site. Cracked or degraded pavement was not observed in most areas of the minor surface staining. This is not considered an environmental concern. Other indications of releases at the site, such as odors, stressed vegetation, pools of liquids, or spills, were not observed during the site reconnaissance.

- Minor water damage was observed on the acoustic ceiling tiles of the offices located on the second floor of the site building during site reconnaissance. These tiles could contain or develop into potential mold growth.

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- Wells, such as water supply wells and groundwater monitoring wells, were not observed on the site during the site reconnaissance.

- The site address was not listed on searched environmental databases. RECs were not identified from reviewing adjacent properties in the database report.

- The Los Angeles Department of Water and Power (LADWP) River Switching Station appeared adjacent to the north of the site from at least 1964 through the time of this report. Several transformers were observed within the switching station at the time of the site reconnaissance. According to the LADWP, the transformers convert a 4.8 kilovolt (kV) voltage to either a 110 or 220 ampere current. In accordance with Title 5, Section 14010 of the California Code of Regulations, the property line of a new school site should be at least the following distance from the edge of respective power line easements: (1) 100 feet for a 50-133 kV line, (2) 150 feet for a 220-230 kV line, and (3) 350 feet for a 500-550 kV line. Although the site is not planned for school usage, the voltage used at the adjacent switching station is well below the California Code of Regulations. Therefore, the voltage used at the adjacent LADWP River Switching Station does not represent a significant health risk to the site.

- According to the Los Angeles City Zone Information and Map Access System website, the site is within a methane buffer zone. If plans call for demolition or renovation of the site building, the design should be done in accordance with applicable codes of the City of Los Angeles.

- Significant data gaps were not encountered during the preparation of this Phase I ESA report.

- Based on the results of the vapor encroachment screening matrix conducted by Ninyo & Moore, it is unlikely that a vapor encroachment condition currently exists beneath the site.

- Other off-site concerns were not observed.

Ninyo & Moore has performed a Phase I ESA in conformance with the scope and limitations of ASTM International Practice E 1527 of 640 South Santa Fe Avenue in Los Angeles, California, the property. Any exception to, or deletions from, this practice are described in Section 1.4 of this report. This assessment has revealed no evidence of RECs in connection with the property except for the following:

- The former use of the site as a machine and metal stamping shop with paint booths from at least 1950 through 1960.

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- The former presence of railroad tracks on the southeast corner of the site from at least 1923 through 1989.

Ninyo & Moore recommends a limited subsurface investigation to evaluate the RECs. Ninyo & Moore also recommends an investigation into the water intrusion of the acoustic ceiling tiles on the second floor of the site building, and to make appropriate repairs. If renovation or demolition activities are planned for the site building, an asbestos and lead-based paint survey should be conducted.

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1. INTRODUCTION

Ninyo & Moore conducted a Phase I Environmental Site Assessment (ESA) of the property at 640 South Santa Fe Avenue, City of Los Angeles, California (site; Figure 1). The site contains an approximate 37,084 square foot (sf), two-story structure. Ninyo & Moore was contracted by Continuum Development Company, LLC (CDC, the client) to conduct this assessment in general accordance with our proposal dated February 16, 2016. The following sections identify the purpose, involved parties, scope of services, and limitations and exceptions associated with this Phase I ESA.

1.1. Purpose

The objective of the Phase I ESA is to evaluate, in general accordance with the process described in ASTM International (ASTM) Practice E 1527-13, recognized environmental conditions (RECs), which are defined by ASTM as "the presence or likely presence of any hazardous substance or petroleum products in, on, or at a property: (1) due to a release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."

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As defined in ASTM E 1527-13, de minimis conditions are not considered RECs. A de minimis condition is defined as "a condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies."

Identification of RECs fall into three categories: existing RECs (as defined above); Historical RECs (HRECs); or Controlled RECs (CRECs).

- HREC – A HREC is defined as "a past release of any hazardous substance 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 (for example, property use restrictions, activity and use limitations [AULs], institutional controls, or engineering controls)."

- CREC – A CREC is defined as "recognized environmental conditions resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the

issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, AULs, institutional controls, or engineering controls)."

1.2. Involved Parties

Ms. Denisse Hernandez of Ninyo & Moore, conducted the site reconnaissance on March 8, 2016. Ms. Hernandez and Mr. Dennis Fee of Ninyo & Moore performed regulatory inquiries, historical research, and document review. Messrs. Patrick Cullip and John Jay Roberts of Ninyo & Moore performed project oversight and quality review. Resumes of professionals conducting this Phase I ESA are provided in Appendix A. The Phase I ESA was prepared for CDC (client/user).

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1.3. Scope of Services

Ninyo & Moore's scope of services for this Phase I ESA included the following:

- Review readily available maps and reports pertaining to the site.
- Review available environmental lien records for the site to evaluate probable past site uses and their possible impact on the current environmental status of the site.
- Conduct an interview if available with a property representative regarding the environmental status of the site.
- Perform a site reconnaissance to document existing hazardous materials handling, storage, and disposal practices, areas of possibly contaminated surficial soil or surface water, possible sources of polychlorinated biphenyls (PCBs), underground storage tanks (USTs) and aboveground storage tanks (ASTs), and possible sources of contamination from activities at the site and adjacent properties.
- Review readily available historical documents, including aerial photographs, Sanborn Fire Insurance Rate maps, building department records, historical topographic maps, and reverse city directories, as applicable.
- Review federal, state, tribal, and local regulatory agency databases for the site and for properties located within a specified radius of the site. The databases document locations of known hazardous waste sites, landfills, leaking underground storage tanks (LUSTs), and permitted facilities that utilize USTs.

- Review of readily available local regulatory agency files for the site.
- Review city utility maps for information on electric transmission lines associated with the adjacent power substation.
- Prepare this Phase I ESA report for the site. The Phase I ESA report documents the findings and provides opinions and recommendations regarding possible environmental impacts at the site.

1.4. Limitations and Exceptions

The environmental services described in this report have been conducted in general accordance with current regulatory guidelines and the standard-of-care exercised by environmental consultants performing similar work in the project area. No warranty, expressed or implied, is made regarding the professional opinions presented in this report.

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This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Ninyo & Moore should be contacted if the reader requires any additional information or has questions regarding the content, interpretations presented, or completeness of this document.

The findings, opinions, and conclusions are based on an analysis of the observed site conditions and the referenced literature. It should be understood that the conditions of a site could change with time as a result of natural processes or the activities of man at the subject property or nearby sites. In addition, changes to the applicable laws, regulations, codes, and standards of practice may occur due to government action or the broadening of knowledge. The findings of this report may, therefore, be invalidated over time, in part or in whole, by changes over which Ninyo & Moore has no control. Ninyo & Moore cannot warrant or guarantee that not finding indicators of any particular hazardous material means that this particular hazardous material or any other hazardous materials do not exist on the site. Additional research, including invasive testing, can reduce the uncertainty, but no techniques now commonly employed can eliminate the uncertainty altogether.

1.5. Special Terms and Conditions

This study did not include an evaluation of geotechnical conditions or potential geologic hazards. In addition, unless otherwise indicated in this report, this Phase I ESA does not include analysis of the following: asbestos-containing materials, methane gas, radon, lead-based paint, lead in drinking water, underground pipelines, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, or indoor air quality.

1.6. User Reliance

This report may be relied upon by, and is intended exclusively for the client. Any use or reuse of the findings, opinions, and/or conclusions of this report by parties other than these is undertaken at said parties' sole risk.

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1.7. Physical Limitations

Physical limitations were not encountered during the site reconnaissance. At the time of the site reconnaissance, the weather was clear and sunny.

1.8. Data Gaps

Significant data gaps were not encountered during the preparation of this Phase I ESA report.

2. SITE DESCRIPTION

The following sections describe the location, general characteristics and current uses of the site, the structures present at the site, the occupants of the site, the heating and cooling systems utilized in the site buildings, the sewage disposal system, and the potable water provider for the site. The current uses of adjacent properties are also described. A site location map is presented as Figure 1. An aerial photograph depicting the site and vicinity is presented as Figure 2. Photographs of the site taken during the site reconnaissance are presented in Appendix B.

2.1. General Site Characteristics

The site consists of an approximate 1.61-acre property, containing an approximate 37,084 sf, two-story structure at 640 South Santa Fe Avenue, Los Angeles, California. The site is assigned the Los Angeles County Assessor's Parcel Number (APN) 5164-015-022.

2.1.1. Site Description

The site contains a two-story building totaling approximately 37,084 sf. The site building consists of a second floor on the west and east portions of the building, which are intended for office usage. The ground floor consists of an area occupied for the storage, packaging, and transportation of produce. There are four "Ice Boxes" where the produce is stored until it is transported off site (Appendix B).

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2.1.2. Occupants

The site is currently owned and occupied by Value Produce Inc., which is owned by Mr. Chris Martin.

2.1.3. Roads

The site is bound to west by Santa Fe Avenue, to the east by Mesquit Street, and to the south by Jesse Street.

2.1.4. Heating and Cooling Systems

Heating and cooling systems were observed on the roof of the site building. Heating and cooling systems are powered by natural gas and electricity provided to the site by the Los Angeles Department of Water and Power (LADWP).

2.1.5. Sewage Disposal/Septic Systems

Sewage disposal is provided to the site by the LADWP.

2.1.6. Potable Water

Potable water is provided to the site by the LADWP.

2.1.7. Other Utilities

Other utilities are not currently provided to the site.

2.2. Adjoining Properties

Table 1 lists the properties adjoining the site and associated land use. Based on the nature of the adjacent properties, observations made during our site reconnaissance, and historical documentation, it is unlikely that these properties have impacted the environmental integrity of the site.

Table 1 – Adjoining Properties

Location	Current Occupant(s)
North	LADWP, River Switching Station
East	Mesquit Street, beyond which are produce packaging facilities and the Los Angeles River
South	Jesse Street, beyond which is Select Produce, a produce Packaging facility and a vacant warehouse.
West	Santa Fe Avenue, beyond Everest Trading Company (unoccupied)

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3. USER PROVIDED INFORMATION

The following sections summarize information provided by the user to assist the environmental professional in identifying the possibility of RECs in connection with the site, and to fulfill the user's responsibilities in accordance with Section 6 of ASTM Practice E 1527-13. Ninyo & Moore received an All Appropriate Inquiries (AAI) Questionnaire, completed by Mr. Mark Falcone, representative of the user. The questionnaire is included in Appendix C.

3.1. Current Title Information

Title records were not provided to Ninyo & Moore by the user, however an environmental lien and AULs report was prepared by Environmental Data Resources, Inc. (EDR), dated February 23, 2016. According to the report, the following deed is associated with the site address and was recorded as:

Deed

Dated: 1/6/1997
Grantor: Irving Goodman Trustee
Grantee: Value Produce

3.2. Environmental Liens or AULs

Neither Messrs. Falcone nor Martin indicated they were aware of environmental liens or AULs for the site. Ninyo & Moore requested an environmental lien search, which is summarized in Section 5.7 and presented in Appendix D.

3.3. Specialized Knowledge

Mr. Falcone indicated he has no specialized knowledge regarding the environmental conditions of the site.

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3.4. Commonly Known or Reasonably Ascertainable Information

Mr. Falcone indicated he has not acquired commonly known or reasonably ascertainable information regarding the environmental conditions of the site.

3.5. Valuation Reduction for Environmental Issues

Mr. Falcone indicated that the "Client does not believe that the purchase price reflects a discount due to any environmental conditions."

3.6. Other User Provided Information

Other user provided information was not provided.

4. PHYSICAL SETTING

The following sections include discussions of topographic, geologic, hydrogeologic conditions, and wetlands characterization in the vicinity of the site, based upon our document review and our visual reconnaissance of the site and adjacent areas.

4.1. Topographic Conditions

Based on a review of the United States Geological Service (USGS), 7.5-Minute Topographic Quadrangle Map Series, Los Angeles, California, 1994 photo revised from 1987, aerial

photo revised 1978, the site is situated at an elevation of approximately 250 feet above mean sea level. The site is relatively flat with regional topography sloping to the south.

4.2. Geologic and Soil Conditions

The site is located within the Los Angeles Basin, which is part of the Peninsular Range geomorphic province. The Los Angeles Basin is bounded on the north by the Santa Monica Mountains and the Elysian, Repetto, and Puente Hills, the south and west by the Pacific Ocean, and on the east and southeast by the Santa Ana Mountains and the San Joaquin Hills (Yerkes, et al., 1965). The site is underlain by unconsolidated floodplain deposits of silt, sand, and gravel (Dibblee, 1989).

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4.3. Site Hydrology

The following sections discuss the site hydrology in terms of surface water and groundwater.

4.3.1. Surface Waters

Natural surface water bodies, including ponds, streams, or other bodies of water, are not present on the site. The Los Angeles River is approximately 0.08 miles east of the site.

4.3.2. Wetlands

Based on information obtained from the United States Fish and Wildlife Service webpage (http://www.fws.gov/wetlands/data/Mapper.html), wetlands are not present on or adjacent to the site.

4.3.3. Groundwater

Groundwater information for the site was not readily available. Ninyo & Moore reviewed the State Water Resources Control Board's (SWRCB's) GeoTracker website (GeoTracker) for groundwater information in the site vicinity. One facility with groundwater data was located approximately 2,070 feet northwest of the site: Rolo Transportation at 536 Seaton Street, Los Angeles, California. According to GeoTracker, groundwater was measured in June 2009 at approximately 97.02 to 98.30 feet below ground surface (bgs) at this facility. Based on this information, groundwater is expected to flow to the southwest in the general vicinity of the site.

5. HISTORICAL USE INFORMATION

Ninyo & Moore conducted a historical record search for both the site and surrounding areas. This review included one or more of the following sources that were found to be both reasonably ascertainable and useful for the purposes of this Phase I ESA: historical aerial photographs, historical fire insurance maps, historical city directories, building permits, topographic maps, and zoning/land use records. The following table lists the historical data types reviewed for this Phase I ESA, their source, their respective dates, and data failures encountered during our review, if any.

Table 2 – Summary of Historical Records Reviewed

Data Type	Source	Source Dates	Data Limitation
Historical Aerial Photographs	Environmental Data Resources, Inc.	1923-2012	None
City Directories	Environmental Data Resources, Inc.	1920-2013	None
Sanborn Fire Insurance Maps	Environmental Data Resources, Inc.	1890-1970	None
Topographic Map	Environmental Data Resources, Inc., USGS 7.5-Minute Topographic Quadrangle Map Series, Los Angeles, California	1894-2012	None
Environmental Lien and AUL	Environmental Data Resources, Inc.	2016	None

Note:
USGS – United States Geological Survey

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The information gathered from the sources reviewed as a whole is adequate to develop a history of the previous uses of the site and the surrounding area in accordance with Section 8.3 of ASTM Practice E 1527-13.

5.1. Historical Aerial Photographs

Historical aerial photographs dated 1923 to 2012 were provided by EDR. Table 3 presents a summary of our review (Appendix D).

Table 3 – Aerial Photograph Review

Photograph Date	Subject Property	Site Vicinity	
1923	The site appeared developed with multiple commercial structures at the southwest corner of the site and residential structures at the north end of the site. The boundary roads Santa Fe Avenue, Jesse Street, and Mesquit Street appeared. A railroad line running from Mesquit Road to Jesse Street appeared at the southeast portion of the site.	North	Residential and industrial properties, beyond which is a railroad yard.
		South	Residential and commercial properties.
		East	Railroad tracks and The Los Angeles River channel.
		West	Residential and commercial properties.
1928	Structures appeared under construction in the center and east portions of the site.	North	The site vicinity appeared similar to that observed in the 1923 aerial photograph.
		South	
		East	
		West	
1938, 1948, 1952	Additional structures appeared in the center and east sections of the site.	North	Additional commercial structures appeared.
		South	
		East	
		West	
1964	Parking lot appeared in the northwest corner of the site. The entire site appeared developed.	North	A power generating station appeared adjacent to the site.
		South	The site vicinity appeared similar to that observed in the 1952 aerial photograph
		East	
		West	
1977, 1979	The site appeared similar to that observed in the 1964 aerial photograph	North	Additional commercial structures appeared.
		South	
		East	
		West	
1983, 1989	Structures at the southwest, central, and east portions of the site appeared to have been demolished.	North	The site vicinity appeared similar to that observed in the 1979 aerial photograph.
		South	
		East	
		West	
1994	The site appeared as vacant land. The rail line in the southeast portion of the site appeared to have been removed.	North	The site vicinity appeared similar to that observed in the 1989 aerial photograph.
		South	
		East	
		West	Vacant land appeared.
2002, 2005, 2009, 2010	The current site building and parking lot appeared. The railroad line between Mesquit Street and Jesse Street was no longer present.	North	The site vicinity appeared similar to that observed in the 1994 aerial photograph
		South	
		East	
		West	Additional commercial structures appeared.
2012	The site appeared similar to that observed during the site reconnaissance.	North	The site vicinity appeared similar to that observed during the site reconnaissance.
		South	
		East	
		West	

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Based on aerial photograph review, the site was developed with commercial-appearing structures from at least 1923 through 1989. The site appeared as vacant land by at least 1994, and the current site building appeared developed by at least 2002.

A railroad appeared on the southeast portion of the site from at least 1923 through 1994. The presence of a railroad right-of-way (ROW) on the site presents a potential for contamination resulting from leaks or spills from the railcars or historic application of surface chemicals during railroad operations. Incidents of accidents or spills along the railroad tracks on the site were not reported in the Emergency Response Notification System (ERNS) database. Additionally, evidence of spills on the site on the former railroad ROW was not observed. Based on Ninyo & Moore's experience, the suspected presence of railroad related chemicals in shallow site soils due to operation of the railroad tracks would be considered a REC for the site.

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5.2. Sanborn Fire Insurance Rate Maps

Ninyo & Moore requested Sanborn Fire Insurance Rate Maps for the site from EDR. Sanborn Fire Insurance Map reports were provided from EDR dating from 1890 through 1970. The Certified Sanborn Map Report is provided in Appendix D. A summary of our review of the Sanborn Fire Insurance Maps is as follows:

1890 and 1894 Sanborn Map – The western portion of the site was not depicted in the 1890 Sanborn map. The map showed the site developed with at least two residential properties in the southern portion of the site. A two-story "tank warehouse" was present at the southeast corner of the site. The site was bound to the south by Cincinnati Street and to the east by Mesquit Street. Los Angeles Ice and Cold Storage Company appeared to the southeast of the site.

1900 Sanborn Map – The eastern portion of the site was not depicted. The mapped showed the site occupied by at least three residential structures. Several structures appeared on the northern portion of the site. The site was bound to the west by Santa Fe Avenue and to the south by Jesse Street (originally Cincinnati Street). The site vicinity appeared to be partially developed with residential structures and stables.

1906 Sanborn Maps – The site appeared to be occupied by several residential structures with associated sheds and garages. Additional residential structures appeared in the site vicinity. Pacific Purchasing Company's Stable appeared to the north of the site. This does not represent a REC for the site.

1950, 1953, 1954 Sanborn Map – The site appeared developed with industrial structures, including a machine shop, machine and metal stamping shop, blacksmith shop, furniture seat cover upholstery and canvas sewing shop, and woodworking shop. The machine and metal stamping shop (located in the western portion of the site) has multiple areas of note, including metal enameling ovens, paint booths, and a paint dipping and paint spray booth. A railroad line trends northeast-southwest through the southeast corner of the site. The site vicinity appeared heavily developed with commercial/industrial properties, including warehouses and storage facilities.

1959, 1960 Sanborn Map – The furniture seat cover upholstery store has been replaced by an electric parts warehouse. The site vicinity appeared similar to that observed in the 1950-1954 Sanborn Maps.

1967, 1970 Sanborn Map – The machine and metal stamping shop has been replaced by a silk screen processing plant. The electric parts warehouse has been replaced by a furniture warehouse. The site vicinity appeared developed with multiple commercial facilities including upholstery shops, woodworking shops, cold storage, a soap powder and soap warehouse, and a metal scrap yard.

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Based on the review of historical Sanborn Fire Insurance Maps, the site was developed with residential properties from at least 1890 through 1906, and was developed with industrial properties from at least 1950 through 1970. The former presence of a machine and metal stamping shop with multiple paint booths and a railroad line on the site represent RECs for the site.

5.3. Oil and Gas Maps and Methane

According to the State of California, Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), Well Finder website (DOGGR, 2016), the site lies approximately 0.16 miles south-southeast from the administrative boundaries of the Union station oil field. Several active oil wells were observed within a one-mile boundary of the site. The nearest oil well, a plugged oil well operated by Phillips Petroleum Company, was observed approximately 0.13 miles west and cross-gradient of the site.

According to the Los Angeles City Zone Information and Map Access System (ZIMAS) website (ZIMAS, 2016), the site is within a methane buffer zone. If plans call for demolition

or renovation of the site building, the design should be done in accordance with applicable codes of the City of Los Angeles.

5.4. City Directories

EDR provided a historical city directory report for the site and site vicinity. City directories for the site were searched from 1920 through 2013. Listings for the site prior to 1976 were not available. The following is a summary of our review. The city directories are provided in Appendix D.

City Directories

Year	Address	Use
1976	640 S Santa Fe Ave	Sta Fast Inc Rubber Processing Division
2006		Pacsun Distributing
2008		Pacific Sun Distributing
2013		Value Produce Cold Storage
2002	640 Santa Fe Ave S	Pac Sun Distributing

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Based on site use information from the city directories, the site was occupied by commercial/industrial companies from at least 1976 to 2013. RECs were not identified in the city directories reviewed. Nearby properties included in the city directory report consisted of commercial/industrial properties.

5.5. Building Permits

Building records were searched for on the Los Angeles Department of Building and Safety's online database. According to the online database, coolers and racks were installed at the site from 1997 to 1999. A grading permit from 1997 indicated fill from the site was removed and recompacted to 5 feet deep, and additional fill material was brought to the site to bring the first floor of the building up to dock height. A permit for the construction of a new 38,523 sf building was also in the file. An electrical permit from 1997 indicated a change of address from 652 to 640 South Santa Fe Avenue. Building records for 652 South Santa Fe Avenue included a closed mechanical and closed electrical permit. Additional information was not provided.

5.6. Historical Topographic Maps

Historical topographic maps dated 1894, 1896, 1900, 1928, 1952 photorevised 1953, 1964 photorevised 1966, 1972, 1978 photorevised 1981, 1978 photorevised from 1994, and 2012 were provided by EDR. The historical topographic maps from 1894-1900 depict structures along the southern and eastern edges of the site. The 1928 topographic maps depicts the site as developed with a structure in the southwestern portion of the site, several small residential structures in the northern portion of the site, and a railroad line in the southeastern portion of the site. Structures were not observed in topographic maps from 1953 through 1994, but the site was in an area shaded for urban development. The railroad line appeared on the site through the 1994 topographic map. As discussed in Sections 5.1 and 5.2, the presence of the railroad on the site from at least represents a REC for the site. Copies of the historical topographic maps are included in Appendix D.

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5.7. Environmental Liens and AUL Searches

An environmental liens search was provided by EDR and dated February 23, 2016. According to the EDR Environmental LienSearch™ report, environmental liens or other AULs were not found for the site address. The current legal owner was listed as Value Produce. A copy of the EDR Environmental LienSearch™ report is included in Appendix D.

5.8. Previous Report and Documents

Previous reports and documents were not provided to Ninyo & Moore for review.

5.9. Electromagnetic Field Review

An inquiry was made with the LADWP concerning the voltage of the transformers at the adjacent River Switching Station. According to Mr. Weslet of the LADWP, the voltage entering the station is 4.8 kilovolts (kV), and is converted to either a 110 or 220 ampere (amp) current by the transformers on the site. In accordance with Title 5, Section 14010 of the California Code of Regulations, the property line of a new school site should be at least the following distance from the edge of respective power line easements: (1) 100 feet for a 50-133 kV line, (2) 150 feet for a 220-230 kV line, and (3) 350 feet for a 500-550 kV line. Although the site is not planned for school usage, the voltage used at the adjacent switching

station is well below the California Code of Regulations. Therefore, the voltage used at the adjacent LADWP River Switching Station does not represent a significant health risk to the site.

6. ENVIRONMENTAL DATABASE REPORT REVIEW

EDR performed a computerized environmental information database search dated February 19, 2016 (Appendix E). The EDR report included federal, state, and local databases. The following paragraphs describe the databases that contain noted properties of environmental concern, and include a discussion of the regulatory status of the facilities and potential environmental impact to the subject site. Based on hydrologic information obtained from the SWRCB GeoTracker website, groundwater within the site vicinity is estimated at approximately 97.02 to 98.30 feet bgs. Groundwater in the site vicinity is expected to flow to the southwest.

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6.1. National Priorities List (NPL): Distance Searched – 1 mile

The NPL is the United States Environmental Protection Agency (EPA) database of uncontrolled or abandoned hazardous waste properties listed for priority remedial actions under the Superfund program.

Neither the site nor properties located within the searched distance were listed on this database.

6.2. Proposed and Delisted NPL: Distance Searched – 1 mile

The Proposed NPL database lists properties that are currently being evaluated for priority remedial actions for the Superfund program. The Delisted NPL database includes properties that are deleted from the NPL database based upon the National Oil and Hazardous Substances Pollution Contingency Plan. This deletion takes place after no further response to the NPL is appropriate.

Neither the site nor properties located within the searched distance were listed on this database.

6.3. Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) List: Distance Searched – 1 mile

The CERCLIS database contains properties which are either proposed or on the NPL and properties which are in the screening and assessment phase for possible inclusion on the NPL.

Neither the site nor properties located within the searched distance were listed on this database.

6.4. CERCLIS/No Further Remedial Action Planned (NFRAP) List: Distance Searched – ½ mile

CERCLIS sites designated as NFRAP have been removed from the CERCLIS database following an initial investigation where 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.

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The site was not listed on this database. Two facilities within the searched distance were listed on this database: Exley Express at 634 South Mateo Street, approximately 0.10 mile west and down to cross-gradient of the site; and Bailey and Schmitz Co. at 2101 East 7th Street, approximately 0.13 mile south and down to cross-gradient of the site. According to the database, the facilities do not qualify for NPL status based on existing information. This information is not considered a REC for the site.

6.5. Corrective Action Report: Distance Searched – ½ mile

The EPA maintains this database of Resource Conservation and Recovery Act (RCRA) facilities that are undergoing corrective action. A corrective action order is issued when a release of hazardous waste or constituents into the environment from a RCRA facility has occurred.

The site was not listed on this database. So Ca Gas Co Olympic Base at 2424 East Olympic Boulevard, approximately 0.84 mile south-southeast and down to cross-gradient of the site, was listed on this database. According to the database, the facility extracted crude petroleum

and natural gas. The facility was assigned a low corrective action priority in 1997. In 2010 and 2011, current human exposures and migration of contaminated groundwater were verified as being under control. Based on the distance and direction, this facility would not be considered an environmental concern.

6.6. RCRA Treatment, Storage and Disposal (TSD) Facilities List: Distance Searched – ½ mile

The RCRA TSD database is a compilation by the EPA of facilities that report generation, storage, transportation, treatment, or disposal of hazardous waste.

Neither the site nor properties located within the searched distance were listed on this database.

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6.7. RCRA Generators List: Distance Searched – Site and Adjacent

This list identifies facilities that generate hazardous waste as defined by RCRA. Inclusion on this list is for permitting purposes and is not indicative of a release.

The site was not listed on this database. Mission Furniture MFG Company, adjacent to the west of the site, was listed on the database as a small quantity generator. Violations were not reported for this facility. This facility does not represent a REC for the site.

6.8. Emergency Response Notification System (ERNS) List: Distance Searched – Site

The ERNS database contains information of reported releases of oil and hazardous substances and is maintained by the EPA.

The site was not listed on this database.

6.9. United States Engineering Controls: Distance Searched – ½ mile

This database is an EPA listing of sites with engineering controls in place, such as various forms of caps, building foundations, liners, and treatment methods intended to eliminate pathways for regulated substances to enter environmental media or affect human health.

Neither the site nor properties located within the searched distance were listed on this database.

6.10. United States Institutional Controls: Distance Searched – ½ mile

This database is an EPA listing of sites with institutional controls in place, such as administrative measures, groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements, intended to prevent exposure to contaminants remaining on site.

Neither the site nor properties located within the searched distance were listed on this database.

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6.11. State Sites: Distance Searched – 1 mile

The State Sites database consists of potential or confirmed hazardous substance release properties. Ninyo & Moore reviewed the EnviroStor database for this information.

The site was not listed on this database. The following 27 facilities located within the searched distance are listed on the EnviroStor database:

Facility and Address	Distance/ Direction from Site	Groundwater Gradient (General for Vicinity Flow)	Regulatory Status	Date of Last Action	Environ-mental Concern (Y/N)
Butterfield (Sun Chemical Corporation) 590 South Santa Fe Avenue	0.01 mile north-northwest	Up to cross-gradient	Active	12/07/2012	N
Bailey & Schmitz Company 2101 7th Street	0.13 mile south	Down to cross-gradient	No Further Action	11/20/1988	N
Dean and Associates 700 South Santa Fe Avenue	0.13 mile south	Down to cross-gradient	Certified	06/30/1987	N
Santa Fe/W.A. Grant 2144 East 7th Street	0.22 mile southeast	Cross-gradient	No Further Action	09/16/1996	N
At Mateo 555 Mateo Street	0.23 mile northwest	Cross-gradient	Active	10/13/2015	N
Golden Plating, Inc. 930 South Mateo	0.31 mile south-southwest	Down-gradient	Refer: Other Agency	Not Available	N
Burley Seal Products 1026 Santa Fe Avenue	0.40 mile south	Down to cross-gradient	Refer: 1248 Local Agency	09/17/2004	N
So Cal Gas/ LA-Alameda MGP 725 Channing Street	0.44 mile west-southwest	Down-gradient	Certified	06/24/2014	N
Western Electrochemical Company 2348 East 8th Street	0.48 mile south	Down to cross-gradient	No Further Action	11/25/2013	N

Facility and Address	Distance/ Direction from Site	Groundwater Gradient (General for Vicinity Flow)	Regulatory Status	Date of Last Action	Environ-mental Concern (Y/N)
Los Angeles Signal Depot	0.67 mile west-southwest	Down-gradient	Inactive – Needs Evaluation	07/01/2005	N
East Los Angeles High School No. 1 East 1st Street/ North Mission Road	0.73 mile north	Up to cross-gradient	Certified	03/29/2007	N
Hertz-Penski Truck Leasing In 2300 Olympic Boulevard	0.74 mile south	Down to cross-gradient	No Further Action	01/31/2012	N
Soto Street 1010 Soto Street	0.77 mile east-southeast	Up to cross-gradient	Inactive – Action required	05/30/2000	N
Martin Metals Inc. 1321 Wilson Street	0.79 mile south-southwest	Down-gradient	Refer: 1248 Local Agency	07/15/2004	N
Wilson Street Corporation 1321 S. Wilson Street	0.79 mile south-southwest	Down-gradient	Certified O&M – Land Use Restrictions Only	08/27/2008	N
Ametek Inc., LA Die Casting 340 Crocker Street	0.83 mile northwest	Cross-gradient	Refer: Other Agency	05/24/2001	N
Southern California Gas Co 2424 East Olympic Boulevard	0.84 mile south-southeast	Down to cross-gradient	Active	10/04/2013	N
Western Lead and Metal Co (International Lead Co.) 2182 East 11th Street	0.86 mile south-southwest	Down-gradient	Certified/ Operation & Maintenance	12/30/2007	N
Eastern Smelting and Refining Site 2220 East 11th Street	0.90 mile south	Down to cross-gradient	Inactive – Action Required	03/25/2010	N
Ace Plating Co., Inc. 719 Towne Avenue	0.90 mile west	Down to cross-gradient	Inactive – Needs Evaluation	05/09/2012	N
National Aerosol 2193 East 14th Street	0.91 mile south-southwest	Down-gradient	Inactive – Needs Evaluation	01/09/2006	N
So Cal Gas/ Aliso Sector C, Blocks Q&R Southeast and Southwest Corners of Jackson and Cen	0.92 mile north	Up to cross-gradient	Active	07/15/2010	N
Aliso Sector C Block R 820 East Jackson Street	0.93 mile north	Up to cross-gradient	Active	04/31/2013	N
Alco Cad-Nickel Plating Corporation 1400 Long Beach Avenue	0.96 mile southwest	Down-gradient	Inactive – Action Required	10/07/2013	N
Central Region 9th Street K-8 Span School 8th Street/Towne Avenue/9th Street/Stanford Avenue	0.96 mile west	Down to cross-gradient	Certified	06/12/2012	N
So Cal Gas/ Aliso Sector C, Block O Southwest Corner of Ducommun and Center Street	0.98 mile north	Up to cross-gradient	Active	01/19/2001	N
Manley Oil Company 410 Center Street	0.98 mile north	Up to cross-gradient	Certified O&M – Land Use Restrictions Only	12/05/2007	N
Notes: N – No					

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According to the EnviroStor database, the facility Butterfield (Sun Chemical Corporation) is listed with a regulatory status of "active" for a spill of benzene, ethylbenzene, and xylene, impacting soil and soil vapor in the area. However, since the spill has reportedly not impacted groundwater, it is unlikely that contaminants have migrated off-site. This listing does not represent a REC for the site. This facility is further discussed in Section 6.13. Based on the distance, direction (relative to groundwater flow), media affected, and/or their current regulatory status, it is unlikely that activities at the remaining facilities listed have impacted the environmental integrity of the site.

6.12. Solid Waste Landfill Sites (SWL): Distance Searched – ½ mile

The SWL database consists of open and closed solid waste disposal facilities and transfer stations. The data comes from the Integrated Waste Management Unit Database.

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One facility under two listings, Mission Road Recycling and Transfer at 840 South Mission Road, 0.47 mile southwest and cross-gradient of the site, was listed under the database. According to the database, the facility accepts construction and demolition waste, green waste, and mixed municipal waste. Based on the distance and direction from the site, this facility does not represent a REC to the site.

6.13. State Leaking Underground Storage Tank (LUST) Lists: Distance Searched – ½ mile

Databases of the LUST information system are maintained by the Regional Water Quality Control Board (RWQCB).

The site was not listed on this database. The following nine facilities located within the searched distance are listed on the LUST database:

Facility, Address	Distance/ Direction from Site	Groundwater Gradient (General for Vicinity Flow)	Case Number	Regulatory Status	Closure Date (if applicable)	Environ-mental Concern (Y/N)
Sun Chemical Corp 590 Santa Fe Avenue	0.10 mile north-northwest	Up to cross-gradient	T0603700541	Pollution Characteriza-tion	N/A	N
St. Maint. Service Yard 1451 6th Street East	0.10 mile north-northwest	Up to cross-gradient	T0603793035	Completed – Case Closed	01/09/2001	N

Facility, Address	Distance/ Direction from Site	Groundwater Gradient (General for Vicinity Flow)	Case Number	Regulatory Status	Closure Date (if applicable)	Environ-mental Concern (Y/N)
Exxon #7-8407 (Former) 1935 7th Street East	0.18 mile southwest	Down-gradient	T0603700643	Completed – Case Closed	01/23/1997	N
Consolidated Facilities 222 East 7th Street	0.32 mile east-southeast	Up to cross-gradient	T0603720097	Completed – Case Closed	01/13/2015	N
7th Street L.A. Public Works Maintenance Facility 2300 East 7th Street	0.39 mile east-southeast	Up to cross-gradient	T0603779702	Completed – Case Closed	06/26/2009	N
Greyhound Lines 1614 East 7th Street	0.40 mile west-southwest	Down-gradient	T0603770957	Open – Site Assessment	N/A	N
South LA Training Center 2310 7th Street East	0.42 mile east-southeast	Up to cross-gradient	T10000007089	Open – Site Assessment	N/A	N
Rolo Transportation 536 Seaton Street	0.47 mile west-northwest	Down to cross-gradient	T0603792226	Completed – Case Closed	09/21/2009	N
Metro Division 1 Maintenance Facility 1130 East 6th Street	0.48 mile west	Down to cross-gradient	T10000000634	Open - Remediation	N/A	N
Notes: N – No NA – Not Applicable						

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Ninyo & Moore reviewed the GeoTracker website for additional information on Sun Chemical Corp at 590 Santa Fe. According to GeoTracker, Sun Chemical Corp had a status of "Open – Site Assessment" on 11/1/1995. The potential contaminants of concern were petroleum, fuels, soil, and volatile organic compounds. A cleanup action report was not provided on GeoTracker, and the leak was labeled as category 1 (small soil or groundwater contamination that does not pose an immediate human health threat and does not extend off-site onto neighboring properties). The facility was given a status of "Open – Inactive" as of 2/2/2015. Because of the regulatory status and category 1 nature of the contamination, this LUST case does not represent a REC for the site. Based on the distance, direction, and/or their current regulatory status, it is unlikely that activities at the remaining facilities have impacted the environmental integrity of the site.

6.14. Underground Storage Tank (UST) Registration List: Distance Searched – Site and Adjacent

UST records are provided by the SWRCB's Hazardous Substance Storage Container Database. Inclusion of facilities on this list does not necessarily indicate a release.

Neither the site nor adjacent facilities were listed on this database.

6.15. Permitted Aboveground Storage Tank (AST) List: Distance Searched – Site and Adjacent

According to EDR, AST records are provided by the Department of Building and Fire Safety. Inclusion of facilities on this list does not necessarily indicate a release.

Neither the site nor adjacent facilities were listed on this database.

6.16. Voluntary Cleanup Program (VCP) Sites: Distance Searched – ½ mile

This database is a California Environmental Protection Agency listing of properties involved in the voluntary remediation program.

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The site was not listed on this database. The following four facilities located within the searched distance were listed on the VCP database:

Facility, Address	Distance/ Direction from Site	Groundwater Gradient (General for Vicinity Flow)	Regulatory Status	Date of Last Action	Environmental Concern (Y/N)
Butterfield (Sun Chemical Corporation) 590 Santa Fe Avenue	0.10 mile north-northwest	Up to cross-gradient	Active	10/30/2015	N
Santa Fe/ W.A. Grant 2144 East 7th Street	0.22 mile southeast	Cross-gradient	No Further Action	09/16/1996	N
At Mateo 555 Mateo Street	0.23 mile northwest	Cross-gradient	Active	06/05/2015	N
So Cal Gas/ LA-Alameda MGP 725 Channing Street	0.44 mile west-southwest	Down-gradient	Certified	06/24/2014	N
Notes: N – No					

According to the database, several environmental investigations were conducted at Butterfield (Sun Chemical Corporation) from 2005 to 2015, including soil characterization, soil vapor extraction, groundwater monitoring, and removal action. A Removal Action Completion report is scheduled to be complete in 2016. Butterfield signed a voluntary cleanup agreement in 2013. Based on this information and the information provided in the LUST database (Section 6.13), this facility is not considered a REC for the site. Based on

the distance, direction, and/or their current regulatory status, it is unlikely that the remaining facilities listed on this database have impacted the environmental integrity of the site.

6.17. Brownfields: Distance Searched – ½ mile

This database is a Department of Toxic Substances Control (DTSC) tracking system of California Brownfields sites.

The site was not listed on this database. One facility, Site 1 West – Bridge Project at 580 South Alameda Street, approximately 0.47 mile west-northwest and cross-gradient of the site, was listed on this database. According to the database, a Phase I Environmental Assessment was accomplished for the site. This listing does not represent a REC for the site.

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6.18. Indian Reservation: Distance Searched – 1 mile

USGS map layer portrays Indian administered land within the United States with an area equal to or greater than 640 acres.

Indian reservation land was not found to be within the searched distance.

6.19. Indian LUST: Distance Searched – ½ mile

This is a database maintained by the EPA of LUSTs on Indian land in Arizona, California, New Mexico, and Nevada.

Neither the site nor properties located within the searched distance were listed on this database.

6.20. Indian UST: Distance Searched – ¼ mile

This is a database maintained by the EPA of USTs on Indian land.

Neither the site nor properties located within the searched distance were listed on this database.

6.21. Drycleaners: Distance Searched – ¼ mile

EDR provided a list of drycleaner related facilities that have EPA identification numbers. These facilities are labeled with certain Standard Industrial Classification codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; dry cleaning plants except rugs; carpet and upholstery cleaning; industrial launderers; laundry and garment services.

The site was not listed on this database. Dragon Trims Inc. at 2014 East 7th Street, approximately 0.16 mile southwest and down-gradient of the site, was listed on this database. The facility was added to the database in 2002 under the category of power laundries, family and commercial. Hazardous chemical spills or other violations were not reported for this facility. This information is not indicative of a REC and is not considered an environmental concern to the site.

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7. SITE RECONNAISSANCE

On March 8, 2016, Ms. Denisse Hernandez of Ninyo & Moore conducted the site reconnaissance. The reconnaissance involved visual observations of the site and adjoining properties. Photographs taken during the site reconnaissance are included in Appendix B.

7.1. Use and Storage of Hazardous Substances and Petroleum Products

Two propane tanks and several 5-gallon containers of Diesel Exhaust Fluid (DEF) used for forklift operations were observed in the site building. Other use and storage of hazardous substances and petroleum products was not observed during the site reconnaissance.

7.2. Storage and Disposal of Hazardous Waste

Evidence of storage or disposal of hazardous waste was not observed during the site reconnaissance.

7.3. Unidentified Substance Containers

One open 55-gallon drum of an unidentified powdery substance was observed during the site reconnaissance.

7.4. Evidence of Releases

Minor oil surface staining from forklifts and trucks were observed on concrete and asphalt in the interior and exterior of the site. Cracked or degraded pavement was not observed in areas of minor surface staining. Other evidence of releases was not observed during the site reconnaissance.

7.5. Aboveground Storage Tanks (ASTs) and Underground Storage Tanks (USTs)

A 200-gallon AST containing DEF was observed at the site, however this is a non-hazardous chemical that aids in cutting down emissions that may be generated by forklifts used at the site, and therefore it does not represent a REC for the site.

An emergency power generator was observed in the parking on the eastern portion of the lot. Staining or signs of release were not observed.

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7.6. Polychlorinated Biphenyls (PCBs)

Potential sources of PCBs, like transformers, were observed on the site during the site reconnaissance. An above ground transformer was observed on the southwest corner of the parking lot. Staining or signs of release was not observed. Several transformers were observed on the adjoining property to the north, the LADWP River Switching Station. Staining or signs of release from these transformers were not observed.

7.7. Wastewater Systems

Wastewater systems were not observed on the site during the site reconnaissance.

7.8. Stormwater Systems

A storm water system was observed on the site during the site reconnaissance. Storm drains were observed along South Santa Fe Avenue, Jesse Street, and Mesquit Street (Figure 2). Staining or signs of release were not observed at the storm drains at the time of the site reconnaissance.

7.9. Wells

Wells, such as water supply wells and groundwater monitoring wells, were not observed on the site during the site reconnaissance.

7.10. Surface/Subsurface Structures

Surface structures or evidence of subsurface structures (e.g., sumps, vaults, oil/water separators, and other surface impoundments) were not observed on the site.

7.11. On-Site Records

On-site records were not available at the time of the site reconnaissance.

7.12. Controlled Substances Production

Evidence of controlled substance production, such as methamphetamine laboratories, was not noted within or adjacent to the boundaries of the site.

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7.13. Other Environmental Issues

During the site reconnaissance the following was noted:

- Industrial cleaning machines were stored and used at the warehouse for cleaning the concrete floors. Drains were located in various areas and staining or signs of release were not observed.
- A compressor was stored onsite, along with tires that were placed on a pallet; two propane tanks were also stored in this area.
- Water damage was observed on the acoustic ceiling tiles of the offices located on the second floor of the site building. These tiles could contain or develop into potential mold growth.

8. ENVIRONMENTAL AGENCY INQUIRIES

Based on the site reconnaissance, historical research, and environmental database review, information regarding the site and relevant surrounding properties requests for records were made to local government agencies and, if available, reviewed by Ninyo & Moore. Based on information obtained from local government agencies, it was judged that interviews of regulatory officials would not provide additional meaningful information to the Phase I ESA. The following

information for the site was found during our regulatory agency review for this Phase I ESA. Agency responses are provided in Appendix F.

8.1. Regional Water Quality Control Board (RWQCB)

Ninyo & Moore made requests to the Spills, Leaks, Investigation and Cleanup, Well Investigation Program Case List and UST units of the Los Angeles RWQCB to review records that may be available for the site. According to the RWQCB, records are not available for the site address.

8.2. California Department of Toxic Substances Control

Ninyo & Moore made requests to the DTSC – Cypress and Chatsworth offices to review records that may be available for the site and adjacent LUST cases. According to the DTSC – Cypress and Chatsworth offices, no such records exist for the site.

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8.3. South Coast Air Quality Management District (SCAQMD)

Ninyo & Moore reviewed the SCAQMD's Facility Information Detail Search (FINDS) website for permits regarding the site address and nearby LUST cases. According to the FINDS website, no records are available for the site address.

8.4. Los Angeles County Fire Department (LAFD) - UST Division

Ninyo & Moore made a request to the LAFD – UST Division to review records that may be available for the site. According to the LAFD – UST Division, records are not available for the site address.

8.5. LAFD - Hazardous Materials (Haz Mat) Division

Ninyo & Moore made a request to the LAFD – Haz Mat Division to review records that may be available for the site. Two files were found for the site and made available to Ninyo & Moore. The first file is an inventory list of hazardous materials for the site as of 07/01/2015. The hazardous materials are cleaning soap (55 gallons), freon (270 gallons), and urea (330 gallons). The second file was an inspection checklist made by Inspector Hamilton of the LAFD on 8/19/15. According to Mr. Hamilton, the business Value Produce was out of compliance for failure to establish and adequately implement a hazardous material business

plan (HMBP), failure to complete an inventory of hazardous material information, and a failure to complete and submit an Emergency Response Plan. Records indicating the site achieving compliance were not included in the LAFD file. This information is not indicative of a REC for the site; however these items should be addressed to be in compliance with LAFD codes.

8.6. Los Angeles County Public Health Investigation (LAPHI)

Ninyo & Moore made requests to the LAPHI Haz Mat Division to review records that may be available for the site. According to the LAPHI, records were not found for the site address.

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9. INTERVIEW

Ninyo & Moore submitted a questionnaire for completion by the owner, Mr. Chris Martin, during the site reconnaissance. Mr. Martin indicated hazardous materials and petroleum products were not currently stored on site, USTs, and clarifiers were not currently or formerly present on site. A one 200-gallon AST containing DEF, a non-hazardous chemical was present onsite. Mr. Martin indicated that graded or fill material was brought onto the site in 1996, when the current building was built. Mr. Martin indicated that a previous ESA and environmental audit report had been conducted at the site approximately 20 years ago, but he did not have copies of the reports. Mr. Martin indicated he was not aware of any litigation or violations pertaining to the site. A copy of the completed questionnaire is provided in Appendix C.

10. VAPOR MIGRATION

Ninyo & Moore conducted a preliminary vapor encroachment screen (pVES) for potential chemicals of concern (COCs) that may migrate as vapors onto the site as a result of contaminated soil and/or groundwater near the site. The purpose of the pVES is to identify a vapor encroachment condition (VEC), which is the presence or likely presence of COC vapors in subsurface soils at the site caused by the release of vapors from contaminated soil or groundwater either on or near the site. The potential for VEC beneath the site was evaluated using a Vapor Encroachment Screening Matrix (VESM). The VESM included performing a

Search Distance Test to identify if there are any known or suspect contaminated sites surrounding or upgradient of the site within specific search radii, a COC Test (for those known or suspect contaminated sites identified within the Search Distance Test) to evaluate whether or not COCs are likely to be present, and a Critical Distance Test to evaluate whether or not COCs in a contaminated plume may be within the critical distance of the site (100 feet for non-petroleum contaminants, and 30 feet for petroleum hydrocarbon contaminants). Based on information obtained during this Phase I ESA, it is unlikely that a VEC currently exists beneath the site. A copy of the VESM is included in Appendix G.

11. FINDINGS, OPINIONS, AND CONCLUSIONS

Based upon the results of this Phase I ESA, the following findings, opinions, and conclusions are provided.

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11.1. Findings and Opinions

The following presents a summary of findings and opinions associated with this Phase I ESA performed for the site, including known or suspect RECs, HRECs and de minimis environmental conditions (i.e., conditions that generally do not present a material risk of harm to public health or the environment):

- The site is approximately 1.61 acres and assigned the APN 5164-015-022. The site is currently occupied by Value Produce Inc. and operated as a cold food storage and shipping business.
- The site was developed with residential structures from at least 1890 through 1906, and commercial structures from at least 1923 through the time of this report. The current site building was constructed in 1996.
- Based on Sanborn Fire Insurance Rate Maps, the western portion of the site was formerly used as a machine and metal stamping shop from at least 1950 through 1960. Multiple paint dipping and spray booths were identified on the site property. This represents a REC for the site.
- A railroad appeared on the southeast portion of the site from at least 1923 through 1994. The presence of a railroad ROW on the site presents a potential for contamination resulting from leaks or spills from the railcars or historic application of surface chemicals during railroad operations. Incidents of accidents or spills along the railroad tracks on the site were not reported in the ERNS database. Additionally, evidence of

spills on the site on the former railroad ROW was not observed. Based on Ninyo & Moore's experience, the suspected presence of railroad related chemicals in shallow site soils due to operation of the railroad tracks would be considered a REC for the site.

- Minor oil surface staining from forklifts and trucks were observed on concrete and pavement in the interior and exterior of the site. Cracked or degraded pavement was not observed in most areas of the minor surface staining. This is not considered an environmental concern. Other indications of releases at the site, such as odors, stressed vegetation, pools of liquids, or spills, were not observed during the site reconnaissance.

- Minor water damage was observed on the acoustic ceiling tiles of the offices located on the second floor of the site building during site reconnaissance. These tiles could contain or develop into potential mold growth.

- Wells, such as water supply wells and groundwater monitoring wells, were not observed on the site during the site reconnaissance.

- The site address was not listed on searched environmental databases. RECs were not identified from reviewing adjacent properties in the database report.

- The LADWP River Switching Station appeared adjacent to the north of the site from at least 1964 through the time of this report. Several transformers were observed within the switching station at the time of the site reconnaissance. According to the LADWP, the transformers convert a 4.8 kV voltage to either a 110 or 220 amp current. In accordance with Title 5, Section 14010 of the California Code of Regulations, the property line of a new school site should be at least the following distance from the edge of respective power line easements: (1) 100 feet for a 50-133 kV line, (2) 150 feet for a 220-230 kV line, and (3) 350 feet for a 500-550 kV line. Although the site is not planned for school usage, the voltage used at the adjacent switching station is well below the California Code of Regulations. Therefore, the voltage used at the adjacent LADWP River Switching Station does not represent a significant health risk to the site.

- According to the Los Angeles City ZIMAS website, the site is within a methane buffer zone. If plans call for demolition or renovation of the site building, the design should be done in accordance with applicable codes of the City of Los Angeles.

- Significant data gaps were not encountered during the preparation of this Phase I ESA report.

- Based on the results of the VESM conducted by Ninyo & Moore, it is unlikely that a VEC currently exists beneath the site.

- Other off-site concerns were not observed.

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11.2. Conclusions

Ninyo & Moore has performed a Phase I ESA in conformance with the scope and limitations of ASTM International Practice E 1527 of 640 South Santa Fe Avenue in Los Angeles, California, the property. Any exception to, or deletions from, this practice are described in Section 1.4 of this report. This assessment has revealed no evidence of RECs in connection with the property except for the following:

- The former use of the site as a machine and metal stamping shop with paint booths from at least 1950 through 1960.
- The former presence of railroad tracks on the southeast corner of the site from at least 1923 through 1989.

Ninyo & Moore recommends a limited subsurface investigation to evaluate the RECs. Ninyo & Moore also recommends an investigation into the water intrusion of the acoustic ceiling tiles on the second floor of the site building, and to make appropriate repairs. If renovation or demolition activities are planned for the site building, an asbestos and lead-based paint survey should be conducted.

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12. ENVIRONMENTAL PROFESSIONAL STATEMENT

I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined by §312.10 of 40 Code of Federal Regulations (CFR) 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the AAI in conformance with the standards and practices set forth in 40 CFR Part 312.

John Jay Roberts, PG, CEG Senior Geologist	3/18/16 Date

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13. REFERENCES

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Dibblee Jr., Thomas W., 1989, Geologic Map of the Los Angeles Quadrangle, Los Angeles County, California.

DOGGR, see California Department of Oil, Gas, and Geothermal Resources

EDR, see Environmental Data Resources

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Environmental Data Resources, Inc., 2016d, The EDR-City Directory Abstract: Value Produce, 640 South Santa Fe Avenue, Los Angeles, California 90021, dated February 19.

Environmental Data Resources, Inc., 2016e, EDR Historical Topographic Map Report: Value Produce, 640 South Santa Fe Avenue, Los Angeles, California 90021, dated February 19.

Environmental Data Resources, Inc., 2016f, The EDR Radius Map with GeoCheck Report: Value Produce, 640 South Santa Fe Avenue, Los Angeles, California 90021, dated February 19.

United States Fish and Wildlife Service, National Wetland Inventory, Wetland Mapper, 2016, http://www.fws.gov/wetlands/data/mapper.html.

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Yerkes, R., McCulloch, T., Schoellhamer, J., Vedder, J., 1965, Geology of the Los Angeles Basin, California- An Introduction, Geological Survey Professional Paper 420-A.

ZIMAS, see Zone Information and Map Access System

Zone Information and Map Access System, 2016, http://zimas.lacity.org/.

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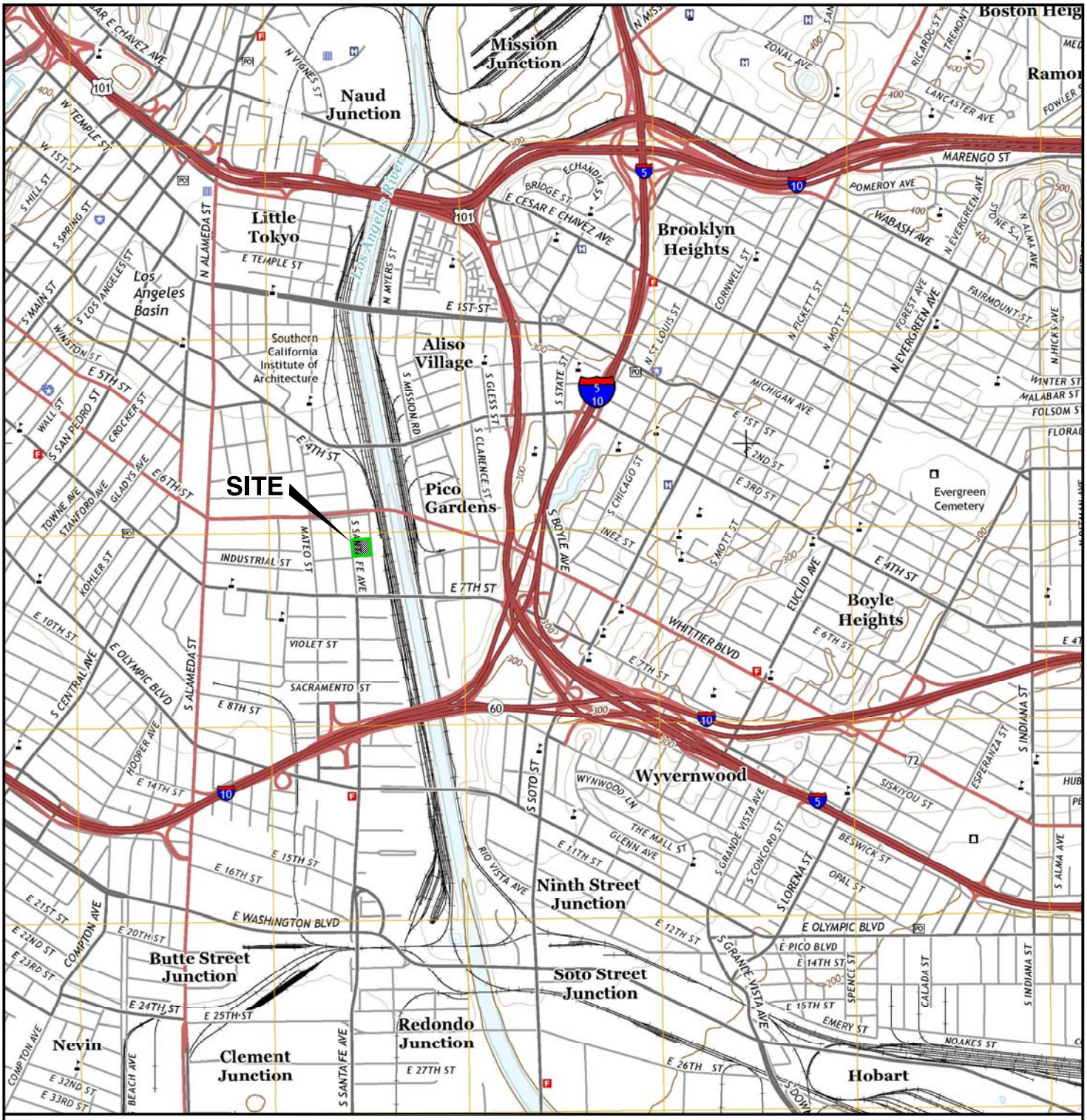

REFERENCE: 7.5 MINUTE USGS TOPOGRAPHIC MAP OF LOS ANGELES, CALIFORNIA QUADRANGLE, DATED 2015, SCALE 1:24000.

N

SCALE IN FEET

0 2,400 4,800

NOTE: DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

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Ninyo & Moore	SITE LOCATION	FIGURE
PROJECT NO. 209626001 / DATE 3/16	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	1



LEGEND

SITE BOUNDARY

N

SCALE IN FEET

0 150 300

NOTE: DIMENSIONS, DIRECTIONS AND LOCATIONS ARE APPROXIMATE.

REFERENCE: GOOGLE EARTH AERIAL PHOTO, 2016.

Ninyo & Moore		SITE PLAN	FIGURE
PROJECT NO.	DATE	640 SOUTH SANTA FE AVENUE LOS ANGELES, CALIFORNIA	2
209626001	3/16		

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APPENDIX A

RESUMES OF PROFESSIONALS

JOHN JAY ROBERTS, PG, CEG
SENIOR GEOLOGIST

EDUCATION

B.S., Geology, 1973, University of Southern California

REGISTRATIONS AND CERTIFICATIONS

PG 3489 (California)

CEG 1018 (California)

EXPERIENCE HIGHLIGHTS

Environmental Assessments for Schools

Human Health Risk Screening Evaluations for School Sites

Environmental and Geotechnical Services for Redevelopment of an Existing School Site

Brownfields Clean-up Grant Application for Industrial Property

Environmental Services for a New High School

Pipeline Risk Analyses

Groundwater Discharge Evaluation for Dewatering Subdrain

Environmental Assessment for Redevelopment of a Commercial Site

Environmental Consulting Services for Commercial, Industrial, and Residential Properties

Redevelopment of Former Lockheed B-1 Facility

Hazardous Waste Landfill Expansion

Hazardous Waste Ponds Investigations

Geological Logging and Coordination During the Installation of Three Groundwater Production Wells

Hydrogeological Assessment Report

PROFESSIONAL AFFILIATIONS

Association of Engineering Geologists

National Groundwater Association

As a Senior Geologist, Mr. Jay Roberts has extensive experience performing environmental and geotechnical investigations of commercial and industrial properties and environmental site assessments of school sites, including Initial Site Assessments (ISAs), Hazardous Materials Assessments (HMAs), Phase Is, Phase IIs, PEA, SSI, RAW, RAP, and O&M plans. Mr. Roberts has completed characterization, remediation, and human health assessments on numerous properties. He has prepared successful applications for Brownfields clean-up grants and managed and performed hydrogeologic investigations, groundwater resource evaluations, and water supply studies. He also provides expert witness and litigation support for environmental, geotechnical, and mining matters.

REPRESENTATIVE PROJECT EXPERIENCE

Initial Site Assessment Ball Road Grade Separation, Anaheim, California: Technical Director for an ISA for the Ball Road Grade Separation Project in Anaheim. The project includes evaluation of alternatives for Ball Road at the interchange with the Metrolink/SCRRA Railroad rail crossing. The ISA included review of historical sources for previous uses iinvolvi9ng hazardous wastes, regulatory agency databases research, and site reconnaissance to view for indications of potential hazardous waste impact on facilities along the proposed alignments.

Initial Site Assessment Raymond Avenue Grade Separation, Fullerton, California: Technical Director for an ISA and ADL for the Raymond Avenue Grade Separation Project in Fullerton. The project includes the lowering of Raymond Avenue to create an underpass at the Burlington Northern Santa Fe (BNSF) rail crossing. The Project in-progress will include an ADL Survey and subsurface investigation for suspected impacts in the exposed soil areas along Raymond and Valencia Avenues.

Initial Site Assessment State College Boulevard Separation and ADL Survey, Fullerton, California: Technical Director for an ISA and ADL for the State College Boulevard Separation Project in Fullerton. The project involves the lowering of State College Boulevard to create an underpass at the Burlington Northern Santa Fe (BNSF) rail crossing. The Project includes an ADL Survey in the exposed soil areas along State College Boulevard.

Initial Site Assessment Mount Vernon Avenue Bridge Expansion, San Bernardino, California: Technical Director for an ISA for the Mount Vernon Bridge Expansion project. The Project involved research and review of historical documents into property uses dealing back into the early 1900's due to long history of the site usage as a railroad hub. The records reviewed consisted of environmental investigations, remedial activities, and contaminated groundwater. Regulatory agencies representatives were also contacted for specifics on current states of remedial activities at impacted sites within the influence of the Project.

Initial Site Assessment Milliken Avenue, Mission Boulevard, and Philadelphia Street, Ontario, California: Technical Director for an ISA and ADL for the proposed grade separation at the existing at-grade crossing of South Milliken Avenue and the Union Pacific Railroad (UPRR) in Ontario, California. The Project includes an ADL survey to be performed adjacent to Milliken Avenue, Mission Boulevard, and Philadelphia Street to evaluate surface and subsurface soil for the presence and concentration of ADL in proposed roadway improvement areas.

Phase I Environmental Site Assessments, Tehachapi Renewable Transmission Project, Kern County, California for Southern California Edison (SCE): Project Manager for Phase I Environmental Site Assessments (ESAs) for 10 separate Sites in Kern County, California for Southern California Edison (SCE) for the Tehachapi Renewable Transmission Project. The Phase I ESAs were performed in accordance with the ASTM International (ASTM), Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process Designation E 1527-05 and Practices for All Appropriate Inquiries (AAI) as set forth in the Code of Federal Regulations (CFR), Title 40, Part 312. In order to meet the accelerated schedule for the project, the 10 separate Phase I ESA reports were completed within approximately three weeks from authorization. In accordance with the ASTM and AAI requirements, Ninyo & Moore reviewed readily available historical documents, including historical aerial photographs, Sanborn Fire Insurance Rate maps, building department records, historical topographic maps, and city directories, as applicable. Ninyo & Moore conducted a review of federal, state, tribal, and local regulatory agency databases for each Site and for properties located within the specified radius (by the ASTM Standard) of each Site for locations of known hazardous waste sites, landfills, leaking underground storage tanks (LUSTs), and permitted facilities with USTs.

REPRESENTATIVE PROJECT EXPERIENCE (continued)

The Phase I ESAs included a reconnaissance of each Site to document existing hazardous materials handling, storage, and disposal practices, areas of possibly contaminated surficial soil or surface water, possible sources of polychlorinated biphenyls (PCBs), USTs and ASTs, and possible sources of contamination from activities at the Site and adjacent properties, and an interview of each Site property representative. The results of each Phase I ESA were presented in a comprehensive report, which included a summary whether or not recognized environmental conditions (RECs) were found on the any of the 10 Sites.

Environmental Site Assessments and Hazardous Building Materials Survey, Beverly Hills Post Office Building, California: Project Manager for a Preliminary Environmental Site Assessment/Phase I ESA of the proposed Wallis Annenberg Cultural Center of Beverly Hills. The site consisted of the existing historic Beverly Hills Post Office building and surrounding parking lots proposed to be converted to a new cultural center, including an underground parking structure proposed to be constructed beneath existing street rights of way and portions of the adjacent Beverly Hills City Hall property. Ninyo & Moore reviewed historical and regulatory records, conducted a site reconnaissance, and interviewed property representatives in order to prepare a comprehensive report summarizing potential environmental concerns associated with redevelopment of the site. Potential environmental concerns (PECs) included the historical development of the site as lumber storage yard, a train depot, and railroad right-of-ways, the former presence of an underground storage tank, and releases associated with off-site fire station and gas station facilities. Also, due to the age of the building the presence of the potential presence of asbestos-containing materials (ACMs), lead-based paints (LBPs), and other hazardous building materials was suspected.

Environmental Assessments for 12 School Sites, Western Riverside County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All 12 sites required DTSC's rigorous PEA investigations, including soil gas and/or soil matrix sampling. One site required a soil RAW and implementation. Public participation services in accordance with DTSC requirements were also provided.

Environmental Assessments for 10 School Sites, Western San Bernardino County, California: Project Manager for Phase I studies through complete environmental investigations and site closure status granted by DTSC, the lead regulatory agency. All 10 sites required DTSC's rigorous PEA investigations, including soil gas and/or soil matrix sampling. Sampling and analyses was conducted on the sites primarily for past agricultural activities. One site required an additional investigation for an on-site burn dump. Public participation services in accordance with DTSC requirements were also provided to the client school district.

Environmental Consulting Services for Commercial, Industrial, and Residential Properties Throughout California, Oregon, and Washington: Project Manager for Phase I studies throughout the western United States. Mr. Roberts managed, directed, coordinated a staff conducting Phase Is, and reviewed and signed each report. These services were performed for a variety of fiduciary institutions, attorneys, and school districts. These services included complete investigations to meet ASTM standards, as well additional studies required by the client. In order to fully characterize conditions, Phase II investigations were recommended and completed, ranging from additional historical research through soil and/or groundwater sampling.

PATRICK CULLIP, EIT

TASK LEADER: FACILITIES ENGINEERING

EDUCATION

B.S. Mechanical Engineering, Loyola Marymount University, Los Angeles

REGISTRATIONS AND CERTIFICATIONS

Loss Prevention System (LPS)
OSHA HAZWOPER with annual 8-hour refreshers
OSHA HAZWOPER Site Supervisor Training
OSHA Excavation Competent Person Certification
First Aid and CPR Training
BNSF Contractor Orientation Safety certified

EXPERIENCE HIGHLIGHTS

Phase I Environmental Site Assessments
Sampling Surveys
1166 Soil Monitoring
Preliminary Environmental Assessment

Mr. Patrick Cullip has over three years experience performing environmental remediation, operations and maintenance (O&M), remediation system installation, groundwater/soil vapor sampling, well installation, underground storage tank (UST) removal, soil contamination removal, dual-phase extractions, aerially-deposited lead (ADL) sampling, geological and geotechnical logging, quarterly groundwater monitoring reports, pilot test reports, design, and oversight projects; conducting environmental site assessments (ESAs) and feasibility testing; and evaluating regulatory compliance.

REPRESENTATIVE PROJECT EXPERIENCE

Port of Los Angeles, Wilmington, California: Senior Staff Environmental Engineer, conducted groundwater monitoring on numerous existing monitoring wells, using hand bailers.

Long Beach Unified School District, Long Beach, California: Senior Staff Environmental Engineer, collected soil samples using hand-auger and direct-push methods, to assess lead and pesticide contamination from lead based paint and termiticides along the edges of classroom and administrative buildings at Jordan High School, and prepared reports for government agencies. Sample results were used to determine the extent of contamination and potential associated health risks to field personnel participating in planned remodeling/demolition activities. Prepared the preliminary environmental assessment (PEA) report for sampling and associated remedial action work plan (RAW) for required soil remediation.

City of Los Angeles, Temescal Canyon Park Storm Water Project, Pacific Palisades, California: Senior Staff Environmental Engineer, conducted South Coast Air Quality Management District Rule 1166 air monitoring of soil being excavated for future storm water holding tank. The soil consists of undocumented fill found to contain petroleum hydrocarbons.

Caltrans, Various Locations, Southern California: Senior Staff Environmental Engineer, collected soil samples, using hand-auger methods, of roadside soils to assess aerially deposited lead (ADL) impacts of soil from years of contamination from leaded gasoline. Sample results were used to determine the waste classification for proper disposal and handling of road and highways improvements.

Phase I ESAs – Various Sites, Southern California: Field Manager, performed numerous Phase I ESAs of commercial, industrial, and residential properties throughout Southern California for various financial institutions, land developers, and government agencies. The Phase I ESAs included reviewing regulatory files of various government agencies to evaluate the extent and type of impacts at sites, conducting site walks and owner/operator interviews, and preparing reports.

Los Angeles Unified School District (LAUSD), Los Angeles, California: Oversaw groundwater/soil vapor extraction tests at various sites to determine extent of contamination. Field Manager for a complex site excavation for future school; tasks included lead/hydrocarbon soil testing, hazardous/non-hazardous soil removal, and air quality monitoring. Directed cleaning/removal of USTs, soil contamination chase-out, and removal. Supervised installation of groundwater/soil vapor monitoring wells. Directed maintenance on groundwater/soil vapor systems. Organized, managed, and operated numerous dual-phase extraction tests to remove site contaminants. Executed various O&M visits for existing soil vapor and groundwater remediation systems. Tracked effluent readings for various sites to ensure permitting compliance. Prepared dozens of environmental reports including quarterly groundwater monitoring reports, pilot tests, site assessments, remedial action plans, and RECAPs.

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APPENDIX B

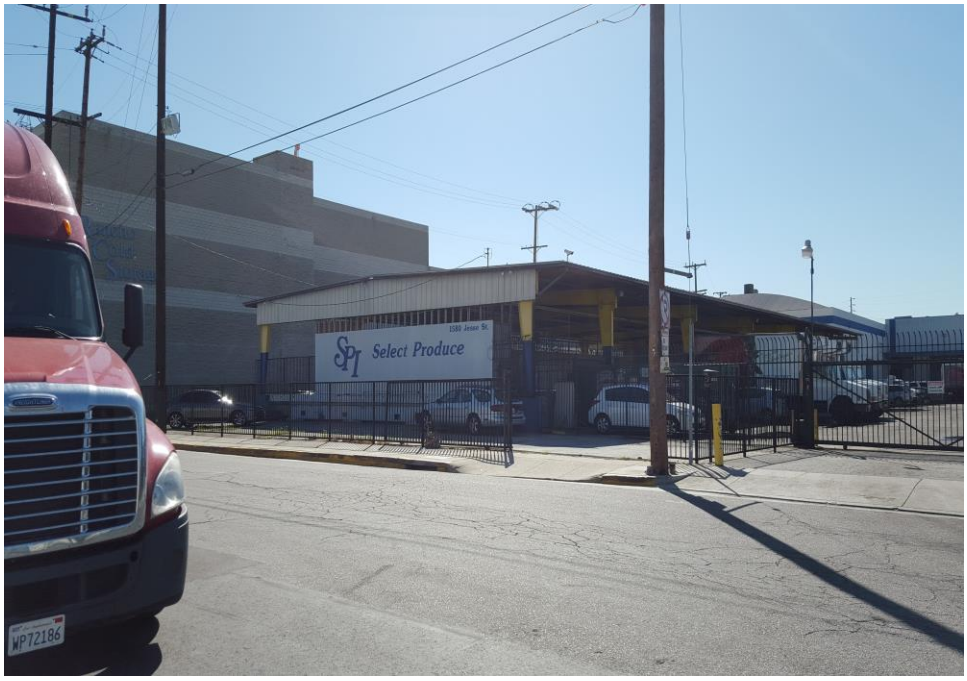
PHOTOGRAPHIC DOCUMENTATION



Photograph 1: **Looking north at the main entrance from the parking lot.**



Photograph 2: **Looking east across the street from the western side of the parking lot.**



Photograph 3: **Looking southeast from the southern side of the parking lot.**



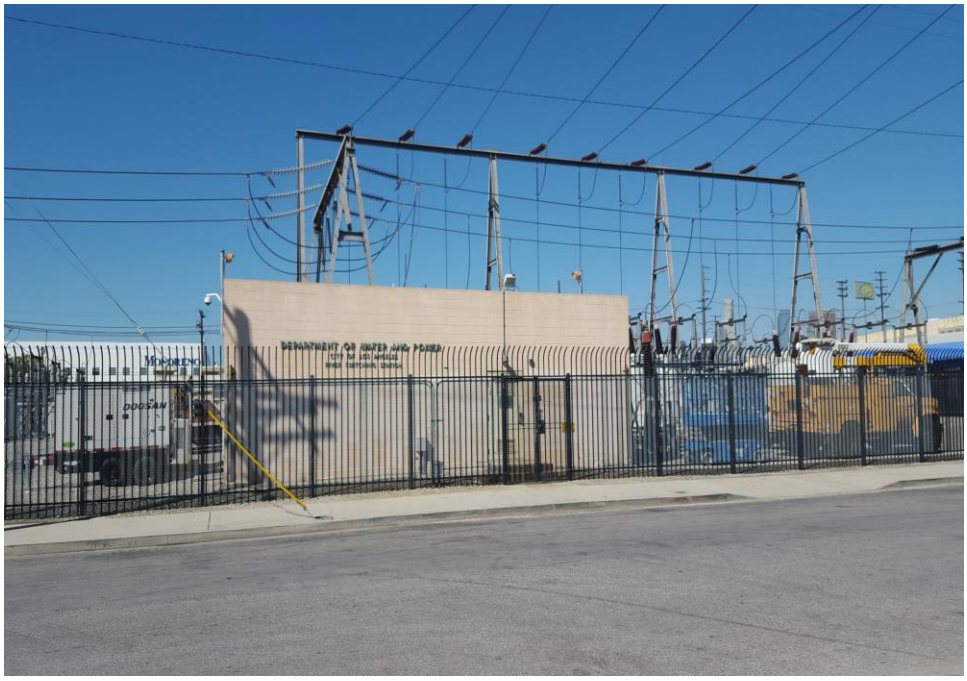
Photograph 4: **Looking southwest from the southern side of the parking lot.**



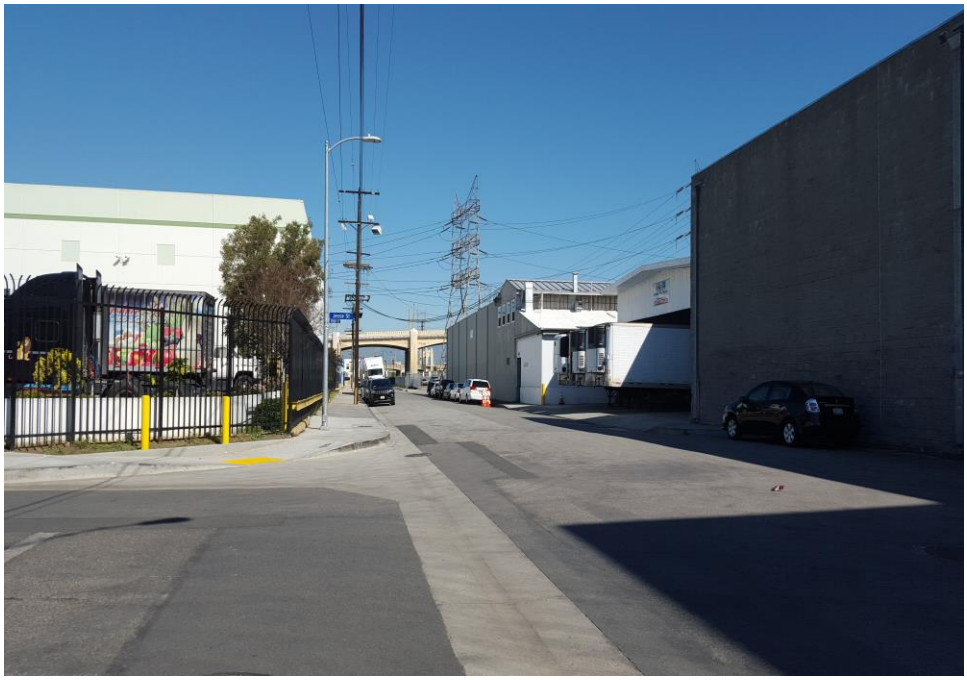
Photograph 5: **Looking east from the southeastern corner of the site.**



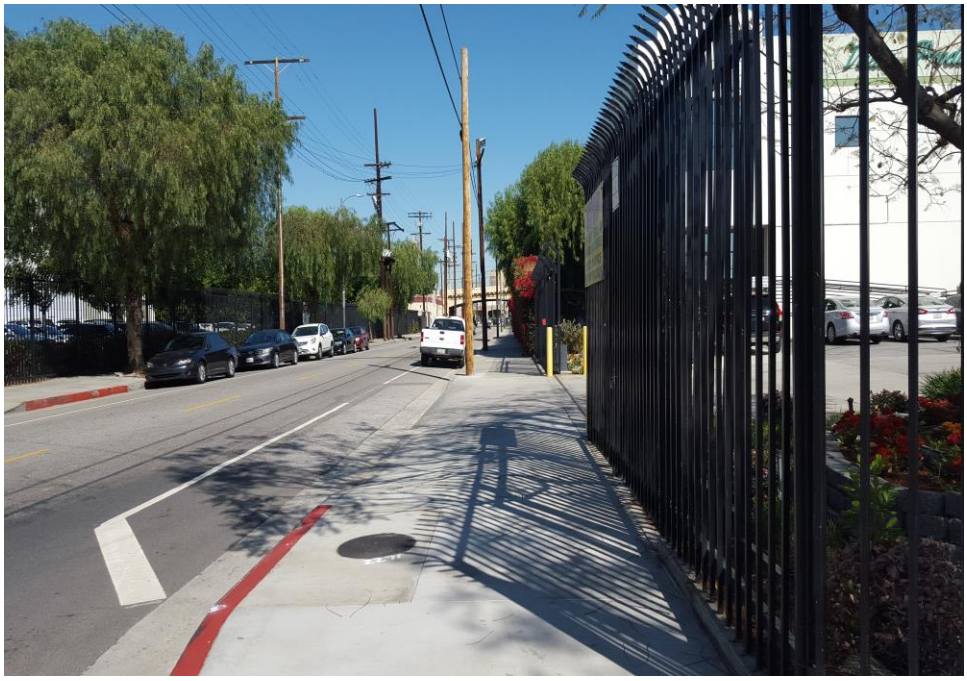
Photograph 6: **View of the Los Angeles Department of Water and Power LADWP, Generation Station adjoining property to the north of the site.**



Photograph 7: **View of the eastern side of the LADWP generation station.**



Photograph 8: **View of Mesquit Street looking North.**



Photograph 9: **Looking north from the southwest corner of the site**



Photograph 10: **View of the pole mounted transformers adjacent to the northwestern boundary of the site.**



Photograph 11: **View of the pole mounted transformers across the street, west of the site.**



Photograph 12: **View of the tires stored on the southeastern portion of the building.**



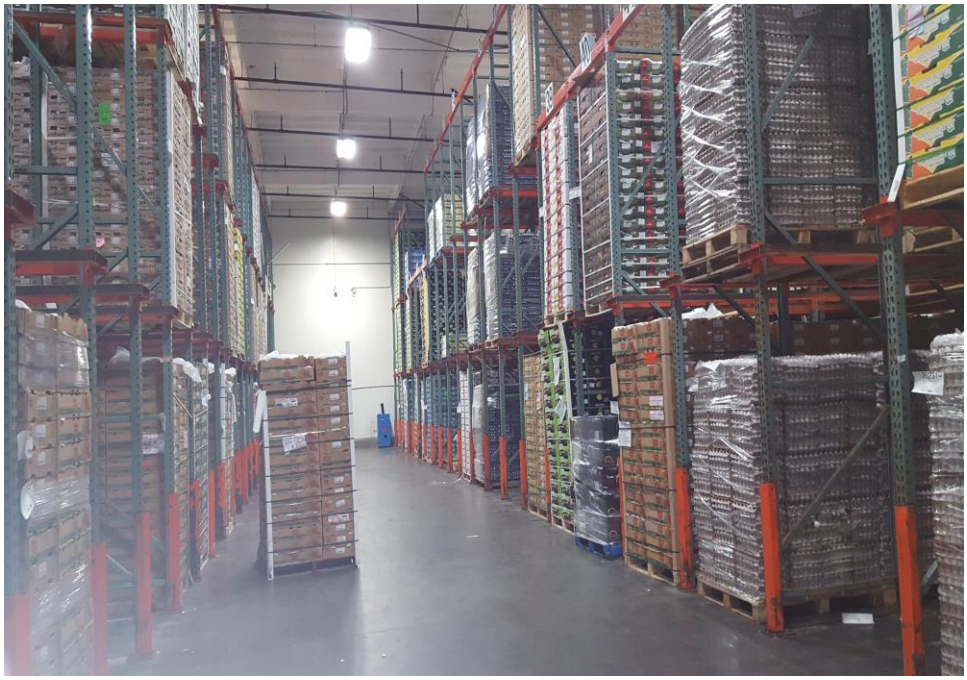
Photograph 13: **View of 200-gallon DEF AST, unknown powdery substance in a 55-gallon drum and two propane tanks located on the southeast portion of the building.**



Photograph 14: **View of the forklift charging area on the eastern side of the building**



Photograph 15: **View of the forklift charging area, and storage area of industrial cleaning machines on the western side of the building.**



Photograph 16: **View of one of the "Ice Boxes" where produce is stored.**



Photograph 17: **View of drain outside of "Ice Box".**



Photograph 18: **View of office space on the western portion of the building.**



Photograph 19: **View of water damage on the ceiling of office on the western portion of the building.**



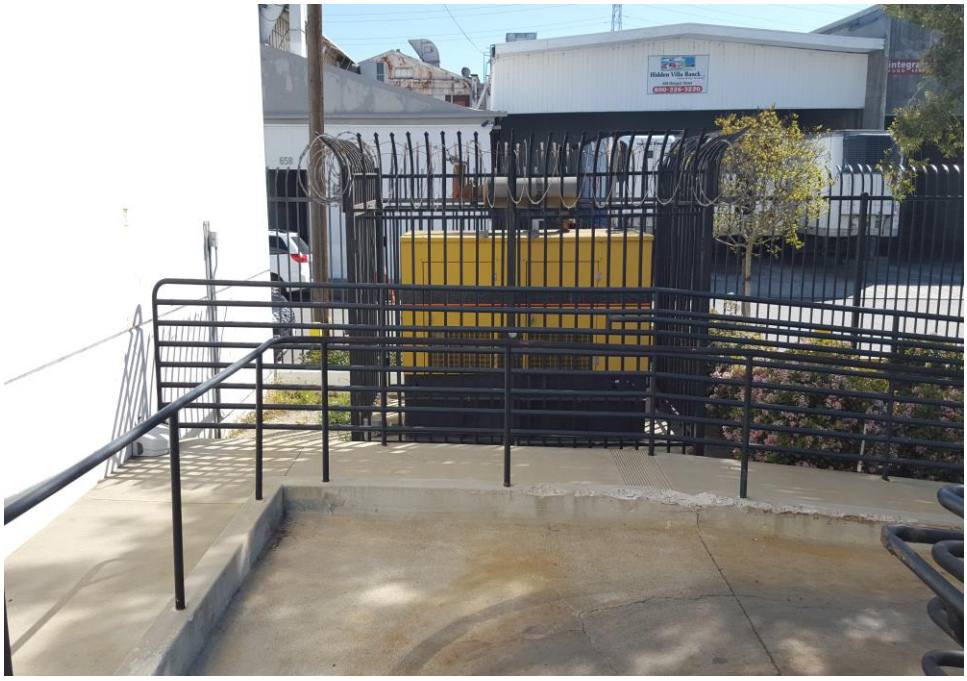
Photograph 20: **View of office space on the eastern portion of the building.**



Photograph 21: **View of water damage on the ceiling of office on the eastern portion of the building.**



Photograph 22: **View of the transformer on the southwest corner of the parking lot.**



Photograph 23: **View of the emergency power generator on the northeast portion of the parking lot**



Photograph 24: **View of stained and cracked concrete on the eastern portion of the parking lot.**



Photograph 25: **View of eastern portion of parking lot where trucks appeared to be serviced.**



Photograph 26: **View of asphalt section in bad condition on the eastern portion of the parking lot.**

DRAFT

APPENDIX C

USER AND OWNER PROVIDED INFORMATION

PHASE I ESA/AAI REQUIREMENTS

According to the All Appropriate Inquiry (AAI, 40 CFR 312) requirements and ASTM (E 1527-05) guidance on conducting Phase I Environmental Site Assessments, the "user" of the assessment must provide the following information, if available, to the environmental professional in order to qualify for Landowner Liability Protections (LLPs) offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001. Please check yes or no and provide any additional information you may have regarding the site. Failure to provide this information could result in a determination that "all appropriate inquiry" is not complete.

(1) Environmental cleanup liens that are filed or recorded against the site (40 CFR 132.25).
Are you aware of any environmental cleanup liens against the property that are filed or recorded under federal, tribal, state, or local law?

☐ Yes ☑ No

If yes, please explain:

(2) Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry (40 CFR 312.26).
Are you aware of any activity use limitations (AULs), such as engineering controls, land use restrictions, or institutional controls that are in place at the site and/or have been filed or recorded in a registry under federal, tribal, state or local law?

☐ Yes ☑ No

If yes, please explain: Except as otherwise disclosed in title, if any.

(3) Specialized knowledge or experience of the person/department requesting the Phase I ESA and seeking to qualify for the landowner liability protections (40 CFR 312.28).
As the user of this ESA, do you have any specialized knowledge or experience related to the property or adjoining properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

☐ Yes ☑ No

If yes, please explain:

(4) Relationship of the purchase price to the fair market value of the property, if it were not contaminated (40 CFR 312.29).
Does the purchase price offered for this property reasonably reflect the fair market value of the property? If there is a difference between the purchase price and the fair market value, have you considered whether the lower purchase price is because contamination is known or believed to be at the property?

Please discuss: Client does not believe that the purchase price reflects a discount due to any environmental conditions.

(5) Commonly known or reasonably ascertainable information about the property (40 CFR 312.30).
Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, as user,
(a) Do you know the past uses of the property?
(b) Do you know of specific chemicals that are present or once were present at the property?
(c) Do you know of spills or other chemical releases that have taken place at the property?
(d) Do you know of any environmental cleanups that have taken place or are ongoing at the property?

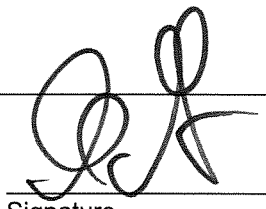
☐ Yes ☑ No

If yes, please explain:

(6) The degree of obviousness of the presence or likely presence of contamination at the property and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).
As the user of this ESA, based on your knowledge and experience related to the property, are there any obvious indicators that point to the presence or likely presence of contamination at the property?

☐ Yes ☑ No

If yes, please explain:

Mark G. Falcone, Manager, Continuum Development Company, LLC		February 17, 2016
Print Name	Signature	Date

20962601

PHASE I ESA QUESTIONNAIRE

Purpose: The property described below is referred hereafter as the "Site". The purpose of this questionnaire is to facilitate the Environmental Professional in conducting an Environmental Assessment of the Site on behalf of its Client. Please answer this questionnaire to the best of your ability by providing your personal as well as the institutional knowledge of your organization regarding the Site.

Site description:

Form Completed By:

Name: CHRIS MARTIN

Organization: VALUE PRODUCE, INC.

Address: 640 S. SANTA FE AVE

Telephone Number: 213.833.7784

Email: CHRIS@VIPMARKETINGLA.COM

You are:

- The current owner [X]
- The current occupant [ ]
- Past owner [ ]
- Past occupant [ ]

Signature:

Date Completed: 3.8.2016

Are any chemicals, such as (but not limited to) hazardous materials, pesticides, herbicides, petroleum products, or hazardous waste ~~Currently or Formerly~~ Brought/Used/Stored on Site?

NO

Has the site been graded or fill material ever brought onto the Site?

IN 1996 WHEN BUILDING WAS BUILT

Are or were Underground or Aboveground Storage Tanks **Currently** or **Formerly** Present On Site?

NO

Are you aware of any releases of hazardous materials or petroleum products onto the ground, groundwater or surface waters of the Site?

NO

Are or were there any wells, septic systems, or clarifier on the Site?:

NO

Documents of Interest	Available	
Do You Have Any of the Following Documents of Interest With Respect to the Site:	YES	NO
Phase I Environmental Site Assessment Reports	X	
Phase II Environmental Site Assessment with Subsurface Investigation Reports		X
Environmental Audit Reports	X	
Property Information Sheet (Non-Residential properties)		X
Environmental Permits (NPDES, industrial wastewater, solid waste, hazardous waste, etc.)		X
Underground or Aboveground Tank Registration		X
Hazardous Waste Generator Notices or Reports		X
Material Safety Data Sheets (for chemicals in quantities greater than 5 gallons)		X
Community Right-to-Know Plans		X
Spill Prevention and Control Plans		X
Past or Current Violation Notices at the Site		X
Environmental Liens on the Site		X
Geotechnical Investigations or Studies		X
Other Reports		X

Knowledge With Respect to the Subject Property	Knowledge	
Do You Possess Knowledge Regarding Any of the Following with Respect to the Subject Site:	YES	NO
Pending, Threatened, Past Litigation Involving Hazardous Materials/Petroleum Products		X
Pending, Threatened, Past Admin. Proceedings Involving Hazardous Materials/Petroleum Products		X
Government Notice of Violation of Environmental Laws		X
Government Notice of Possible Liability Involving Hazardous Materials/Petroleum Products		X

Please return this completed form by sending via email or mailing to Patrick Cullip, Ninyo & Moore, 475 Goddard, Irvine, CA 92618, email pcullip@ninyoandmoore.com, tel. (949) 753-7070, fax (949) 753-7071

DRAFT

APPENDIX D

HISTORICAL RESEARCH DOCUMENTATION

Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Inquiry Number: 4543185.9
February 22, 2016

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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Date EDR Searched Historical Sources:

Aerial Photography February 22, 2016

Target Property:

640 South Santa Fe Avenue

Los Angeles, CA 90021

Year	***Scale***	***Details***	***Source***
1923	Aerial Photograph. Scale: 1"=500'	Flight Year: 1923	USGS
1928	Aerial Photograph. Scale: 1"=500'	Flight Year: 1928	USGS
1938	Aerial Photograph. Scale: 1"=500'	Flight Year: 1938	USGS
1948	Aerial Photograph. Scale: 1"=500'	Flight Year: 1948	USGS
1952	Aerial Photograph. Scale: 1"=500'	Flight Year: 1952	USGS
1964	Aerial Photograph. Scale: 1"=500'	Flight Year: 1964	USGS
1977	Aerial Photograph. Scale: 1"=500'	Flight Year: 1977	EDR Proprietary Brewster Pacific
1979	Aerial Photograph. Scale: 1"=500'	Flight Year: 1979	EDR Proprietary Brewster Pacific
1983	Aerial Photograph. Scale: 1"=500'	Flight Year: 1983	EDR Proprietary Brewster Pacific
1989	Aerial Photograph. Scale: 1"=500'	Flight Year: 1989	USGS
1994	Aerial Photograph. Scale: 1"=500'	/DOQQ - acquisition dates: 1994	USGS/DOQQ
2002	Aerial Photograph. Scale: 1"=500'	Flight Year: 2002	USGS
2005	Aerial Photograph. Scale: 1"=500'	Flight Year: 2005	USDA/NAIP
2009	Aerial Photograph. Scale: 1"=500'	Flight Year: 2009	USDA/NAIP
2010	Aerial Photograph. Scale: 1"=500'	Flight Year: 2010	USDA/NAIP
2012	Aerial Photograph. Scale: 1"=500'	Flight Year: 2012	USDA/NAIP



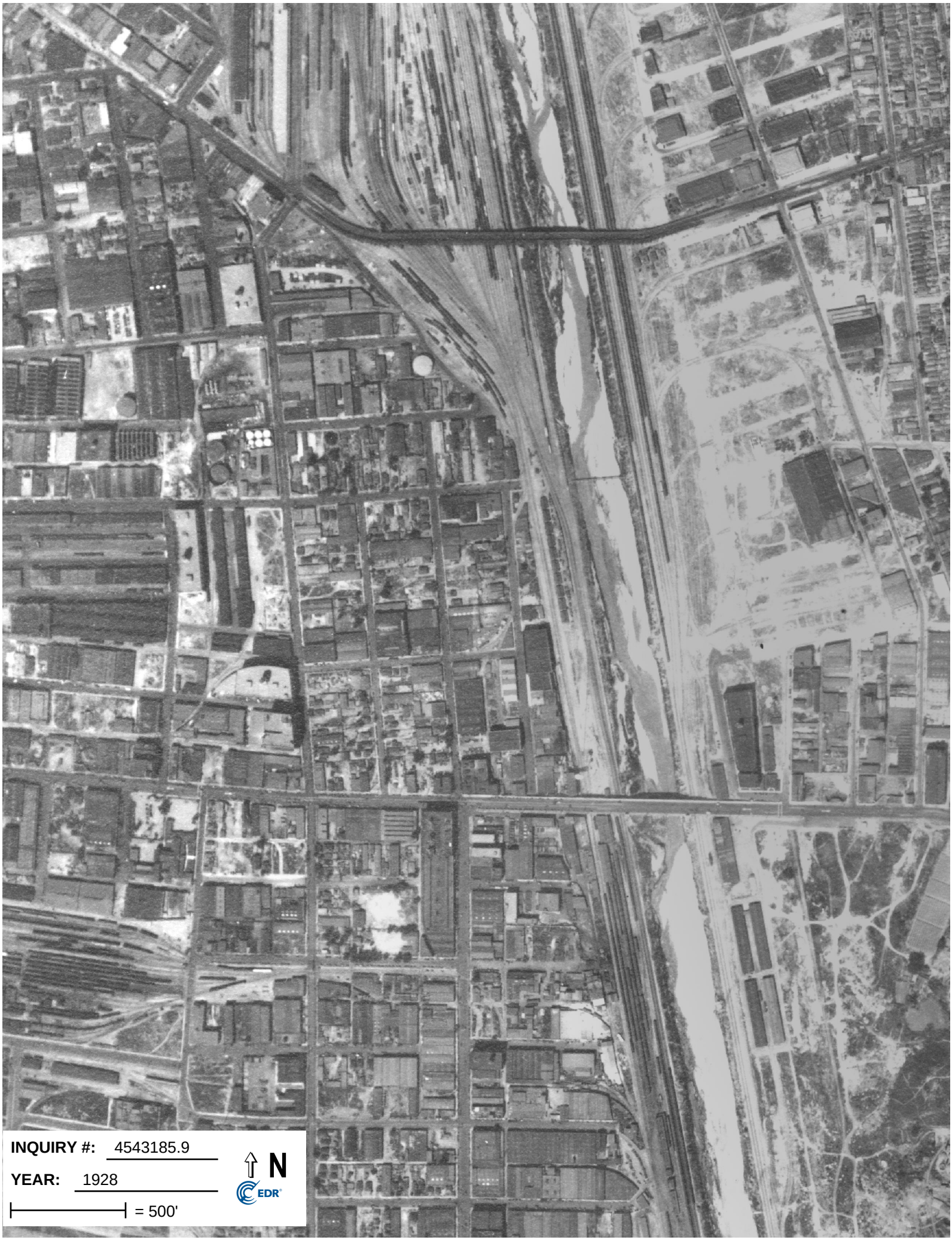
INQUIRY #: 4543185.9

YEAR: 1923

= 500'

N

EDR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YEAR: 1977
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EDR



INQUIRY #: 4543185.9

YEAR: 1979

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EDR


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YEAR: 2010
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EDR


INQUIRY #: 4543185.9
YEAR: 2012
= 500'
N
EDR

Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Inquiry Number: 4543185.3
February 19, 2016

Certified Sanborn® Map Report

6 Armstrong Road, 4th Floor
Shelton, Connecticut 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

2/19/16

Site Name:
Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Client Name:
Ninyo & Moore
475 Goddard
Irvine, CA 92618

EDR Inquiry # 4543185.3

Contact: Patrick Cullip

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Certified Sanborn Results:

Site Name: Value Produce
Address: 640 South Santa Fe Avenue
City, State, Zip: Los Angeles, CA 90021
Cross Street:
P.O. # 209625001
Project: 209626001
Certification # 6A86-462B-A631

Maps Provided:

1970	1950
1967	1906
1960	1900
1959	1894
1954	1890
1953	

Sanborn® Library search results
Certification # 6A86-462B-A631

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
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Sanborn Sheet Thumbnails

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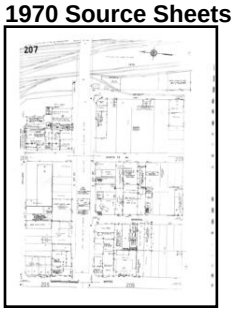

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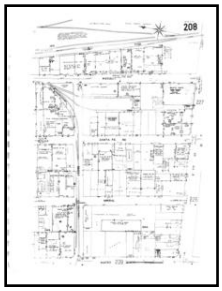

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1967 Source Sheets



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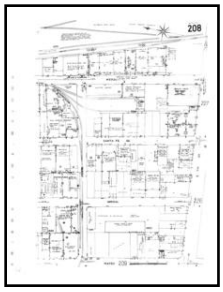

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1960 Source Sheets

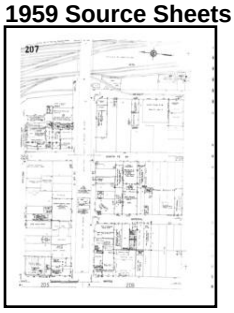


Volume 2, Sheet 207



Volume 2, Sheet 208

1959 Source Sheets



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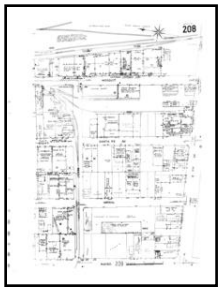

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1954 Source Sheets



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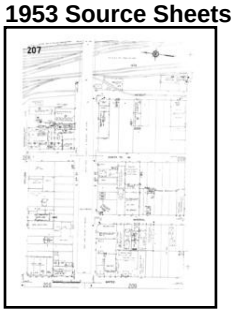
1953 Source Sheets



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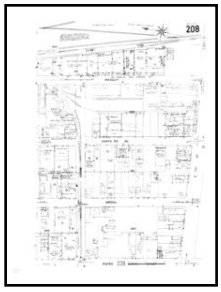

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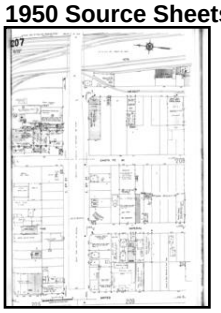
1950 Source Sheets



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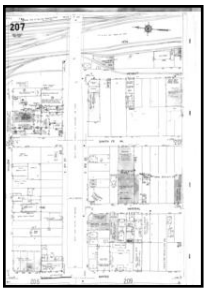

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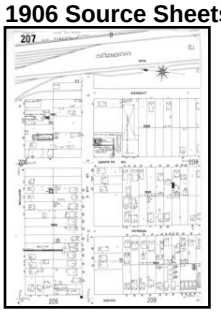
1906 Source Sheets



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1900 Source Sheets

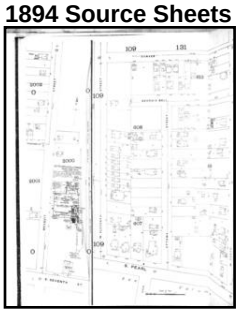


Volume 4, Sheet 264



Volume 4, Sheet 265

1894 Source Sheets



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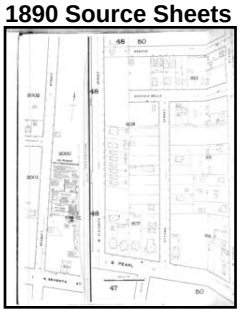
1890 Source Sheets



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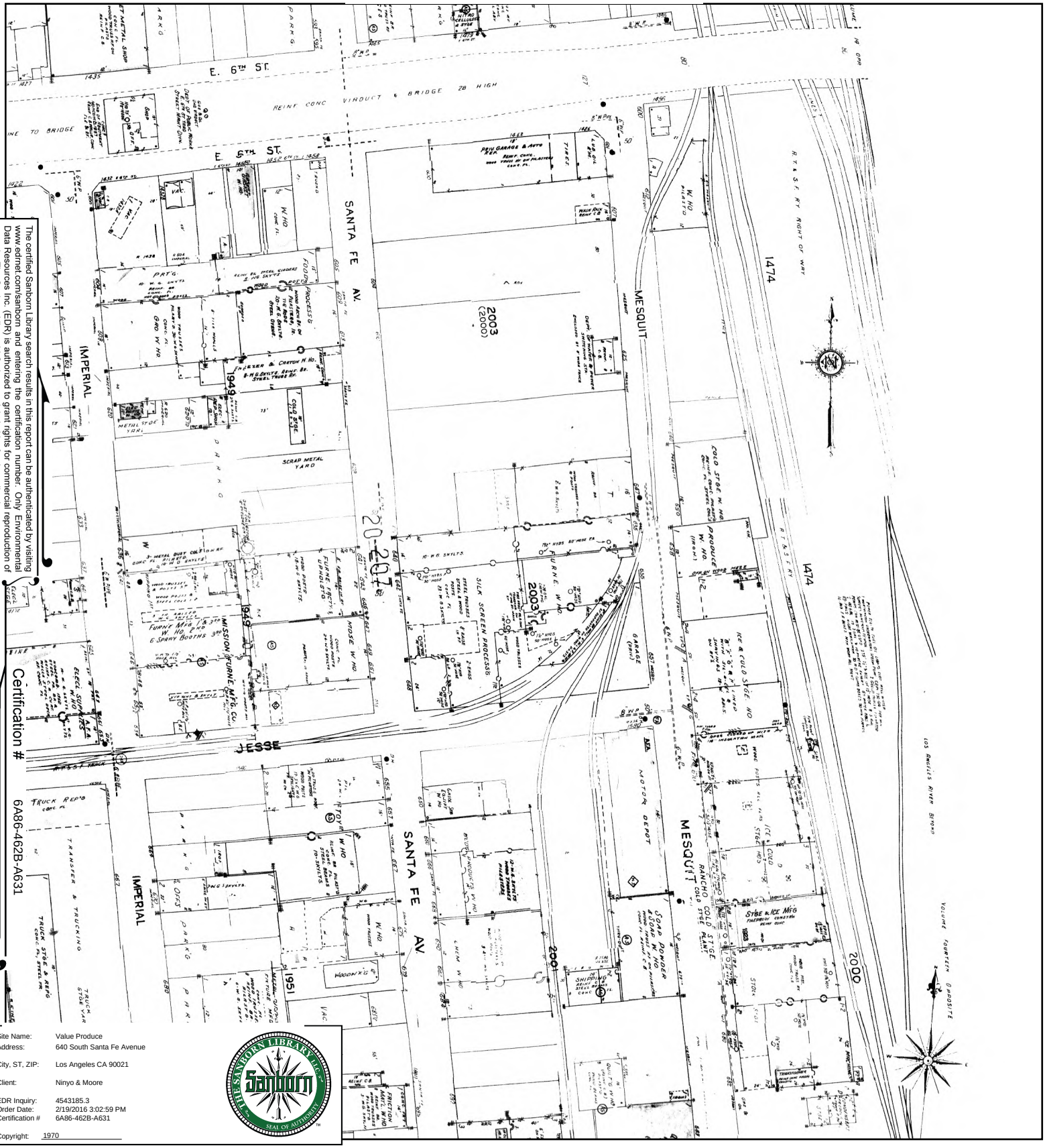

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Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
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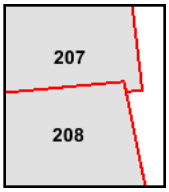

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1967 Certified Sanborn Map



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City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
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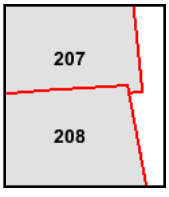
Outlined areas indicate map sheets within the collection.





Volume 2, Sheet 207
Volume 2, Sheet 208

0 Feet 165 330 660

N

1960 Certified Sanborn Map



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Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1960

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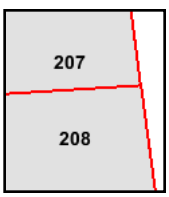

Volume 2, Sheet 207
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0 Feet 165 330 660

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1959 Certified Sanborn Map



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Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1959

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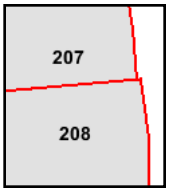

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N

1954 Certified Sanborn Map



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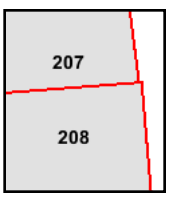
Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1954

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.





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1953 Certified Sanborn Map



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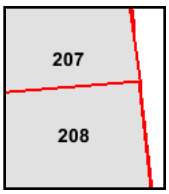
Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1953

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.





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Volume 2, Sheet 208
Volume 2, Sheet 207
Volume 2, Sheet 208

0 Feet 165 330 660

N

1950 Certified Sanborn Map



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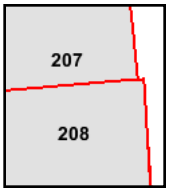
Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1950

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.





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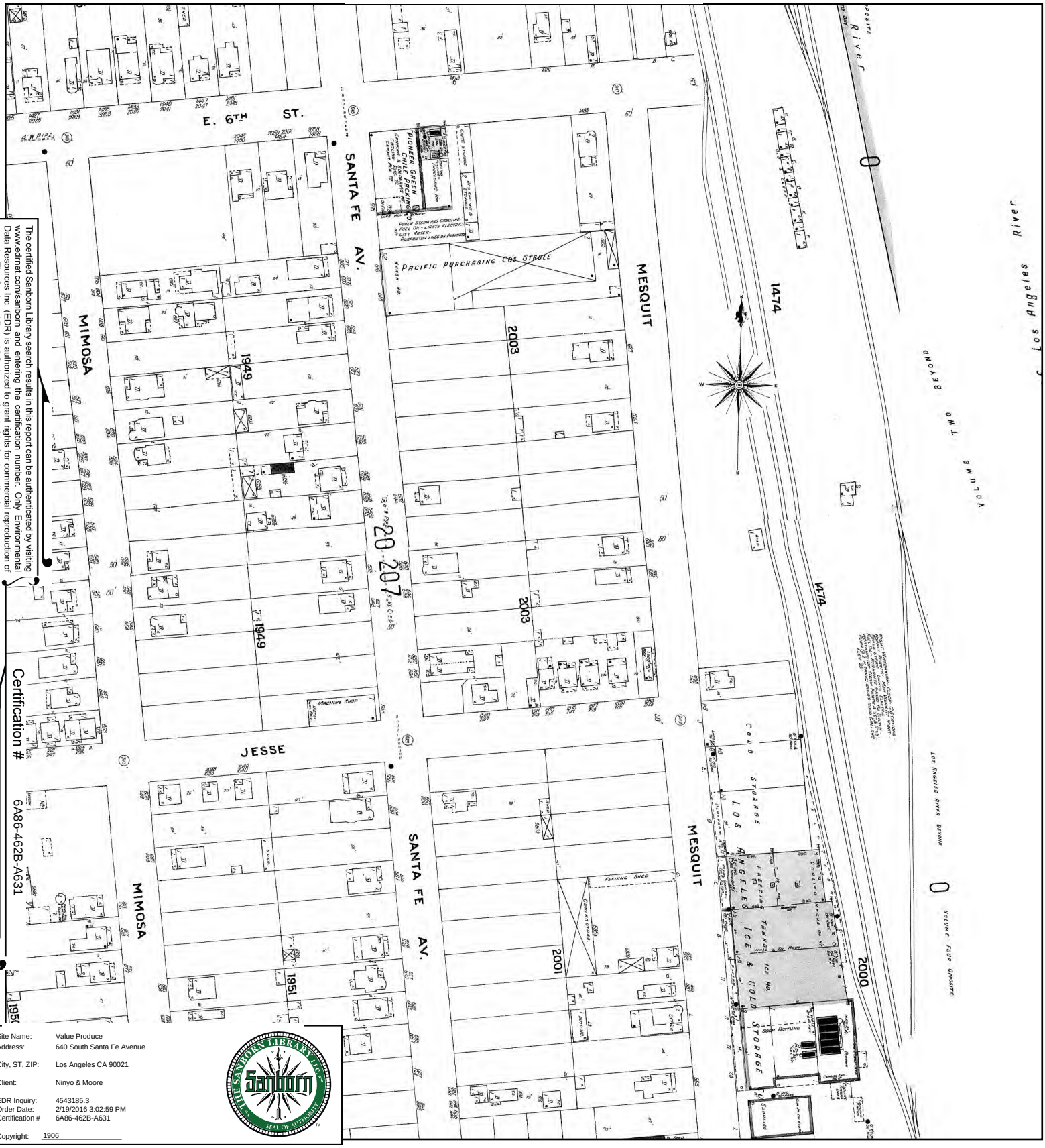
1906 Certified Sanborn Map



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Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1906

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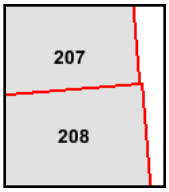
0 Feet 165 330 660





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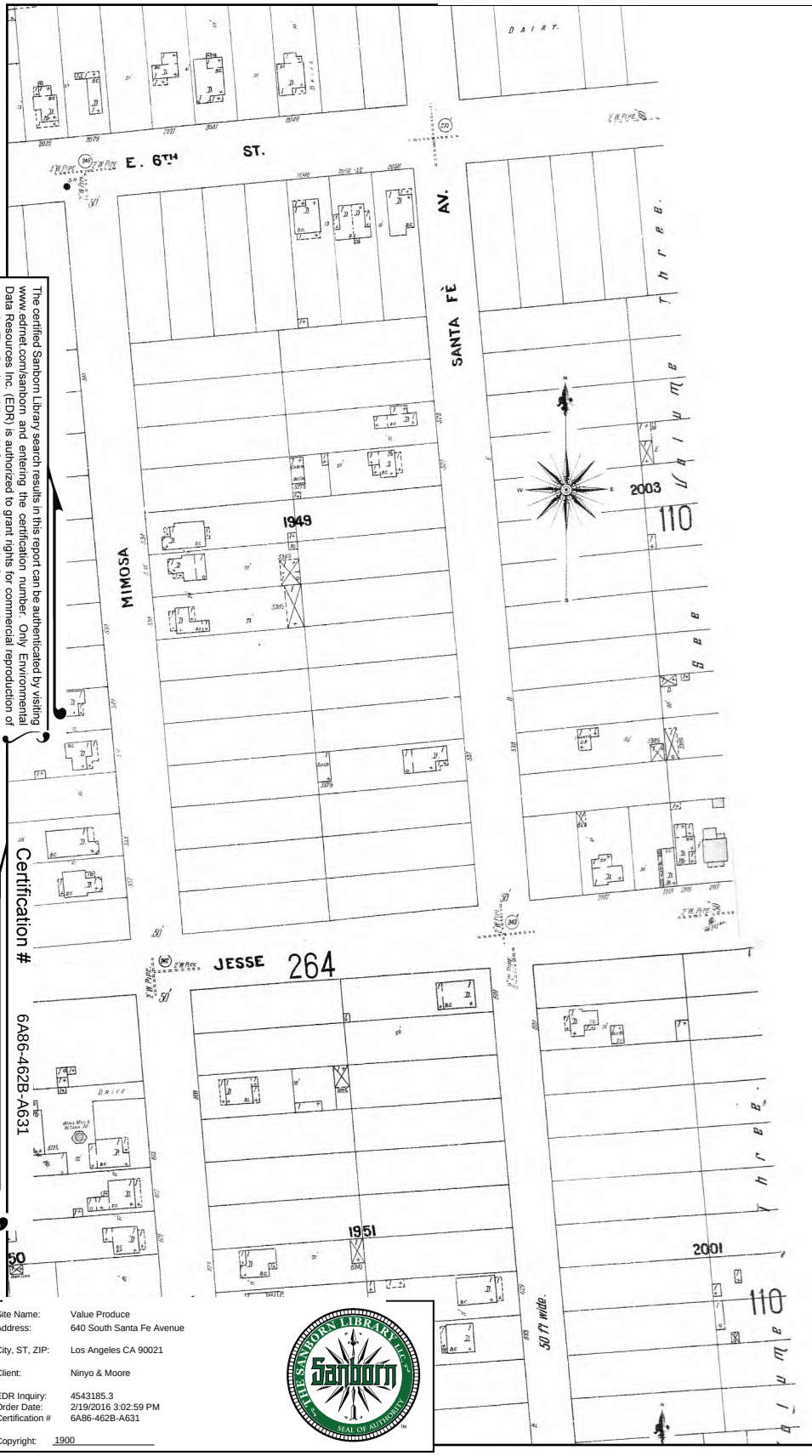
1900 Certified Sanborn Map



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Certification # 6A86-462B-A631

Site Name:	Value Produce
Address:	640 South Santa Fe Avenue
City, ST, ZIP:	Los Angeles CA 90021
Client:	Ninyo & Moore
EDR Inquiry:	4543185.3
Order Date:	2/19/2016 3:02:59 PM
Certification #	6A86-462B-A631
Copyright:	1900

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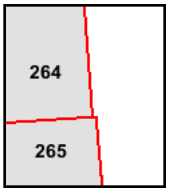

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0 Feet 165 330 660

N

1894 Certified Sanborn Map

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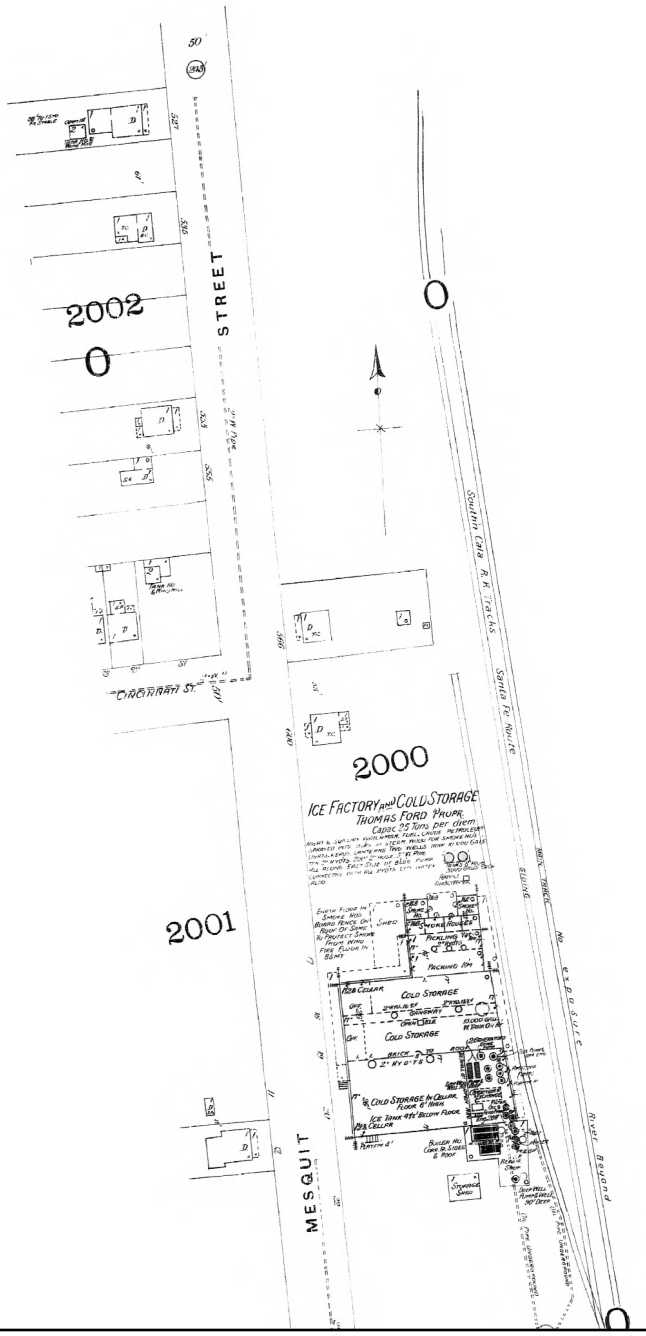
Certification # 6A86-462B-A631



Site Name: Value Produce
Address: 640 South Santa Fe Avenue
City, ST, ZIP: Los Angeles CA 90021
Client: Ninyo & Moore
EDR Inquiry: 4543185.3
Order Date: 2/19/2016 3:02:59 PM
Certification # 6A86-462B-A631
Copyright: 1894

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Sanborn
SEAL OF AUTHENTICITY

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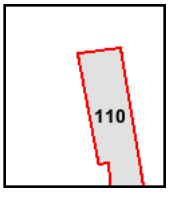

Volume 3, Sheet 110

0 Feet 165 330 660

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1890 Certified Sanborn Map

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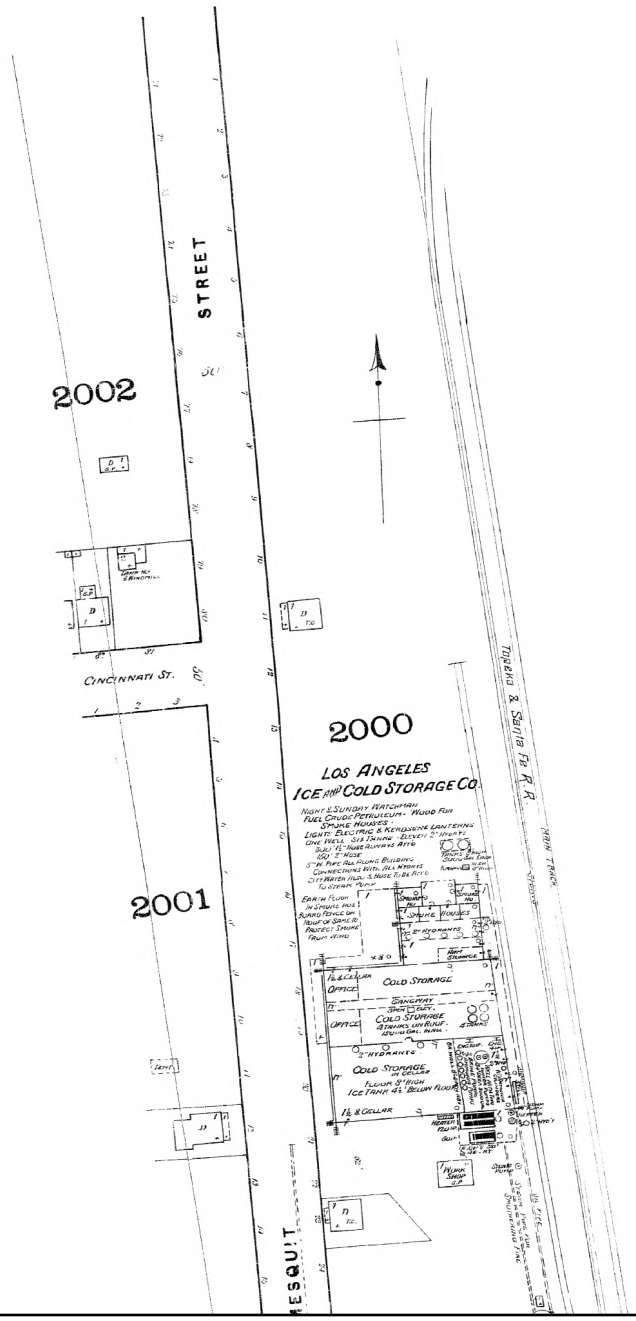
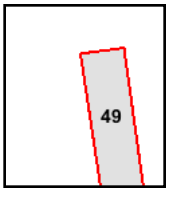
Certification # 6A86-462B-A631



Site Name: Value Produce
Address: 640 South Santa Fe Avenue
City, ST, ZIP: Los Angeles CA 90021
Client: Ninyo & Moore
EDR Inquiry: 4543185.3
Order Date: 2/19/2016 3:02:59 PM
Certification # 6A86-462B-A631
Copyright: 1890

This Certified Sanborn Map combines the following sheets.
Outlined areas indicate map sheets within the collection.





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0 Feet 165 330 660

N

Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Inquiry Number: 4543185.5
February 19, 2016

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1920 through 2013. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 332 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2013	Cole Information Services	X	X	X	-
2008	Cole Information Services	X	X	X	-
2006	Haines Company, Inc	X	X	X	-
2004	Haines Company	-	-	-	-
2003	Haines & Company	-	-	-	-
2001	Haines Company, Inc.	-	-	-	-
2000	Haines & Company	X	X	X	-
1999	Haines Company	-	-	-	-
1996	GTE	-	-	-	-
1995	Pacific Bell	-	X	X	-
1992	PACIFIC BELL WHITE PAGES	-	-	-	-
1991	Pacific Bell	-	-	-	-
1990	Pacific Bell	-	X	X	-
1986	Pacific Bell	-	X	X	-
1985	Pacific Bell	-	-	-	-
1981	Pacific Telephone	-	X	X	-
1980	Pacific Telephone	-	-	-	-
1976	Pacific Telephone	X	X	X	-
1975	Pacific Telephone	-	-	-	-
1972	R. L. Polk & Co.	-	-	-	-
1971	Pacific Telephone	-	X	X	-
1970	Pacific Telephone	-	X	X	-
1969	Pacific Telephone	-	-	-	-
1967	Pacific Telephone	-	X	X	-
1966	Pacific Telephone	-	X	X	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1965	GTE	-	-	-	-
1964	Pacific Telephone	-	-	-	-
1963	Pacific Telephone	-	-	-	-
1962	Pacific Telephone	-	X	X	-
1961	R. L. Polk & Co.	-	-	-	-
1960	Pacific Telephone	-	X	X	-
1958	Pacific Telephone	-	X	X	-
1957	Pacific Telephone	-	X	X	-
1956	Pacific Telephone	-	-	-	-
1955	R. L. Polk & Co.	-	-	-	-
1954	R. L. Polk & Co.	-	-	-	-
1952	Los Angeles Directory Co.	-	-	-	-
1951	Pacific Telephone & Telegraph Co.	-	X	X	-
1950	Pacific Telephone	-	-	-	-
1949	Los Angeles Directory Co.	-	-	-	-
1948	Associated Telephone Company, Ltd.	-	-	-	-
1947	Pacific Directory Co.	-	-	-	-
1946	Southern California Telephone Co	-	-	-	-
1945	R. L. Polk & Co.	-	-	-	-
1944	R. L. Polk & Co.	-	-	-	-
1942	Los Angeles Directory Co.	-	X	X	-
1940	Los Angeles Directory Co.	-	-	-	-
1939	Los Angeles Directory Co.	-	-	-	-
1938	Los Angeles Directory Company Publishers	-	-	-	-
1937	Los Angeles Directory Co.	-	X	X	-
1936	Los Angeles Directory Co.	-	-	-	-
1935	Los Angeles Directory Co.	-	-	-	-
1934	Los Angeles Directory Co.	-	-	-	-
1933	Los Angeles Directory Co.	-	X	X	-
1932	Los Angeles Directory Co.	-	-	-	-
1931	TRIBUNE-NEWS PUBLISHING CO.	-	-	-	-
1930	Los Angeles Directory Co.	-	-	-	-
1929	Los Angeles Directory Co.	-	X	X	-
1928	Los Angeles Directory Co.	-	-	-	-
1927	Los Angeles Directory Co.	-	-	-	-
1926	Los Angeles Directory Co.	-	-	-	-
1925	Los Angeles Directory Co.	-	-	-	-
1924	Los Angeles Directory Co.	-	X	X	-
1923	Los Angeles Directory Co.	-	-	-	-
1921	Los Angeles Directory Co.	-	-	-	-
1920	Los Angeles Directory Co.	-	-	-	-

EXECUTIVE SUMMARY

SELECTED ADDRESSES

The following addresses were selected by the client, for EDR to research. An "X" indicates where information was identified.

Address	*Type*	*Findings*
631 Mesquit Street	Client Entered	

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

640 South Santa Fe Avenue
Los Angeles, CA 90021

FINDINGS DETAIL

Target Property research detail.

S SANTA FE AVE

640 S SANTA FE AVE

Year	*Uses*	*Source*
2013	VALUE PRODUCE COLD STORAGE	Cole Information Services
2008	PACIFIC SUN DISTRIBUTING	Cole Information Services
2006	PACSUN DISTRIBUTING	Haines Company, Inc
1976	Sta Fast Inc Rubber Processing Division	Pacific Telephone

SANTA FE AVE S

640 SANTA FE AVE S

Year	*Uses*	*Source*
2000	PAC SUN DISTRIBUTING	Haines & Company

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

IMPERIAL

640 IMPERIAL

Year	Uses	Source
1976	Wilson Willie	Pacific Telephone

641 IMPERIAL

Year	Uses	Source
1990	METAL PREPARATIONS	Pacific Bell
1981	METAL PREPARATIONS	Pacific Telephone
1967	WIKLE CHAS A contr	Pacific Telephone
	United Natl Corp	Pacific Telephone
	Schulman Elec Co A S	Pacific Telephone
	SCHULMAN A S ELECTRIC CO	Pacific Telephone
	S & W Construction Co	Pacific Telephone
1962	WIKLE CHAS A contr	Pacific Telephone
	United Natl Corp	Pacific Telephone
	Schulman Elec Co A S	Pacific Telephone
	SCHULMAN A S ELECTRIC CO	Pacific Telephone
	S & W Construction Co	Pacific Telephone
1929	WESTERN States Mfg Co C H Harris v pres Mrs Ethel Smith sec grocers specialties	Los Angeles Directory Co.
1924	Gutierrez Jesus lab h	Los Angeles Directory Co.

643 IMPERIAL

Year	Uses	Source
1924	Saragoza Santiago lab h	Los Angeles Directory Co.
	Zubia Fernando lab r	Los Angeles Directory Co.
	Raigosa Juan lab r	Los Angeles Directory Co.

645 IMPERIAL

Year	Uses	Source
1971	SUPREME WHOLESALE ELECTRIC CO	Pacific Telephone
1933	WILSON J G Corp L D Coates mgr bldg materials	Los Angeles Directory Co.

FINDINGS

Year	Uses	Source
1929	WILSON J G Carp L D Coates mgr bldg materials	Los Angeles Directory Co.
1924	GARCIA Chas M foremn h	Los Angeles Directory Co.
	Avarado Santos confr h	Los Angeles Directory Co.

647 IMPERIAL

Year	Uses	Source
1976	Hill Jerry T	Pacific Telephone

649 IMPERIAL

Year	Uses	Source
1933	Millbach H C office	Los Angeles Directory Co.

651 IMPERIAL

Year	Uses	Source
1937	Antrol Laboratories Inc H H Hunsberger pres R F Hunsberger v pres R S Covert sec	Los Angeles Directory Co.
1933	Antrol Laboratories Inc H K Huntsberger pres R F Huntsberger v pres R S Covert sec trees	Los Angeles Directory Co.
1929	Antrol Laboratories Inc H K Huntsberger pres Ralph Huntsberger v pres R S Covert sectreas insecticides	Los Angeles Directory Co.

652 IMPERIAL

Year	Uses	Source
1981	MISSION FURNITURE MANUFACTURING CO	Pacific Telephone
	FURNITURE ACCENTS	Pacific Telephone
1971	Furniture Accents	Pacific Telephone
	Mission Furniture Manufacturing Co	Pacific Telephone
1967	Mission Furniture Manufacturing Co	Pacific Telephone
	Furniture Accents	Pacific Telephone
1962	Mission Furn Mfg Co	Pacific Telephone
1937	NATIONAL Biscuit Co Pacific Agency C W Leebrick sls mgr	Los Angeles Directory Co.
1933	NATIONAL Biscuit Co C D Sage mgr	Los Angeles Directory Co.
1929	PACIFIC COAST BISCUIT CO A J Bale V Pres Manufacturers of Crackers Cakes and Candies	Los Angeles Directory Co.
1924	PACIFIC COAST BISCUIT CO J A Corbett Mgr Manufacturers of Crnckors Cakes and Candies	Los Angeles Directory Co.

FINDINGS

IMPERIAL DR

645 IMPERIAL DR

Year	Uses	Source
1942	WILSON E E whol paint	Los Angeles Directory Co.

IMPERIAL HWY

636 IMPERIAL HWY

Year	Uses	Source
1981	MARSHALL WILILE E	Pacific Telephone

IMPERIAL ST

645 IMPERIAL ST

Year	Uses	Source
1967	SUPREME WHOLESALE ELIECTRIC CO	Pacific Telephone
1962	SUPREME WHOLE SALE ELECTRIC CO	Pacific Telephone

649 IMPERIAL ST

Year	Uses	Source
2000	BENNETT Frank	Haines & Company

651 IMPERIAL ST

Year	Uses	Source
2000	BENNETT Frank	Haines & Company

652 IMPERIAL ST

Year	Uses	Source
1976	Mission Furniture Manufacturing Co	Pacific Telephone
	Furniture Accents	Pacific Telephone
1958	Milk Bone Bakery	Pacific Telephone
	Natl Biscuit Co	Pacific Telephone

661 IMPERIAL ST

Year	Uses	Source
2013	ALTERED GLASS INC	Cole Information Services
2006	LINEARCITYLLC	Haines Company, Inc

FINDINGS

JESSE

1528 JESSE

Year	Uses	Source
1924	Rivera Severe lab h	Los Angeles Directory Co.

1534 JESSE

Year	Uses	Source
1942	Heck Hedwig wid M J restr	Los Angeles Directory Co.
1937	Heck Hedwig restr	Los Angeles Directory Co.
1933	Schimerman Gertrude Mrs restr	Los Angeles Directory Co.

1536 JESSE

Year	Uses	Source
1942	HERNANDEZ Victoria Mrs	Los Angeles Directory Co.
1937	HERNANDEZ Victoria wid John	Los Angeles Directory Co.
1933	Aguilar Alex Jennie lab	Los Angeles Directory Co.
1929	Aguilar Allos Juana lab	Los Angeles Directory Co.

1538 JESSE

Year	Uses	Source
1933	SALAZAR Jos Alberta lab	Los Angeles Directory Co.
	SALAZAR Josephine clk	Los Angeles Directory Co.
1929	Dela Josephine Mrs	Los Angeles Directory Co.

1540 JESSE

Year	Uses	Source
1924	Sevantez Amdo lab h	Los Angeles Directory Co.

1550 JESSE

Year	Uses	Source
1924	Buga E lab h	Los Angeles Directory Co.

1569 JESSE

Year	Uses	Source
1967	SUPERIOR TRUCK CO Johanscns Supperlor Truck Co	Pacific Telephone

1580 JESSE

Year	Uses	Source
1990	FUKUI ABE PRODUCE	Pacific Bell
	CAM DISTRIBUTING INC	Pacific Bell

Year	Uses	Source
1990	SELECT PRODUCE CO	Pacific Bell
1986	APEX WHOLESALE PRODUCE CO	Pacific Bell
1981	APEX WHOLESALE PRODUCTS CO	Pacific Telephone
1971	SUPERIOR TRUCK CO See Johansens Superior Truck Co	Pacific Telephone
	JOHANSENS SUPEROR TRUCK CO	Pacific Telephone
1967	JOHANSENS SUPERIOR TRUCK CO	Pacific Telephone
1962	JOHANSENS SUPERIOR TRUCK CO	Pacific Telephone
	SUPERIOR TRUCK CO See Johansens Superior Truck Co	Pacific Telephone
1958	Cole & Srednick toys & houseware	Pacific Telephone
1942	Independent Freight Linas Inc D J James pres B F Johansen v pres Clifford Harrison sec treas	Los Angeles Directory Co.

JESSE ST

1534 JESSE ST

Year	Uses	Source
1951	Jesse Ottos Cafe	Pacific Telephone & Telegraph Co.

1536 JESSE ST

Year	Uses	Source
1958	Alva Jesus M	Pacific Telephone
1951	Jesse Alva Jesus M r	Pacific Telephone & Telegraph Co.

1580 JESSE ST

Year	Uses	Source
2013	SELECT PRODUCE CO	Cole Information Services
2008	SELECT PRODUCE INC	Cole Information Services
2006	SELECTPRODUCE	Haines Company, Inc
2000	JOHANSEH Bert SELSCT PRODUCE CO	Haines & Company
1976	APEX WHOLESALE PRODOUCE CO	Pacific Telephone
1958	SUPERIOR TRUCK CO	Pacific Telephone
	Stelber Cycle Corp rep	Pacific Telephone
	Planters Nut & Chocolate Co	Pacific Telephone
	Johansen Bert F Superior Truck Co	Pacific Telephone
1951	Jesse Planters Nut & Chocolate Co	Pacific Telephone & Telegraph Co.
	Jesse Superior Truck Co	Pacific Telephone & Telegraph Co.
	Jesse Johansen Bert F Superior Truck Co	Pacific Telephone & Telegraph Co.

FINDINGS

MESQUIT

643 MESQUIT

Year	Uses	Source
1942	De Corse Oil Tool Co Inc G E Cloud mgr	Los Angeles Directory Co.
	De Corse Chas F Rosamond mach	Los Angeles Directory Co.
1933	De Corse Machine & Mfg Co C F De Corse mgr oil well supp	Los Angeles Directory Co.
1929	FORD OIL TOOL MANUFACTURING Co Ernest S Ford Pres J T Dickson V Pres Oil Well Tools	Los Angeles Directory Co.
	DE CORSE MANUFACTURING CO Ernest S Ford Mfrs Oil Well Tools and Suppliesl	Los Angeles Directory Co.
1924	De Corse Mfg Co C F De Corse mgr oil well supplies	Los Angeles Directory Co.
	De Corse Chas F mgr De Corse Mfg Co r	Los Angeles Directory Co.

650 MESQUIT

Year	Uses	Source
1962	SOUTH COAST STORAGE CO INC	Pacific Telephone

653 MESQUIT

Year	Uses	Source
1924	Basques Remedios h	Los Angeles Directory Co.
	Basques Jesus r	Los Angeles Directory Co.

670 MESQUIT

Year	Uses	Source
1990	RANCHO COLD STORAGE	Pacific Bell
	GREATER LA FOOD SALES	Pacific Bell
1986	GLOBAL FROZEN FOODS	Pacific Bell
	KING TUNA CO	Pacific Bell
	MORCO FOODS INC	Pacific Bell
	RANCHO COLD STORAGE	Pacific Bell
1981	EGG & FOOD DISTRIBUTORS	Pacific Telephone
	HEALTH VALLEY DISTRIBUTING CO	Pacific Telephone
	NAKAMURA HARRY Y	Pacific Telephone
	RANCHO COLD STORAGE	Pacific Telephone
1971	Nakamura Harry Y	Pacific Telephone
	RANCHO COLD STORAGE	Pacific Telephone
	Rancho Cold Storage	Pacific Telephone
1967	K Mr Transportation	Pacific Telephone

Year	Uses	Source
1967	Levine Jack Enterprises	Pacific Telephone
	Mr K Transportation	Pacific Telephone
	Nakamura Harry Y	Pacific Telephone
	Rancho Cold Storage	Pacific Telephone
	RANCHO COLD STORAGE	Pacific Telephone
	RANCHO EGG FARMS	Pacific Telephone
	Randys Frozen Meats	Pacific Telephone

S SANTA FE AVE

617 S SANTA FE AVE

Year	Uses	Source
1942	Juarez Lupe Mrs	Los Angeles Directory Co.

623 S SANTA FE AVE

Year	Uses	Source
2006	No Current Listing	Haines Company, Inc

625 S SANTA FE AVE

Year	Uses	Source
1976	Hebrew Natl Kosher Food Inc	Pacific Telephone

638 S SANTA FE AVE

Year	Uses	Source
1986	ZIMMERMAN STUDIO	Pacific Bell
	ARCHIGRAPHICS	Pacific Bell
	ARCHIGRAPHICS NEON SPECIALISTS	Pacific Bell

643 S SANTA FE AVE

Year	Uses	Source
1958	Wescoast Sample Co	Pacific Telephone

645 S SANTA FE AVE

Year	Uses	Source
1967	VAN DYVER WITT FURN MFG CO	Pacific Telephone
1962	VAN DYVER WITT FURN MFG CO	Pacific Telephone
1958	American Sample Co Inc	Pacific Telephone
1942	Steamaster Automatic Boiler Co Inc Isaac Goldberg pres E L Goldberg v pres Richd Davis sec treas	Los Angeles Directory Co.

FINDINGS

647 S SANTA FE AVE

Year	Uses	Source
1942	Safe Safety Pin Corp C P Sakin mgr pin mfrs	Los Angeles Directory Co.

648 S SANTA FE AVE

Year	Uses	Source
1981	ASSOCIATE GLASS CO	Pacific Telephone
	BERKAN CO LTD	Pacific Telephone
	CONTAINER & LABELINQ CO DIV OF EDWARDS INDUSTRIES LTD	Pacific Telephone
	EDWARDS INDUSTRIES LTD	Pacific Telephone
	JAYBEE INDUSTRIES	Pacific Telephone
	TAYLOR MADE ENTERPRISES	Pacific Telephone
1976	Berkan Co Ltd	Pacific Telephone
	Associate Glass Co	Pacific Telephone
	Container & Labeling Co Div Of Edwards Industries Ltd	Pacific Telephone
	Edwards Industries Ltd	Pacific Telephone
1971	Container & Labeling Co Div Of Edwards Industries Ltd	Pacific Telephone
	Cosmetics Of California Div Of Edwards Industries Ltd	Pacific Telephone
	Duke Products Co Div Of Edwards Industries Ltd	Pacific Telephone
	Edwards Industries Ltd	Pacific Telephone
	Golden State Labs Inc Div Of Edwards Industries Ltd	Pacific Telephone
	Stanhope Mfg Co Div Of Edwards Industries Ltd	Pacific Telephone
	Coban Labs Div Of Edwards Industries Ltd	Pacific Telephone
	Berkan Co Ltd	Pacific Telephone
	Associate Glass Co	Pacific Telephone
1967	Stanhope Mfg Co	Pacific Telephone
	Golden State Labs Inc	Pacific Telephone
	Edwards Industries Ltd	Pacific Telephone
	Duke Products Co	Pacific Telephone
	Cuban Labs	Pacific Telephone
	Cosmetics of California	Pacific Telephone
	Container & Labeling Co	Pacific Telephone
1962	Marvin Mfg Co	Pacific Telephone
1958	Marvin Mfg Co See Marvin Electric Mfg Co	Pacific Telephone

FINDINGS

Year	Uses	Source
1942	Kittle Mfg Co JP Meehan mgr	Los Angeles Directory Co.

650 S SANTA FE AVE

Year	Uses	Source
1971	Station Maintenance Inc	Pacific Telephone
1970	STATION MAINTENANCE INC	Pacific Telephone
	STATION MAINTENANCE INC	Pacific Telephone
1967	Station Maintenance Inc	Pacific Telephone
1966	STATION MAINTENANCE INC	Pacific Telephone
1962	Station Maintenance Inc	Pacific Telephone
	STATION MAINTENANCE INC	Pacific Telephone
1960	STATION MAINTENANCE INC	Pacific Telephone
1958	Station Maintenance Inc	Pacific Telephone
1957	STATION MAINTENANCE INC	Pacific Telephone
1937	Berol Edwr pres Independent Contract Carriers	Los Angeles Directory Co.
	Independent Contract Carriers Edw Berol pres	Los Angeles Directory Co.
	SUPERIOR Trucking Co Oliver Johnson mgr	Los Angeles Directory Co.
	URBAN Transportation Co R H Fox pres	Los Angeles Directory Co.

653 S SANTA FE AVE

Year	Uses	Source
1942	POWERS Metal Products Co J P and L J Powers shtmtlwks	Los Angeles Directory Co.

655 S SANTA FE AVE

Year	Uses	Source
2013	HANDINHANDBAGS	Cole Information Services
	V FABRICS INC	Cole Information Services
	MONORENO MUR	Cole Information Services
	MILLAN STYLEE USA INC	Cole Information Services
	IGLESIA DE JESUCRISTO MINISTERIOS MI	Cole Information Services
	PJK INVESTMENT LLC	Cole Information Services
	OCEANUS APPAREL	Cole Information Services
	LE CIEL INC	Cole Information Services
	JOY SIGNATURE LLC	Cole Information Services
2008	SUN MEDICAL UNIFORM	Cole Information Services
	EVEREST TRADING CORP	Cole Information Services

FINDINGS

Year	Uses	Source
2008	FABRIC MANIA INC	Cole Information Services
	STAR LION	Cole Information Services
2006	CARD BANK	Haines Company, Inc
	BNA TEXTILE INC	Haines Company, Inc
	BEAUTESECRET	Haines Company, Inc
	POINTPOOL	Haines Company, Inc
	PJK INVESTMENT	Haines Company, Inc
	MJC TEXTILE	Haines Company, Inc
	LEEJIM	Haines Company, Inc
	K 8D TEXTILE INC	Haines Company, Inc
	JTC 1 NC	Haines Company, Inc
	FABRIC MANIA INC	Haines Company, Inc
	EVERESTTRADING	Haines Company, Inc
	LABELSUPPUER	Haines Company, Inc
	EMJ GROUP INC	Haines Company, Inc
	EMJ GROUP INC	Haines Company, Inc
	ELT TRADING INC	Haines Company, Inc
	CHUNJEE	Haines Company, Inc
	CKUSAINC	Haines Company, Inc
	DREAMTECH JC	Haines Company, Inc
	BUILDING	Haines Company, Inc
	SAMIL KNIT USA INC	Haines Company, Inc
	SUCCESS LAINC	Haines Company, Inc
	TEX KO LAND	Haines Company, Inc
	V FABRICS INC	Haines Company, Inc
1990	FOUNDATION FOR EARLY CHILDHOOD EDUCATION AVENUE 28	Pacific Bell
1986	FOUNDATION FOR EARLY CHILDHOOD EDUCATION	Pacific Bell
1981	FOUNDATION FOR EARLY CHILDFTOOD EDUCATION	Pacific Telephone
1971	Klein Hardware Co Inc	Pacific Telephone
	Lester David & Associates mfrs rep	Pacific Telephone
	PARAGON ELECTRIC CO INC	Pacific Telephone
	Zenith Paper Co	Pacific Telephone
1962	Hearth Aid Co The	Pacific Telephone
	Sperling Sales Co salvage mdse	Pacific Telephone
1958	GROGAN CORP	Pacific Telephone
1957	CASAUS INC GROCS WHSLC	Pacific Telephone

Year	Uses	Source
1942	CHICAGO Pneumatic Tool Co G J Coffey dist mgr	Los Angeles Directory Co.

663 S SANTA FE AVE

Year	Uses	Source
1942	WILLIAMS Chas B driver	Los Angeles Directory Co.
	Tuhey Marie wid Frank	Los Angeles Directory Co.

664 S SANTA FE AVE

Year	Uses	Source
2013	EURO OUTLET	Cole Information Services
2008	HS TRADERS INTERNATIONAL	Cole Information Services
1995	Standard Painting Service	Pacific Bell
1990	HONG INTERNATIONAL INC	Pacific Bell
	HONG INTERNATIONAL INC	Pacific Bell
1986	WEGO TRADING LTD	Pacific Bell
	FIESTA CONCESSION CORP	Pacific Bell
1981	FIESTA CONCESSION CORP	Pacific Telephone

SANTA FE AVE S

625 SANTA FE AVE S

Year	Uses	Source
2000	XXXX	Haines & Company

638 SANTA FE AVE S

Year	Uses	Source
2000	XXXX	Haines & Company

649 SANTA FE AVE S

Year	Uses	Source
2000	XXXX	Haines & Company

650 SANTA FE AVE S

Year	Uses	Source
2000	XXXX	Haines & Company

655 SANTA FE AVE S

Year	Uses	Source
2000	KATHY OF CA INC	Haines & Company
	M C APPAREL SERVICE	Haines & Company

FINDINGS

664 SANTA FE AVE S

Year	*Uses*	*Source*
2000	H S TRADERS	Haines & Company
	HONG INTERNAT	Haines & Company
	HONG INTERNATIONAL	Haines & Company
	JOHANSEN Kathrine	Haines & Company

667 SANTA FE AVE S

Year	*Uses*	*Source*
2000	ELEGANT SILK	Haines & Company
	ELEGANT KIDS	Haines & Company
	S & M INTERNATIONAL CO	Haines & Company

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
640 South Santa Fe Avenue	2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
1528 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1534 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1534 JESSE ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1536 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1536 JESSE ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1538 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1540 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
1550 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
1569 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1580 JESSE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1580 JESSE ST	2013, 2008, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
1580 JESSE ST	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
617 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
623 S SANTA FE AVE	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
625 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
625 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
631 Mesquit Street	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
636 IMPERIAL HWY	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
638 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
638 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
640 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
641 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1986, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
643 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
643 MESQUIT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
643 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
645 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
645 IMPERIAL DR	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
645 IMPERIAL ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

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Address Researched	Address Not Identified in Research Source
645 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
647 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
647 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
648 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
649 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
649 IMPERIAL ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
649 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
650 MESQUIT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
650 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1969, 1965, 1964, 1963, 1961, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
650 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
651 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
651 IMPERIAL ST	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
652 IMPERIAL	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1936, 1935, 1934, 1932, 1931, 1930, 1928, 1927, 1926, 1925, 1923, 1921, 1920
652 IMPERIAL ST	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
653 MESQUIT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1923, 1921, 1920
653 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
655 S SANTA FE AVE	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1961, 1960, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
655 S SANTA FE AVE	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
655 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
661 IMPERIAL ST	2013, 2008, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
661 IMPERIAL ST	2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
663 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

FINDINGS

Address Researched	Address Not Identified in Research Source
664 S SANTA FE AVE	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
664 S SANTA FE AVE	2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
664 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
667 SANTA FE AVE S	2013, 2008, 2006, 2004, 2003, 2001, 1999, 1996, 1995, 1992, 1991, 1990, 1986, 1985, 1981, 1980, 1976, 1975, 1972, 1971, 1970, 1969, 1967, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920
670 MESQUIT	2013, 2008, 2006, 2004, 2003, 2001, 2000, 1999, 1996, 1995, 1992, 1991, 1985, 1980, 1976, 1975, 1972, 1970, 1969, 1966, 1965, 1964, 1963, 1962, 1961, 1960, 1958, 1957, 1956, 1955, 1954, 1952, 1951, 1950, 1949, 1948, 1947, 1946, 1945, 1944, 1942, 1940, 1939, 1938, 1937, 1936, 1935, 1934, 1933, 1932, 1931, 1930, 1929, 1928, 1927, 1926, 1925, 1924, 1923, 1921, 1920

Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Inquiry Number: 4543185.4
February 19, 2016

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

02/19/16

Site Name:
Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021
EDR Inquiry # 4543185.4

Client Name:
Ninyo & Moore
475 Goddard
Irvine, CA 92618
Contact: Patrick Cullip

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Ninyo & Moore were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

Site Name: Value Produce
Address: 640 South Santa Fe Avenue
City,State,Zip: Los Angeles, CA 90021
P.O.# 209625001
Project: Value Produce

Coordinates:

Latitude:	34.036872 34° 2' 13" North
Longitude:	-118.229783 -118° 13' 47" West
UTM Zone:	Zone 11 North
UTM X Meters:	386478.02
UTM Y Meters:	3766926.26
Elevation:	247.93' above sea level

Maps Provided:

2012	1896
1994	1894
1981	
1972	
1966	
1953	
1928	
1900	

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Topo Sheet Thumbnails

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets



Hollywood
2012
7.5-minute, 24000



Los Angeles
2012
7.5-minute, 24000

1994 Source Sheets



Los Angeles
1994
7.5-minute, 24000
Photo Revised 1981
Aerial Photo Revised 1978

1981 Source Sheets



Hollywood
1981
7.5-minute, 24000
Photo Revised 1981
Aerial Photo Revised 1978



Los Angeles
1981
7.5-minute, 24000
Photo Revised 1981
Aerial Photo Revised 1978

1972 Source Sheets



Los Angeles
1972
7.5-minute, 24000
Photo Revised 1972
Aerial Photo Revised 1972



Hollywood
1972
7.5-minute, 24000
Photo Revised 1972
Aerial Photo Revised 1972

Topo Sheet Thumbnails

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1966 Source Sheets



Hollywood
1966
7.5-minute, 24000
Aerial Photo Revised 1964



Los Angeles
1966
7.5-minute, 24000
Aerial Photo Revised 1964

1953 Source Sheets



Hollywood
1953
7.5-minute, 24000
Aerial Photo Revised 1952



Los Angeles
1953
7.5-minute, 24000
Aerial Photo Revised 1952

1928 Source Sheets

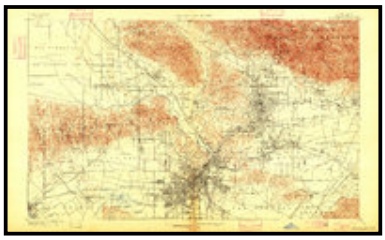


Los Angeles
1928
7.5-minute, 24000

1900 Source Sheets



Pasadena
1900
15-minute, 62500



Los Angeles
1900
15-minute, 62500

Topo Sheet Thumbnails

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1896 Source Sheets



Santa Monica
1896
15-minute, 62500



Pasadena
1896
15-minute, 62500

1894 Source Sheets



Los Angeles
1894
15-minute, 62500

Historical Topo Map

2012



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 2012, 7.5-minute

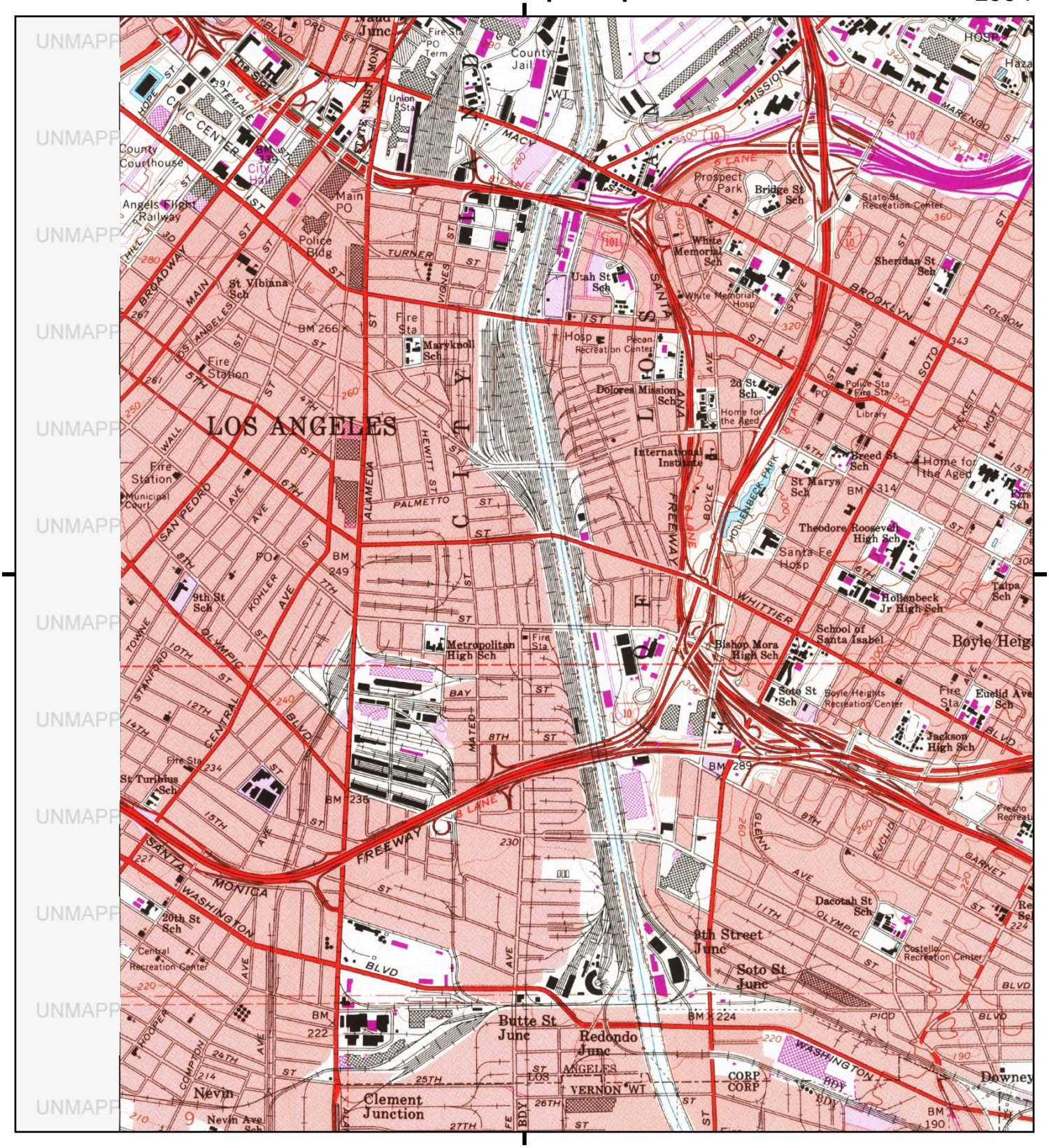
W, Hollywood, 2012, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1994



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

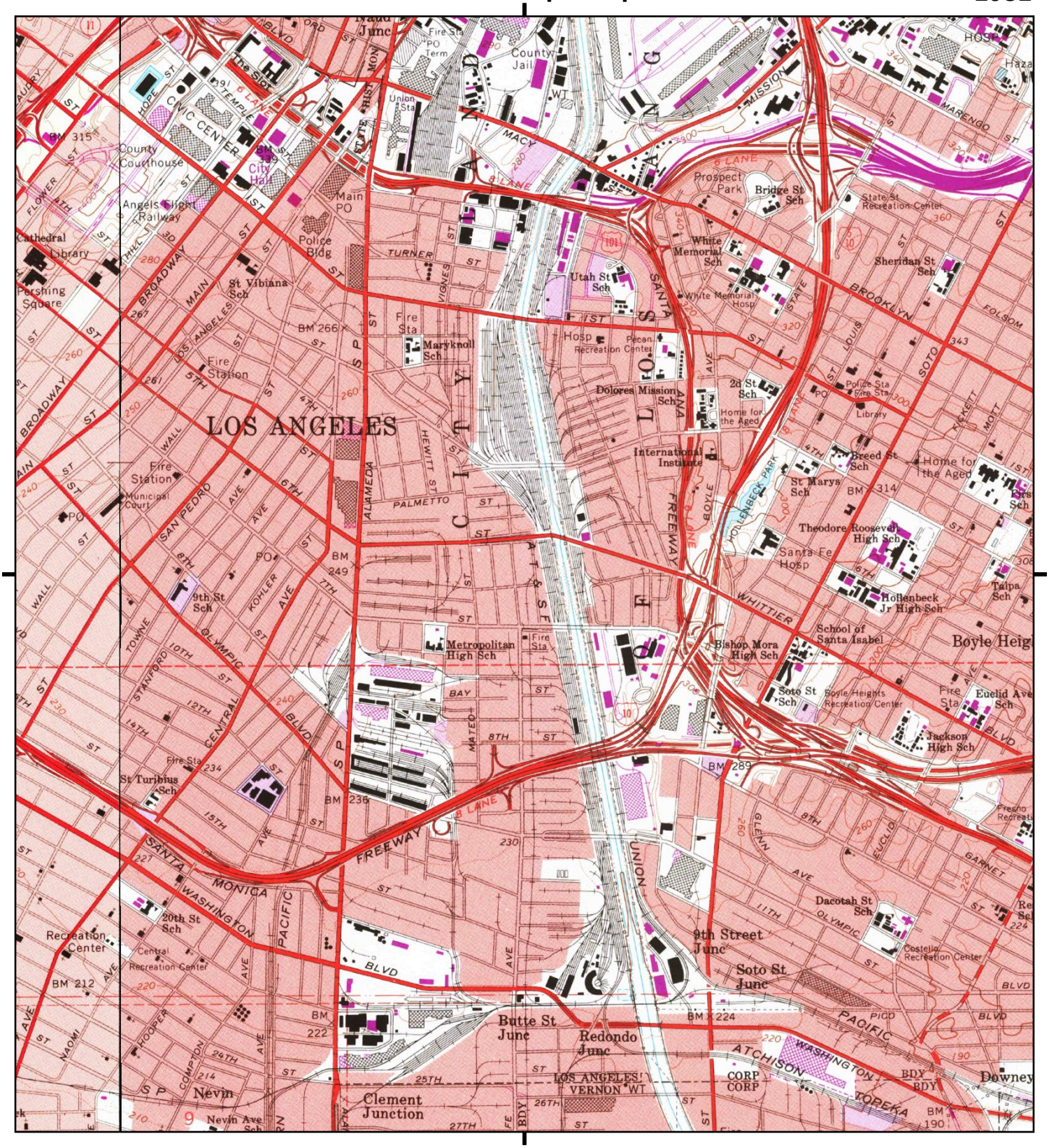
TP, Los Angeles, 1994, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1981



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1981, 7.5-minute

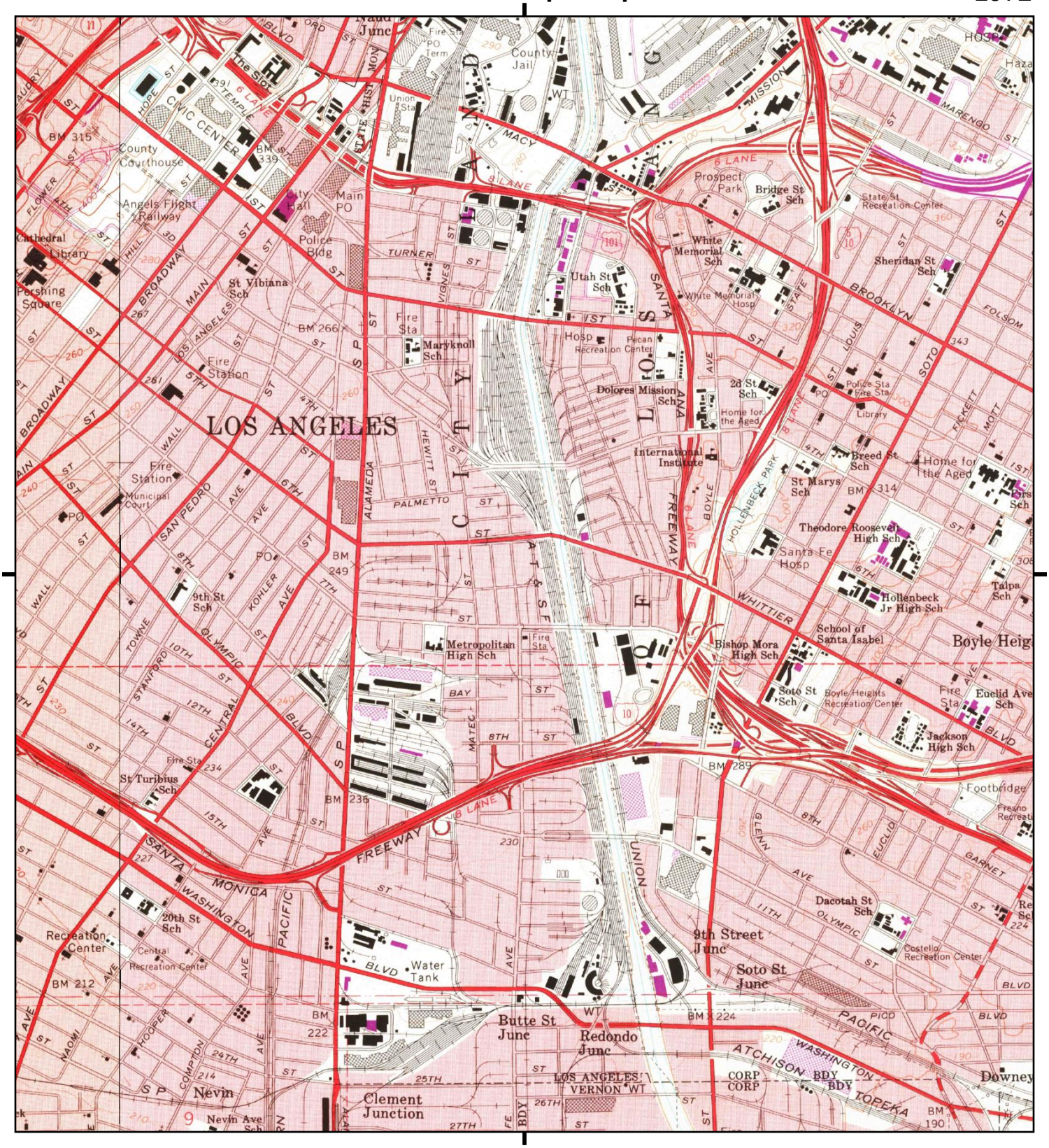
W, Hollywood, 1981, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1972



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1972, 7.5-minute

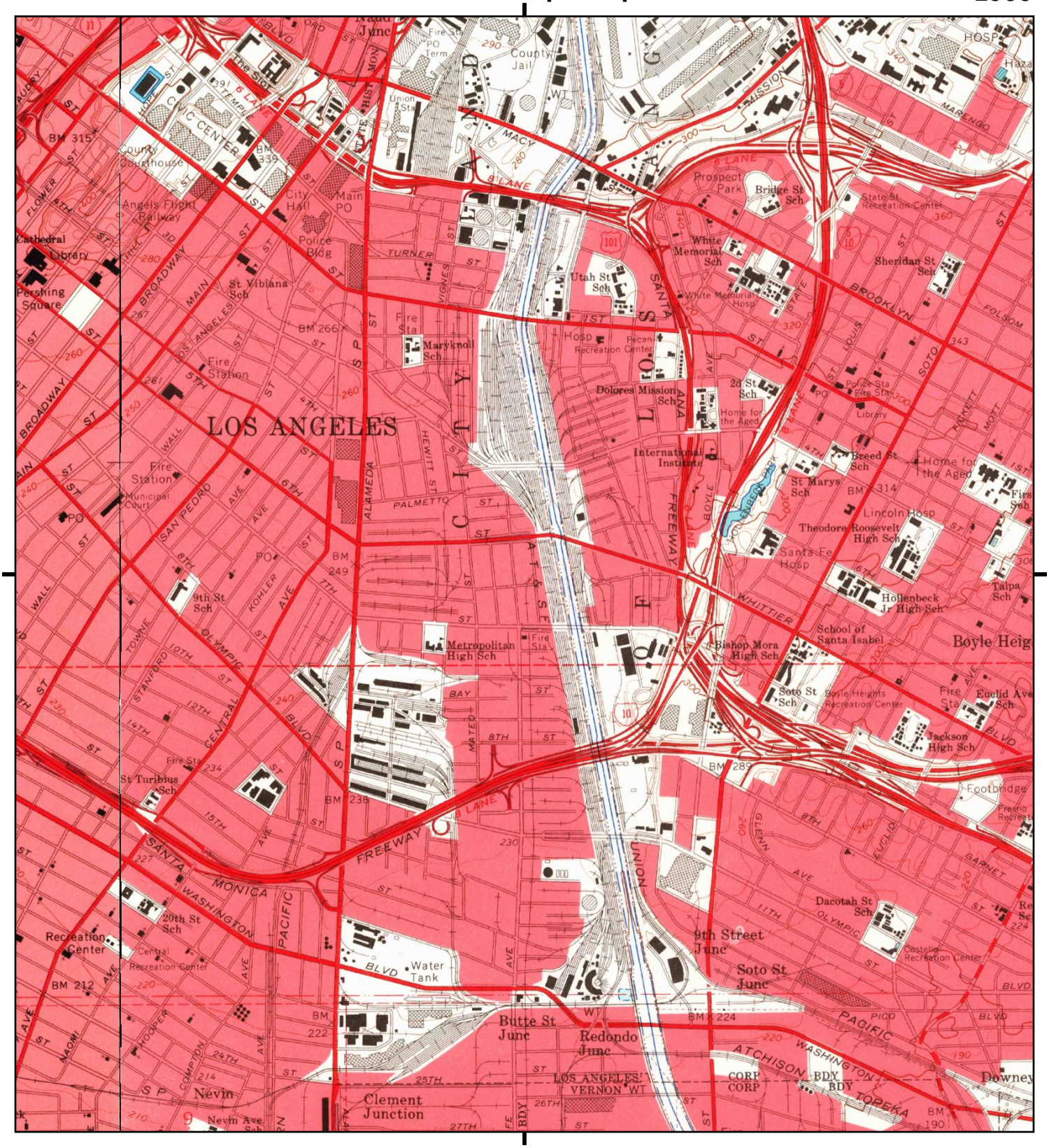
W, Hollywood, 1972, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1966



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1966, 7.5-minute

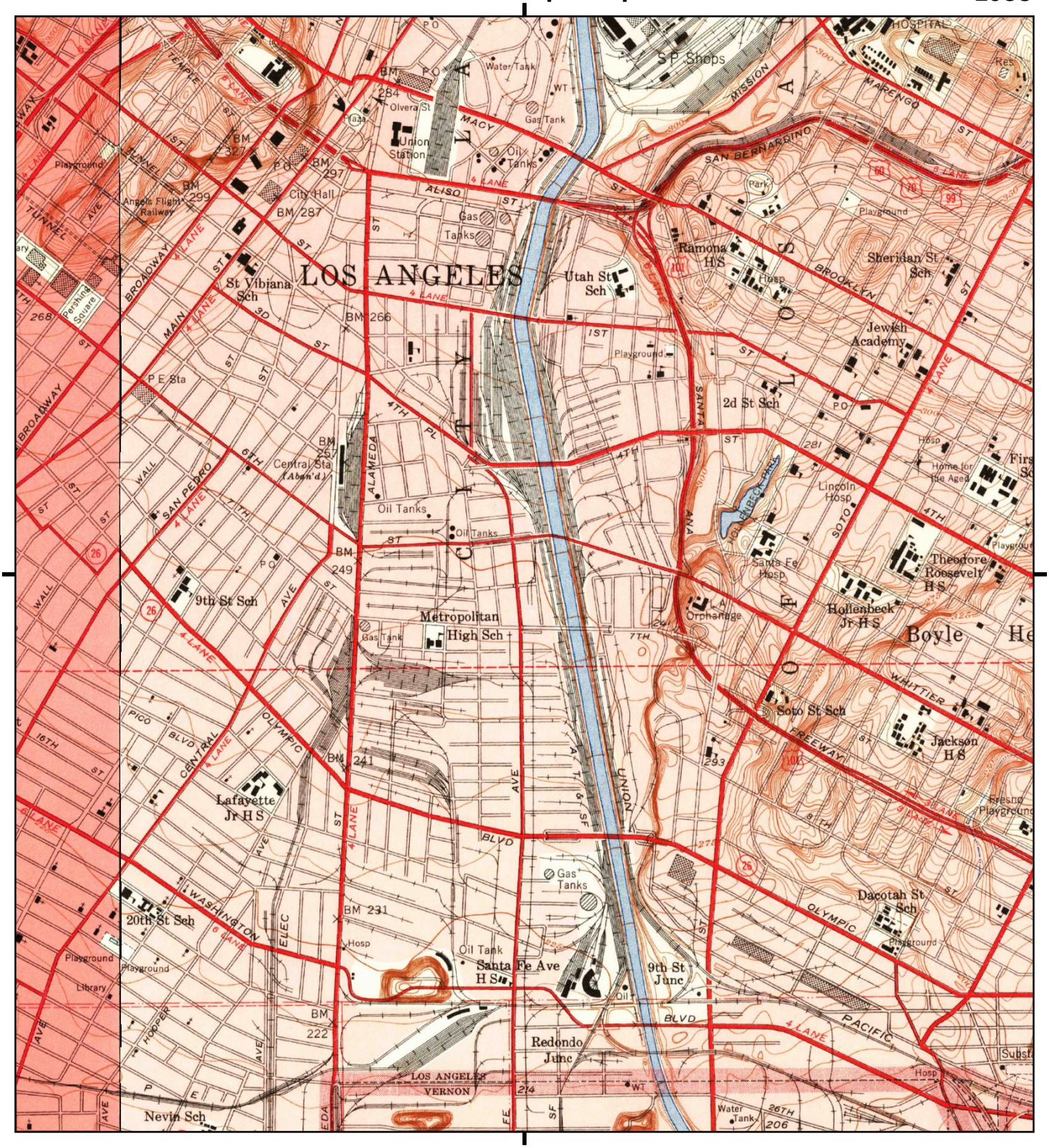
W, Hollywood, 1966, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1953



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1953, 7.5-minute

W, Hollywood, 1953, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1928



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

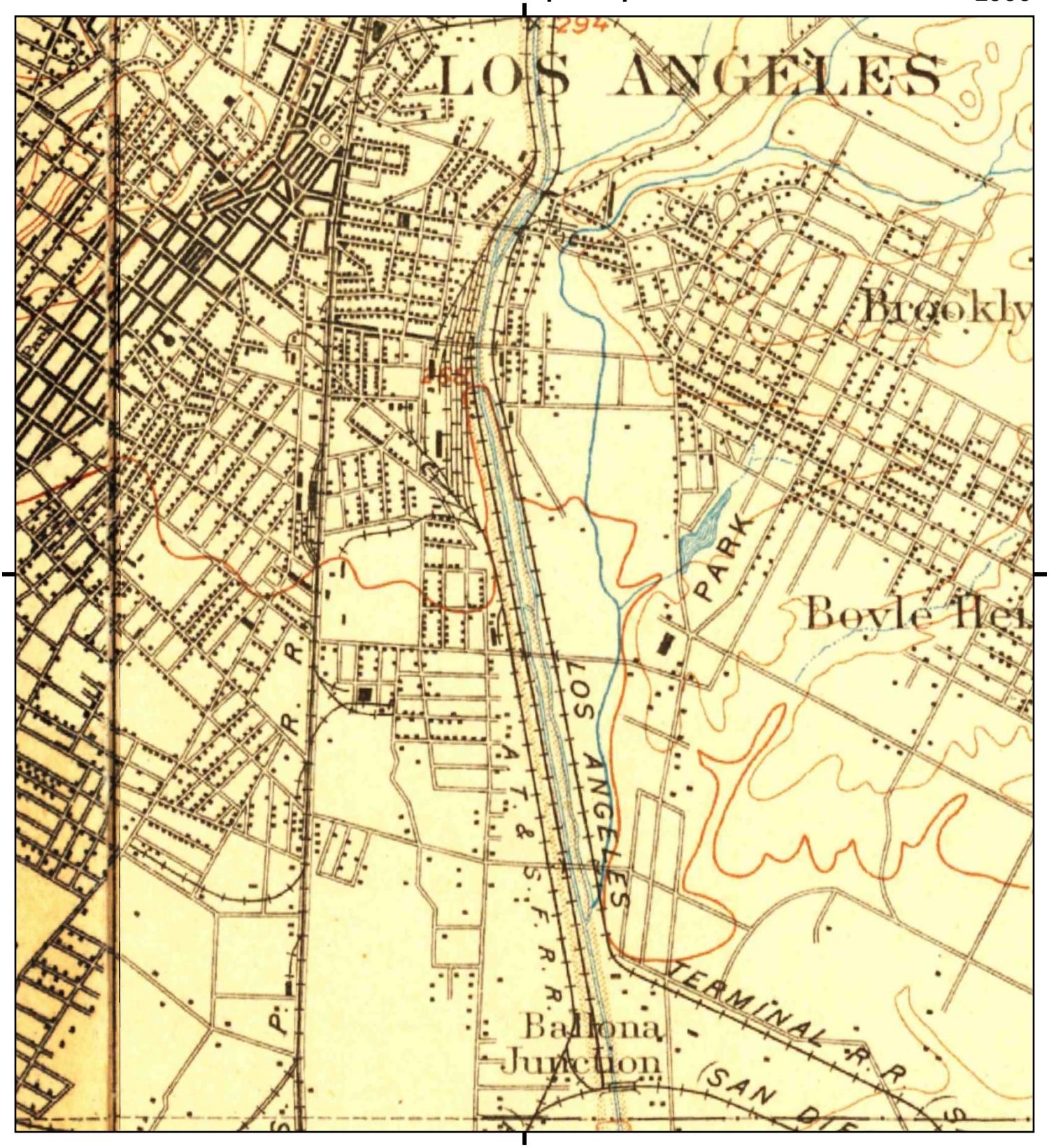
TP, Los Angeles, 1928, 7.5-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1900



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Pasadena, 1900, 15-minute

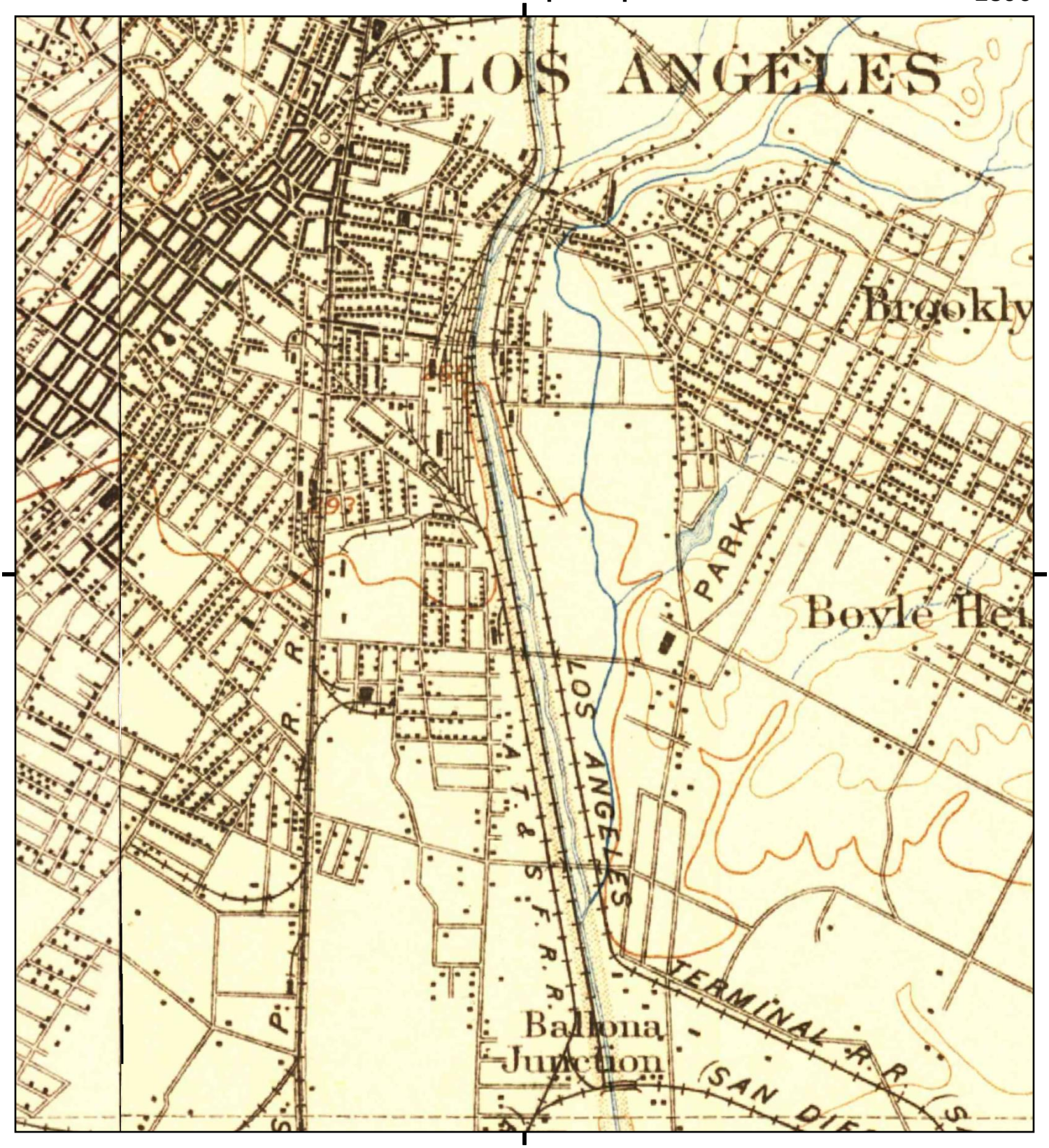
TP, Los Angeles, 1900, 15-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1896



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Pasadena, 1896, 15-minute

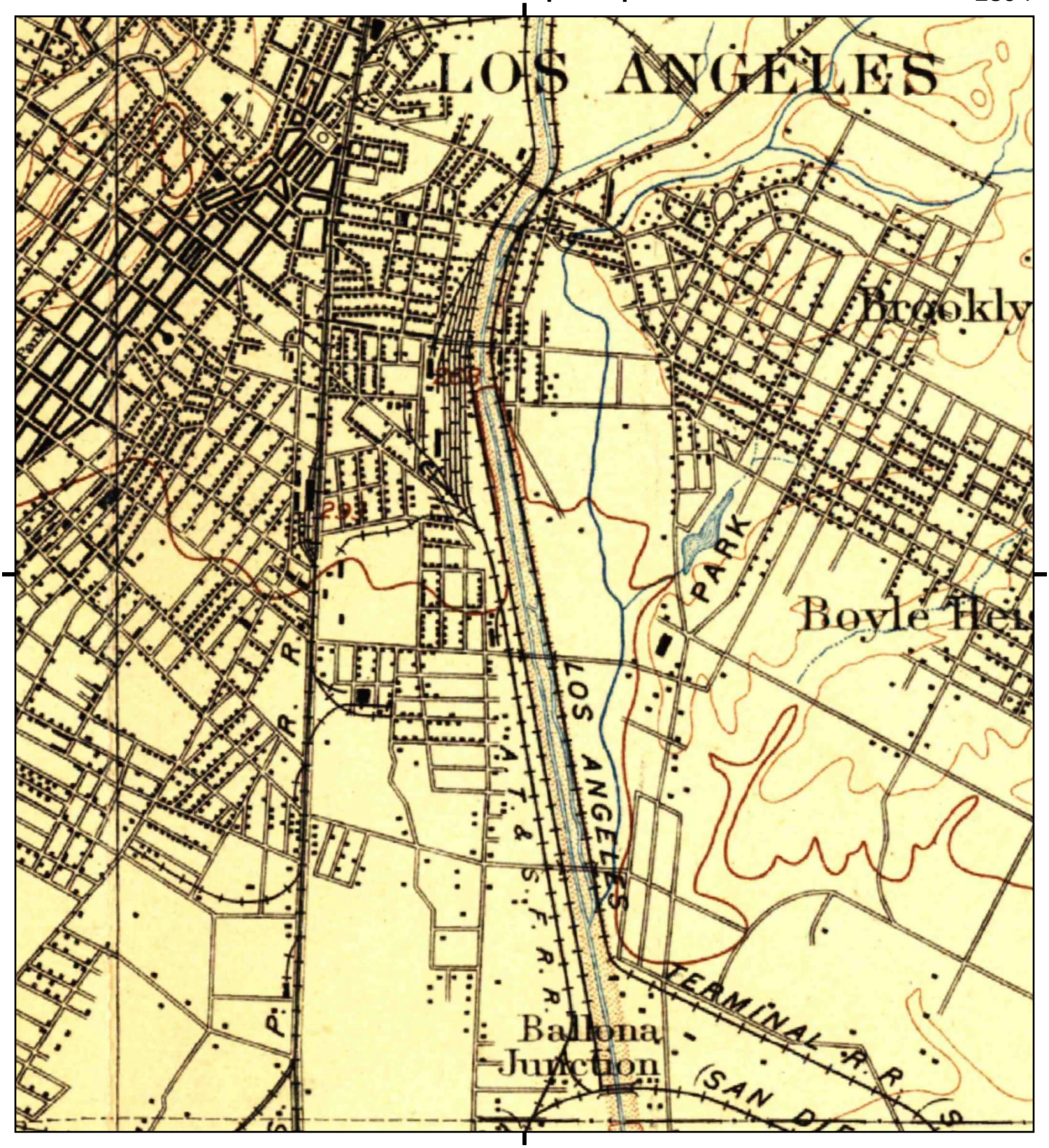
NW, Santa Monica, 1896, 15-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Historical Topo Map

1894



This report includes information from the following map sheet(s).

Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Los Angeles, 1894, 15-minute

SITE NAME: Value Produce
ADDRESS: 640 South Santa Fe Avenue
Los Angeles, CA 90021
CLIENT: Ninyo & Moore

N

Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Inquiry Number: 4543185.11
February 23, 2016

EDR Environmental Lien and AUL Search

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

EDR Environmental Lien and AUL Search

The EDR Environmental Lien and AUL Search Report provides results from a search of available current land title records for environmental cleanup liens and other activity and use limitations, such as engineering controls and institutional controls.

A network of professional, trained researchers, following established procedures, uses client supplied address information to:

- search for parcel information and/or legal description;
- search for ownership information;
- research official land title documents recorded at jurisdictional agencies such as recorders' offices, registries of deeds, county clerks' offices, etc.;
- access a copy of the deed;
- search for environmental encumbering instrument(s) associated with the deed;
- provide a copy of any environmental encumbrance(s) based upon a review of key words in the instrument(s) (title, parties involved, and description); and
- provide a copy of the deed or cite documents reviewed.

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EDR Environmental Lien and AUL Search

TARGET PROPERTY INFORMATION

ADDRESS

640 South Santa Fe Avenue
Value Produce
Los Angeles, CA 90021

RESEARCH SOURCE

Source 1:

LA Recorder
Los Angeles, CA

PROPERTY INFORMATION

Deed 1:

Type of Deed:	deed
Title is vested in:	Value Produce
Title received from:	Irving Goodman Trustee
Deed Dated	1/6/1997
Deed Recorded:	1/15/1997
Book:	NA
Page:	na
Volume:	na
Instrument:	na
Docket:	NA
Land Record Comments:	apn chg
Miscellaneous Comments:	
Legal Description:	See Exhibit
Legal Current Owner:	Value Produce
Parcel # / Property Identifier:	5164-015-022
Comments:	See Exhibit

ENVIRONMENTAL LIEN

Environmental Lien: Found ☐ Not Found ☒

OTHER ACTIVITY AND USE LIMITATIONS (AULs)

AULs: Found ☐ Not Found ☒

Deed Exhibit 1

97 73147

5096386-39

RECORDING REQUESTED BY

Recorded Continental Lawyers Title Co.

AND WHEN RECORDED MAIL TO

VALUE PRODUCE
ATTN: JESSE MARTIN
19878 LORENCITA DRIVE
COVINA, CALIFORNIA 91724

RECORDED/FILED IN OFFICIAL RECORDS
RECORDER'S OFFICE
LOS ANGELES COUNTY
CALIFORNIA
10:01 AM JAN 15 1997

MAIL TAX STATEMENTS TO

SAME AS ABOVE

FEE $22 U
6

INDIVIDUAL GRANT DEED

TRANSFER TAX
NOT A PUBLIC RECORD

THE UNDERSIGNED GRANTORS DECLARE(S):
DOCUMENTARY TRANSFER TAX IS NOT OF PUBLIC RECORD
( ) COMPUTED ON FULL VALUE OF PROPERTY CONVEYED, OR
( ) COMPUTED ON FULL VALUE LESS VALUE OF LIENS AND ENCUMBRANCES REMAINING AT TIME OF SALE.
( ) UNINCORPORATED AREA: ( ) CITY OF _____, AND

5164-15-2

FOR VALUABLE CONSIDERATION, RECEIPT OF WHICH IS HEREBY ACKNOWLEDGED,

IRVING GOODMAN, AS TRUSTEE AND SUCCESSOR TRUSTEE OF THE IRVING AND FLORENCE GOODMAN 1986 FAMILY TRUST, U/A FEBRUARY 20, 1986 AND IRVING GOODMAN

HEREBY GRANT(S) TO:

VALUE PRODUCE, A CALIFORNIA CORPORATION

THE FOLLOWING DESCRIBED REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA:

SEE LEGAL DESCRIPTION IN EXHIBIT "A" ATTACHED HERETO AND FORMING A PART HEREOF BY THIS REFERENCE.

ASSESSOR'S PARCEL NO. 5164-15-2, 5164-15-3, 5164-15-4, 5164-15-16, 5164-15-18, 5164-15-19 AND 5164-15-20,

PAGE ONE, CONTINUED ON PAGE TWO

Mail Tax Statements to Return Address Above

DATED: JANUARY 6, 1997

Irving Goodman

IRVING GOODMAN, AS TRUSTEE AND SUCCESSOR TRUSTEE OF THE IRVING AND FLORENCE GOODMAN 1986 FAMILY TRUST, U/A FEBRUARY 20, 1986

Irving Goodman

IRVING GOODMAN

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

ON January 6, 1997, BEFORE ME THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR SAID STATE, PERSONALLY APPEARED Irving Goodman, PERSONALLY KNOWN TO ME OR PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON WHOSE NAME IS SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE EXECUTED THE SAME IN HIS AUTHORIZED CAPACITY, AND THAT BY HIS SIGNATURE ON THE INSTRUMENT THE PERSON OR THE ENTITY UPON BEHALF OF WHICH THE PERSON ACTED, EXECUTED THE INSTRUMENT.

WITNESS MY HAND AND OFFICIAL SEAL.

Esther Friedberg

ESTHER FRIEDBERG

ESTHER FRIEDBERG
COMM 1019631
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Comm Expires May 20 1998

(THIS SPACE FOR NOTARY SEAL)

ESTHER FRIEDBERG
COMM 1019531
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Comm Expires May 20 1998

97 73147

PARCEL 1:

LOT A OF TRACT NO. 8772, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 159, PAGE(S) 21 AND 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

LOTS 97, 98, 113 AND 114 OF THE GOODWIN TRACT, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE(S) 42 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3:

THAT CERTAIN PARCEL OF LAND SITUATE IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING A PORTION OF LOT 93 OF THE GOODWIN TRACT, AS PER MAP RECORDED IN BOOK 11, PAGE 42, MISCELLANEOUS RECORDS OF MAPS, OF SAID COUNTY, AND A PORTION OF THE UNNUMBERED LOT IN THE WINGERTER TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 52 OF SAID MISCELLANEOUS RECORDS, LYING NORTHERLY OF LOT 261 OF SAID WINGERTER TRACT, AND LYING SOUTHERLY OF LOT 94 OF SAID GOODWIN TRACT, SAID PARCEL OF LAND BEING DESCRIBED AS FOLLOWS:

EXHIBIT "A"

97 73147

4

BEGINNING AT A POINT ON THE NORTH LINE OF SAID LOT 93, DISTANT WESTERLY 49.48 FEET FORM THE NORTHEAST CORNER THEREOF, SAID POINT BEING THE SOUTHEASTERLY CORNER OF THAT CERTAIN STRIP OF LAND DESCRIBED AS PARCEL NO. 1 IN DEED DATED DECEMBER 28, 1928, RECORDED IN BOOK 7386, PAGE 165, OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHWESTERLY ALONG THE ARC OF A CURVE OF 345 FEET RADIUS CONCAVE NORTHWESTERLY 58.09 FEET TO A POINT ON THE SOUTH LINE OF SAID UNNUMBERED LOT DISTANT WESTERLY 91.76 FEET FROM THE SOUTHEAST CORNER THEREOF; THENCE WESTERLY ALONG SAID SOUTH LINE OF THE UNNUMBERED LOT, BEING ALSO THE NORTH LINE OF SAID LOT 261 OF SAID WINGERTER TRACT 27.62 FEET TO AN INTERSECTION WITH THE SOUTHEASTERLY LINE OF PARCEL NO. 2 OF SAID RECORDED DEED; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF SAID PARCEL NO. 2 ALONG THE ARC OF A CURVE OF 254.53 FEET RADIUS CONCAVE NORTHWESTERLY 62.89 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 93, BEING THE MOST EASTERLY CORNER OF SAID PARCEL NO. 2; THENCE EASTERLY ALONG SAID NORTH LINE 21.33 FEET TO THE POINT OF BEGINNING.

EXCEPT THAT PORTION WITHIN THE LINES OF TRACT NO. 8772, AS PER MAP RECORDED IN BOOK 159, PAGES 21 AND 22 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 4:

AN IRREGULAR SHAPED PARCEL OF LAND IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, BEING PORTIONS OF LOTS 93 AND 94 OF THE GOODWIN TRACT, AS PER MAP RECORDED IN BOOK 11, PAGE 42 OF MISCELLANEOUS RECORDS, OF SAID COUNTY, AND PORTIONS OF AN UNNUMBERED LOT OF THE WINGERTER TRACT AND OF LOT 261 OF THE WINGERTER TRACT, AS PER MAP THEREOF RECORDED IN BOOK 15, PAGE 52 OF SAID MISCELLANEOUS RECORDS, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 261, BEING THE NORTHWEST CORNER OF JESSE STREET AND MESQUITE STREET, AS SAID STREETS ARE SHOWN ON MAP OF SAID WINGERTER TRACT; THENCE NORTHERLY ALONG THE WESTERLY LINE OF MESQUITE STREET, 111.50 FEET TO A POINT IN THE EASTERLY LINE OF SAID LOT 94; THENCE WESTERLY AT RIGHT ANGLES 3.61 FEET TO A POINT IN A LINE, THE NORTHEASTERLY PROLONGATION OF SAID LINE MAKING A SOUTHWESTERLY ANGLE OF 28° 40' WITH SAID WESTERLY LINE OF MESQUITE STREET; THENCE SOUTHWESTERLY ALONG SAID LINE 54.00 FEET TO A POINT IN THE ARC OF A CURVE CONCAVE SOUTHEASTERLY AND HAVING A RADIUS OF 318.96 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE, TANGENT TO LAST COURSE, A DISTANCE OF 69.20 FEET TO A POINT IN THE SOUTHERLY LINE OF SAID LOT 261, SAID SOUTHERLY LINE BEING THE NORTHERLY LINE OF JESSE STREET; THENCE EASTERLY ALONG SAID NORTHERLY LINE 55.97 FEET TO THE POINT OF BEGINNING.

EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON AND MINERAL SUBSTANCES LYING NOT LESS THAN 100 FEET BELOW THE SURFACE OF SAID LAND, WITHOUT THE RIGHT TO GO UPON THE SURFACE OF SAID LAND FOR THE PURPOSE OF EXTRACTING SAID OIL, GAS OR OTHER HYDROCARBON AND MINERAL SUBSTANCES, NOR FOR ANY PURPOSE IN CONNECTION THEREWITH, BUT WITH THE RIGHT TO EXTRACT AND REMOVE SAID OIL, GAS AND OTHER HYDROCARBON AND MINERAL SUBSTANCES BY MEANS OF SLANT-DRILLED WELLS LOCATED ON ADJACENT OR NEARBY LAND, OR BY ANY OTHER MEANS WHICH SHALL NOT REQUIRE ENTRY UPON THE SURFACE OF SAID LAND, AS RESERVED IN DEED FROM SANTA FE LAND IMPROVEMENT COMPANY, A CORPORATION, RECORDED JULY 27, 1954 AS INSTRUMENT NO. 1300, IN BOOK 45159, PAGE 356, OFFICIAL RECORDS.

PARCEL 5:

LOTS 93, ~~95~~ 94 AND 95 OF GOODWIN TRACT, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 11, PAGE(S) 42 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, TOGETHER WITH LOTS 230, 261 AND THAT UNNUMBERED LOT ADJOINING SAID LOT 261 ON THE NORTH OF THE WINGERTER TRACT, AS PER MAP RECORDED IN BOOK 15, PAGE 52 OF MISCELLANEOUS RECORDS OF SAID COUNTY.

EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING WITHIN THE LINES OF LOT A OF TRACT NO. 8772, AS PER MAP RECORDED IN BOOK 159, PAGES 21 AND 22 OF MAPS, RECORDS OF SAID COUNTY.

ALSO EXCEPT THEREFROM THAT PORTION CONVEYED TO KITTLE MANUFACTURING COMPANY IN DEED RECORDED IN BOOK 16305, PAGE 272 OF OFFICIAL RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTH LINE OF SAID LOT 93 OF SAID GOODWIN TRACT, DISTANT WESTERLY THEREON 49.68 FEET FORM THE NORTHEAST CORNER THEREOF. SAID POINT ALSO BEING THE SOUTHEAST CORNER OF THAT CERTAIN STRIP OF LAND DESCRIBED AS PARCEL 1 IN DEED RECORDED IN BOOK 7386, PAGE 165 OF OFFICIAL RECORDS OF SAID COUNTY; THENCE SOUTHWESTERLY ALONG A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 345.00 FEET AN ARC DISTANCE OF 58.09 FEET TO A POINT IN THE SOUTH LINE OF SAID UNNUMBERED LOT OF SAID WINGERTER TRACT, DISTANT WESTERLY THEREON 91.76 FEET FROM THE SOUTHEAST CORNER THEREOF; THENCE WESTERLY ALONG SAID SOUTH LINE 27.62 FEET TO ITS INTERSECTION WITH THE SOUTHEAST LINE OF PARCEL 2 IN SAID ABOVE MENTIONED DEED; THENCE NORTHEASTERLY ALONG SAID SOUTHEASTERLY LINE OF SAID PARCEL 2 BEING A NON-TANGENT CURVE CONCAVE NORTHWESTERLY HAVING A RADIUS OF 254.53 FEET AN ARC DISTANCE OF 62.89 FEET TO A POINT IN THE NORTH LINE OF SAID LOT 93; THENCE EASTERLY ALONG SAID NORTH LINE 21.33 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING SOUTHERLY AND SOUTHEASTERLY OF THE FOLLOWING DESCRIBED LINE:

BEGINNING AT A POINT IN THE EAST LINE OF SAID LOT 94 OF SAID GOODWIN TRACT, DISTANT NORTHERLY THEREON 111.50 FEET FROM THE SOUTHEAST CORNER OF SAID LOT 261 OF SAID WINGERTER TRACT; THENCE WESTERLY AT RIGHT ANGLES WITH SAID EAST LINE 3.61 FEET TO A POINT IN A LINE, THE NORTHEASTERLY PROLONGATION THEREOF MAKING A SOUTHWESTERLY ANGLE OF 28° 40' 00" WITH SAID EAST LINE; THENCE SOUTHWESTERLY ALONG SAID LINE 54.00 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 318.96 FEET; THENCE SOUTHWESTERLY ALONG SAID CURVE 69.20 FEET TO A POINT IN THE SOUTH LINE OF SAID LOT 261.

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EXCEPT ALL MINERALS LYING BELOW A DEPTH OF 100 FEET BENEATH THE NATURAL SURFACE OF THE ABOVE-DESCRIBED LAND, INCLUDING, WITHOUT LIMITING THE GENERALITY THEREOF, OIL, GAS AND OTHER HYDROCARBON SUBSTANCES, AS WELL AS METALLIC OR OTHER SOLID MINERALS, PROVIDED THAT SANTA FE SHALL NOT HAVE THE RIGHT TO GO UPON OR USE THE SURFACE OF SAID LAND, OR ANY PART THEREOF, FOR THE PURPOSE OF DRILLING FOR, MINING, OR OTHERWISE REMOVING, ANY OF SAID MINERALS, SANTA FE MAY, HOWEVER, AND HEREBY RESERVES THE RIGHT TO, REMOVE ANY OF SAID MINERALS FROM SAID LAND BY MEANS OF WELLS, SHAFTS, TUNNELS, OR OTHER MEANS OF ACCESS TO SAID MINERALS WHICH MAY BE CONSTRUCTED, DRILLED OR DUG FROM OTHER LAND, PROVIDED THAT THE EXERCISE OF SUCH RIGHTS BY SANTA FE SHALL IN NO WAY INTERFERE WITH OR IMPAIR THE USE OF THE SURFACE OF THE LAND HEREBY CONVEYED OR OF ANY IMPROVEMENTS THEREON OR THEREIN, AS RESERVED BY THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, BY DEED RECORDED NOVEMBER 15, 1990 AS INSTRUMENT NO. 90-1919011, OFFICIAL RECORDS.

DRAFT

APPENDIX E

EDR ENVIRONMENTAL DATABASE REPORT

Value Produce
640 South Santa Fe Avenue
Los Angeles, CA 90021

Inquiry Number: 4543185.2s
February 19, 2016

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

640 SOUTH SANTA FE AVENUE
LOS ANGELES, CA 90021

COORDINATES

Latitude (North):	34.0368720 - 34° 2' 12.73''
Longitude (West):	118.2297830 - 118° 13' 47.21''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	386475.5
UTM Y (Meters):	3766731.8
Elevation:	248 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5630795 LOS ANGELES, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20120505
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
640 SOUTH SANTA FE AVENUE
LOS ANGELES, CA 90021

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	APEX WHOLESALE PRODU	1580 JESSE ST	SWEEPS UST, HIST UST, CA FID UST, WDS	Lower	49, 0.009, SSE
A2	LUMARYS TIRE SERVICE	600 S SANTA FE AVE	SWEEPS UST, CA FID UST	Higher	314, 0.059, North
B3	MISSION FURNITURE MF	652 S IMPERIAL ST	RCRA-SQG, FINDS	Higher	354, 0.067, WSW
4	FRICTION MATERIALS C	675 S SANTA FE AVE	SWEEPS UST, CA FID UST	Lower	359, 0.068, SSW
C5	VOLKSWORKS	1448 E 6TH ST	RCRA-SQG, FINDS	Higher	424, 0.080, NW
A6	SUN CHEMICAL CORPORA	590 S SANTA FE	HIST UST, HAZNET	Higher	503, 0.095, NNW
A7	UNITED TECHNOLOGIES	590 S SANTA FE AVE	SWEEPS UST, CA FID UST, NPDES	Higher	513, 0.097, NNW
A8	SUN CHEMICAL CORP	590 SANTA FE AVENUE	LUST, SLIC	Higher	513, 0.097, NNW
A9	BUTTERFIELD (SUN CHE	590 SOUTH SANTA FE A	HIST Cal-Sites	Higher	513, 0.097, NNW
A10	BUTTERFIELD (SUN CHE	590 SOUTH SANTA FE A	ENVIROSTOR, VCP, HIST CORTESE	Higher	513, 0.097, NNW
A11	BASE CORPORATION COA	590 S SANTA FE AVE	RCRA NonGen / NLR, FINDS	Higher	513, 0.097, NNW
B12	EXLEY EXPRESS	634 S MATEO ST	CERCLIS-NFRAP	Higher	517, 0.098, West
A13	INMONT CORPORATION	1479 E 6TH ST	SWEEPS UST, CA FID UST	Higher	520, 0.098, North
C14	ST. MAINT. SERVICE Y	1451 6TH ST E	LUST	Higher	544, 0.103, NNW
C15	LA ST MAINT STORAGE	1451 E 6TH ST	RCRA-SQG, FINDS	Higher	544, 0.103, NNW
C16	SIXTH STREET CLEANIN	1451 E 6TH ST	SWEEPS UST, HIST UST, CA FID UST	Higher	544, 0.103, NNW
C17	ALEXANDER BAUGHN INC	1427 E 6TH ST	RCRA-SQG, FINDS	Higher	658, 0.125, NW
D18	BAILEY & SCHMITZ COM	2101 7TH	ENVIROSTOR, HIST CORTESE, LA Co. Site Mitigation	Lower	664, 0.126, South
D19	BAILEY AND SCHMITZ C	2101 E 7TH ST	CERCLIS-NFRAP	Lower	664, 0.126, South
E20	CHARLES G SPILO	585 S SANTA FE AVE	SWEEPS UST, HIST UST, CA FID UST	Higher	667, 0.126, NNW
D21	DEAN AND ASSOCIATES	700 SOUTH SANTA FE A	RESPONSE, ENVIROSTOR, HIST Cal-Sites, CA BOND EXP....	Lower	687, 0.130, South
D22	FRED KORT	2040 E 7TH ST	UST	Lower	721, 0.137, SSW
F23	FRICTION MATERIALS C	2029 E 7TH ST	UST	Lower	733, 0.139, SSW
F24	FRICTION MATERIALS	2029 E 7TH ST	SWEEPS UST, CA FID UST	Lower	733, 0.139, SSW
G25	ADECO	676 SOUTH MATEO	RCRA NonGen / NLR, FINDS	Higher	734, 0.139, WSW
G26	FEDERAL ARMORED EXPR	676 S MATEO ST	SWEEPS UST, HIST UST, CA FID UST	Higher	734, 0.139, WSW
H27	STOVER SEED COMPANY	1415 E 6TH ST	SWEEPS UST, HIST UST, CA FID UST	Higher	740, 0.140, NW
E28	C & W CHEMS CO INC	1328 WILLOW ST	RCRA-SQG, CA FID UST, FINDS	Higher	818, 0.155, NNW
E29	JOHN MORRELL & CO.	1335 WILLOW ST	CA FID UST	Higher	831, 0.157, NNW
F30	DRAGON TRIMS INC	2014 E 7TH ST	DRYCLEANERS	Higher	841, 0.159, SW
31	ALFRED A GRANT COMPA	2138 E 7TH ST	SWEEPS UST, CA FID UST	Lower	854, 0.162, SSE
D32	FRED KORT	2060 E 7TH ST	UST, SWEEPS UST	Lower	898, 0.170, South
G33	A-1 NOVELTY	1855 INDUSTRIAL ST	SWEEPS UST, CA FID UST, EMI	Higher	937, 0.177, WSW
I34	L N COLOR	1381 E 6TH ST	RCRA-SQG, FINDS	Higher	949, 0.180, WNW
H35	L A IMAGES	584 S MATEO ST	RCRA-SQG, FINDS, HAZNET	Higher	956, 0.181, NW
G36	VARALINA EXXON STATI	1935 E 7TH ST	SWEEPS UST, CA FID UST	Higher	965, 0.183, SW
G37	EXXON #7-8407 (FORME	1935 007TH ST E	LUST, HIST CORTESE	Higher	965, 0.183, SW
J38	JOEL & ARONOFF WEST	1323 WILLOW ST	RCRA-SQG, FINDS	Higher	982, 0.186, NW
I39	BASF WYANDOTTE METRO	1366 E SIXTH ST	RCRA NonGen / NLR, FINDS	Higher	985, 0.187, WNW

MAPPED SITES SUMMARY

Target Property Address:
640 SOUTH SANTA FE AVENUE
LOS ANGELES, CA 90021

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
K40	SAFFOLA QUALITY FOOD	633 S MISSION RD	RCRA-SQG	Lower	999, 0.189, ENE
K41	VENTURA FORRS	633 S MISSION RD	UST	Lower	999, 0.189, ENE
L42	MIKA CORP.	2030 E 7TH ST	SWEEPS UST, CA FID UST	Lower	1045, 0.198, South
L43	GREEN ACRES, INCORPO	2040 E 7TH PL	SWEEPS UST, CA FID UST	Lower	1097, 0.208, SSW
M44	7TH PLACE PARTNERS	2140 E 7TH PL	SWEEPS UST	Lower	1105, 0.209, South
M45	NORM SOLOMON & GARY	2140 E 7TH PL	UST, SWEEPS UST	Lower	1105, 0.209, South
N46	PRESTON TRUCKING CO.	539 S MISSION RD	UST	Higher	1143, 0.216, NE
N47	COMMUNITY BEVERAGE C	539 S MISSION RD	SWEEPS UST, HIST UST, CA FID UST	Higher	1143, 0.216, NE
N48	MISSION BEVERAGE CO.	550 S MISSION RD	SWEEPS UST, CA FID UST	Higher	1150, 0.218, NE
O49	GRANT & COMPANY	2144 E 7TH ST	SWEEPS UST, HIST UST, CA FID UST	Lower	1178, 0.223, SE
O50	SANTA FE/W.A. GRANT	2144 EAST 7TH STREET	ENVIROSTOR, VCP, LA Co. Site Mitigation	Lower	1178, 0.223, SE
J51	FRED GEORGE CO	1324 PALMETTO ST	HIST UST	Higher	1189, 0.225, NNW
J52	FRED GEORGE COMPANY	1324 PALMETTO ST	SWEEPS UST, CA FID UST	Higher	1189, 0.225, NNW
P53	MAX FISCHER/SONS INC	1327 PALMETTO ST	CA FID UST	Higher	1217, 0.230, NNW
P54	MAX FISCHER/SONS INC	1327 PALMETTO ST	UST, SWEEPS UST	Higher	1217, 0.230, NNW
55	AT MATEO	555 MATEO STREET	ENVIROSTOR, VCP, NPDES	Higher	1236, 0.234, NW
N56	TOPA EQUITIES	524 S MISSION RD	SWEEPS UST, CA FID UST	Higher	1253, 0.237, NE
57	ENVIRONMENTAL TRANSL	654 S MYERS ST	RCRA NonGen / NLR, FINDS	Lower	1261, 0.239, East
O58	DUANE RASH CO	2160 E 7TH ST	SWEEPS UST, CA FID UST	Lower	1287, 0.244, SE
59	METROPOLITAN DISTRIB	1340 E SIXTH	SWEEPS UST, CA FID UST, RCRA NonGen / NLR, FINDS	Higher	1306, 0.247, WNW
60	GOLDEN PLATING, INC.	930 SO MATEO	ENVIROSTOR, LA Co. Site Mitigation	Lower	1660, 0.314, SSW
61	CONSOLIDATED FACILIT	2222 E 7TH ST	LUST, UST, SWEEPS UST, HIST UST	Higher	1677, 0.318, ESE
62	MATEO RECYCLING	1005 MATEO ST	SWRCY, SWEEPS UST, NPDES	Lower	1951, 0.370, SSW
Q63	7TH STREET & ANDERSO	7TH & ANDERSON STS	WMUDS/SWAT	Higher	2012, 0.381, ESE
Q64	7TH ST L.A. PUBLIC W	2300 E 7TH ST	LUST	Higher	2065, 0.391, ESE
65	BURLEY SEAL PRODUCTS	1026 SANTE FE AVE.	ENVIROSTOR	Lower	2100, 0.398, South
R66	GREYHOUND LINES INC	1614 E 7TH ST	LUST, NPDES	Higher	2104, 0.398, WSW
Q67	SOUTH LA TRAINING CE	2310 7TH ST EAST	LUST	Higher	2212, 0.419, ESE
R68	SO CAL GAS/LA-ALAMED	725 CHANNING STREET	EDR MGP	Higher	2296, 0.435, WSW
R69	SO CAL GAS/LA-ALAMED	725 CHANNING STREET	ENVIROSTOR, VCP, SWEEPS UST, CA FID UST, LA Co....	Higher	2296, 0.435, WSW
70	ROLO TRANSPORTATION	536 SEATON STREET	LUST	Higher	2453, 0.465, WNW
S71	SITE 1 WEST - BRIDGE	580 SOUTH ALAMEDA ST	US BROWNFIELDS	Higher	2457, 0.465, WNW
T72	MISSION ROAD RECYCLI	840 S. MISSION ROAD	RCRA-LQG, SWF/LF	Lower	2493, 0.472, SE
T73	MISSION ROAD RECYCLI	840 S. MISSION ROAD	SWF/LF, NPDES, WDS	Lower	2493, 0.472, SE
74	WESTERN ELECTROCHEMI	2348 EAST 8TH STREET	RESPONSE, ENVIROSTOR	Lower	2520, 0.477, South
S75	METRO DIVISION 1 MAI	1130 EAST 6TH STREET	LUST, CHMIRS	Higher	2536, 0.480, West
S76	ZIMMERMAN DEVELOPMEN	560 ALAMEDA	SLIC	Higher	2561, 0.485, WNW
77	LOS ANGELES SIGNAL D		ENVIROSTOR	Lower	3509, 0.665, WSW
78	EAST LOS ANGELES HIG	EAST 1ST STREET/NORT	ENVIROSTOR, SCH	Higher	3838, 0.727, North

MAPPED SITES SUMMARY

Target Property Address:
640 SOUTH SANTA FE AVENUE
LOS ANGELES, CA 90021

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
79	HERTZ-PENSKI TRUCK L	2300 OLYMPIC BLVD	ENVIROSTOR, VCP, SWEEPS UST, HIST UST	Lower	3880, 0.735, South
80	SOTO STREET	1010 SOTO STREET	ENVIROSTOR, SCH	Higher	4059, 0.769, ESE
U81	MARTIN METALS INC.	1321 WILSON ST.	ENVIROSTOR, LA Co. Site Mitigation	Lower	4151, 0.786, SSW
U82	WILSON STREET CORPOR	1321 S. WILSON STREE	ENVIROSTOR, DEED	Lower	4151, 0.786, SSW
83	AMETEK INC, L A DIE	340 CROCKER ST	ENVIROSTOR, EMI, LA Co. Site Mitigation	Higher	4404, 0.834, NW
V84	SOUTHERN CALIFORNIA	2424 EAST OLYMPIC BO	CA BOND EXP. PLAN, LA Co. Site Mitigation	Higher	4408, 0.835, SSE
V85	SOUTHERN CALIFORNIA	2424 E OLYMPIC BLVD	ENVIROSTOR, SWF/LF, VCP, CA FID UST, DEED, EMI,...	Higher	4408, 0.835, SSE
V86	SO CA GAS CO OLYMPIC	2424 E OLYMPIC BLVD	CERCLIS-NFRAP, CORRACTS, RCRA-TSDF, RCRA-LQG, US...	Higher	4408, 0.835, SSE
V87	OLYMPIC BASE	2424 E OLYMPIC BLVD	HIST Cal-Sites, WDS	Higher	4408, 0.835, SSE
V88	SO CAL GAS/OLYMPIC B	2424 E OLYMPIC BLVD	EDR MGP	Higher	4408, 0.835, SSE
89	WESTERN LEAD AND MET	2182 EAST 11TH STREE	CERCLIS, RESPONSE, ENVIROSTOR, HIST Cal-Sites,...	Lower	4529, 0.858, SSW
90	EASTERN SMELTING AND	2220 EAST 11TH STREE	ENVIROSTOR, VCP	Lower	4733, 0.896, South
91	ACE PLATING CO., INC	719 TOWNE AVENUE	ENVIROSTOR, SLIC, CHMIRS, LA Co. Site Mitigation	Higher	4766, 0.903, West
92	NATIONAL AEROSOL	2193 EAST 14TH STREE	ENVIROSTOR, CHMIRS	Lower	4782, 0.906, SSW
W93	SO CAL GAS/ALISO SEC	SOUTHEAST AND SOUTHW	ENVIROSTOR, VCP	Higher	4877, 0.924, North
W94	ALISO SECTOR C BLOCK	820 EAST JACKSON STR	ENVIROSTOR, VCP	Higher	4929, 0.934, North
95	ALCO CAD-NICKEL PLAT	1400 LONG BEACH AVEN	ENVIROSTOR, VCP, HIST UST, EMI, NPDES, LA Co. Site...	Lower	5072, 0.961, SW
96	CENTRAL REGION 9TH S	8TH ST./TOWNE AVE./9	ENVIROSTOR, SCH	Lower	5075, 0.961, West
X97	SO CAL GAS/ALISO SEC	SOUTHWEST CORNER OF	ENVIROSTOR, VCP	Higher	5194, 0.984, North
X98	MANLEY OIL COMPANY	410 CENTER ST	ENVIROSTOR, VCP, SWEEPS UST, CA FID UST, DEED	Higher	5196, 0.984, North

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
CERCLIS ---------- Comprehensive Environmental Response, Compensation, and Liability Information System

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROL ---------- Sites with Institutional Controls

Federal ERNS list

ERNS ---------- Emergency Response Notification System

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ---- Underground Storage Tank Listing
AST ---- Aboveground Petroleum Storage Tank Facilities
INDIAN UST ---- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP ---- Voluntary Cleanup Priority Listing

State and tribal Brownfields sites

BROWNFIELDS ---- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Landfill / Solid Waste Disposal Sites

HAULERS ---- Registered Waste Tire Haulers Listing
INDIAN ODI ---- Report on the Status of Open Dumps on Indian Lands
ODI ---- Open Dump Inventory
DEBRIS REGION 9 ---- Torres Martinez Reservation Illegal Dump Site Locations

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---- National Clandestine Laboratory Register
AOCONCERN ---- San Gabriel Valley Areas of Concern
SCH ---- School Property Evaluation Program
CDL ---- Clandestine Drug Labs
Toxic Pits ---- Toxic Pits Cleanup Act Sites
US CDL ---- Clandestine Drug Labs

Local Land Records

LIENS ---- Environmental Liens Listing
LIENS 2 ---- CERCLA Lien Information
DEED ---- Deed Restriction Listing

Records of Emergency Release Reports

HMIRS ---- Hazardous Materials Information Reporting System
CHMIRS ---- California Hazardous Material Incident Report System
LDS ---- Land Disposal Sites Listing
MCS ---- Military Cleanup Sites Listing
SPILLS 90 ---- SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS ---- Formerly Used Defense Sites
DOD ---- Department of Defense Sites
SCRD DRYCLEANERS ---- State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR ---- Financial Assurance Information
EPA WATCH LIST ---- EPA WATCH LIST

EXECUTIVE SUMMARY

2020 COR ACTION ---- 2020 Corrective Action Program List
TSCA ---- Toxic Substances Control Act
TRIS ---- Toxic Chemical Release Inventory System
SSTS ---- Section 7 Tracking Systems
ROD ---- Records Of Decision
RMP ---- Risk Management Plans
RAATS ---- RCRA Administrative Action Tracking System
PRP ---- Potentially Responsible Parties
PADS ---- PCB Activity Database System
ICIS ---- Integrated Compliance Information System
FTTS ---- FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS ---- Material Licensing Tracking System
COAL ASH DOE ---- Steam-Electric Plant Operation Data
COAL ASH EPA ---- Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER ---- PCB Transformer Registration Database
RADINFO ---- Radiation Information Database
HIST FTTS ---- FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS ---- Incident and Accident Data
CONSENT ---- Superfund (CERCLA) Consent Decrees
INDIAN RESERV ---- Indian Reservations
UMTRA ---- Uranium Mill Tailings Sites
LEAD SMELTERS ---- Lead Smelter Sites
US AIRS ---- Aerometric Information Retrieval System Facility Subsystem
US MINES ---- Mines Master Index File
FINDS ---- Facility Index System/Facility Registry System
Cortese ---- "Cortese" Hazardous Waste & Substances Sites List
CUPA Listings ---- CUPA Resources List
EMI ---- Emissions Inventory Data
ENF ---- Enforcement Action Listing
Financial Assurance ---- Financial Assurance Information Listing
HAZNET ---- Facility and Manifest Data
LOS ANGELES CO. HMS ---- HMS: Street Number List
HWT ---- Registered Hazardous Waste Transporter Database
MINES ---- Mines Site Location Listing
MWMP ---- Medical Waste Management Program Listing
NPDES ---- NPDES Permits Listing
PEST LIC ---- Pesticide Regulation Licenses Listing
PROC ---- Certified Processors Database
Notify 65 ---- Proposition 65 Records
LA Co. Site Mitigation ---- Site Mitigation List
UIC ---- UIC Listing
WASTEWATER PITS ---- Oil Wastewater Pits Listing
WDS ---- Waste Discharge System
WIP ---- Well Investigation Program Case List

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR Hist Auto ---- EDR Exclusive Historic Gas Stations
EDR Hist Cleaner ---- EDR Exclusive Historic Dry Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---- Recovered Government Archive Solid Waste Facilities List

EXECUTIVE SUMMARY

RGA LUST ---------- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERCLIS-NFRAP list, as provided by EDR, and dated 10/25/2013 has revealed that there are 2 CERCLIS-NFRAP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
EXLEY EXPRESS	634 S MATEO ST	W 0 - 1/8 (0.098 mi.)	B12	38
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
BAILEY AND SCHMITZ C	2101 E 7TH ST	S 1/8 - 1/4 (0.126 mi.)	D19	48

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 06/09/2015 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CA GAS CO OLYMPIC	***2424 E OLYMPIC BLVD***	***SSE 1/2 - 1 (0.835 mi.)***	***V86***	***183***

EXECUTIVE SUMMARY

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 06/09/2015 has revealed that there are 9 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
MISSION FURNITURE MF	***652 S IMPERIAL ST***	***WSW 0 - 1/8 (0.067 mi.)***	***B3***	***10***
VOLKSWORKS	***1448 E 6TH ST***	***NW 0 - 1/8 (0.080 mi.)***	***C5***	***12***
LA ST MAINT STORAGE	***1451 E 6TH ST***	***NNW 0 - 1/8 (0.103 mi.)***	***C15***	***42***
ALEXANDER BAUGHN INC	***1427 E 6TH ST***	***NW 0 - 1/8 (0.125 mi.)***	***C17***	***45***
C & W CHEMS CO INC	***1328 WILLOW ST***	***NNW 1/8 - 1/4 (0.155 mi.)***	***E28***	***58***
L N COLOR	***1381 E 6TH ST***	***WNW 1/8 - 1/4 (0.180 mi.)***	***I34***	***64***
L A IMAGES	***584 S MATEO ST***	***NW 1/8 - 1/4 (0.181 mi.)***	***H35***	***65***
JOEL & ARONOFF WEST	***1323 WILLOW ST***	***NW 1/8 - 1/4 (0.186 mi.)***	***J38***	***71***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SAFFOLA QUALITY FOOD	633 S MISSION RD	ENE 1/8 - 1/4 (0.189 mi.)	K40	74

State- and tribal - equivalent NPL

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 11/07/2015 has revealed that there are 3 RESPONSE sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEAN AND ASSOCIATES Status: Certified Facility Id: 19490206	***700 SOUTH SANTA FE A***	***S 1/8 - 1/4 (0.130 mi.)***	***D21***	***50***
WESTERN ELECTROCHEMI Status: No Further Action Facility Id: 60001827	***2348 EAST 8TH STREET***	***S 1/4 - 1/2 (0.477 mi.)***	***74***	***140***
WESTERN LEAD AND MET AWP Facility Id: 19390044 Status: Certified / Operation & Maintenance Facility Id: 19390044	***2182 EAST 11TH STREE***	***SSW 1/2 - 1 (0.858 mi.)***	***89***	***206***

EXECUTIVE SUMMARY

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 11/07/2015 has revealed that there are 27 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUTTERFIELD (SUN CHE Facility Id: 19281223 Status: Active	***590 SOUTH SANTA FE A***	***NNW 0 - 1/8 (0.097 mi.)***	***A10***	***28***
AT MATEO Facility Id: 60002188 Status: Active	***555 MATEO STREET***	***NW 1/8 - 1/4 (0.234 mi.)***	***55***	***87***
SO CAL GAS/LA-ALAMED Facility Id: 19490227 Status: Certified	***725 CHANNING STREET***	***WSW 1/4 - 1/2 (0.435 mi.)***	***R69***	***120***
EAST LOS ANGELES HIG Facility Id: 60000006 Status: Certified	***EAST 1ST STREET/NORT***	***N 1/2 - 1 (0.727 mi.)***	***78***	***149***
SOTO STREET Facility Id: 19000004 Status: Inactive - Action Required	***1010 SOTO STREET***	***ESE 1/2 - 1 (0.769 mi.)***	***80***	***160***
AMETEK INC, L A DIE Facility Id: 71003622 Status: Refer: Other Agency	***340 CROCKER ST***	***NW 1/2 - 1 (0.834 mi.)***	***83***	***166***
SOUTHERN CALIFORNIA Facility Id: 19490179 Facility Id: 80001471 Status: Active Status: Refer: SMBRP	***2424 E OLYMPIC BLVD***	***SSE 1/2 - 1 (0.835 mi.)***	***V85***	***169***
ACE PLATING CO., INC Facility Id: 71002245 Status: Inactive - Needs Evaluation	***719 TOWNE AVENUE***	***W 1/2 - 1 (0.903 mi.)***	***91***	***232***
SO CAL GAS/ALISO SEC Facility Id: 60000172 Status: Active	***SOUTHEAST AND SOUTHW***	***N 1/2 - 1 (0.924 mi.)***	***W93***	***238***
ALISO SECTOR C BLOCK Facility Id: 60001890 Status: Active	***820 EAST JACKSON STR***	***N 1/2 - 1 (0.934 mi.)***	***W94***	***241***
SO CAL GAS/ALISO SEC Facility Id: 60000169	***SOUTHWEST CORNER OF***	***N 1/2 - 1 (0.984 mi.)***	***X97***	***267***

Status: Active

MANLEY OIL COMPANY	***410 CENTER ST***	***N 1/2 - 1 (0.984 mi.)***	***X98***	***270***
Facility Id: 60000170				
Status: Certified O&M - Land Use Restrictions Only				

Lower Elevation	Address	Direction / Distance	Map ID	Page
BAILEY & SCHMITZ COM	***2101 7TH***	***S 1/8 - 1/4 (0.126 mi.)***	***D18***	***46***
Facility Id: 19250029				
Status: No Further Action				
DEAN AND ASSOCIATES	***700 SOUTH SANTA FE A***	***S 1/8 - 1/4 (0.130 mi.)***	***D21***	***50***
Facility Id: 19490206				
Status: Certified				
SANTA FE/W.A. GRANT	***2144 EAST 7TH STREET***	***SE 1/8 - 1/4 (0.223 mi.)***	***O50***	***82***
Facility Id: 19330375				
Status: No Further Action				
GOLDEN PLATING, INC.	***930 SO MATEO***	***SSW 1/4 - 1/2 (0.314 mi.)***	***60***	***99***
Facility Id: 71002675				
Status: Refer: Other Agency				
BURLEY SEAL PRODUCTS	1026 SANTE FE AVE.	S 1/4 - 1/2 (0.398 mi.)	65	113
Facility Id: 19300242				
Status: Refer: 1248 Local Agency				
WESTERN ELECTROCHEMI	***2348 EAST 8TH STREET***	***S 1/4 - 1/2 (0.477 mi.)***	***74***	***140***
Facility Id: 60001827				
Status: No Further Action				
LOS ANGELES SIGNAL D		WSW 1/2 - 1 (0.665 mi.)	77	148
Facility Id: 80001030				
Status: Inactive - Needs Evaluation				
HERTZ-PENSKI TRUCK L	***2300 OLYMPIC BLVD***	***S 1/2 - 1 (0.735 mi.)***	***79***	***156***
Facility Id: 60001416				
Status: No Further Action				
MARTIN METALS INC.	***1321 WILSON ST.***	***SSW 1/2 - 1 (0.786 mi.)***	***U81***	***162***
Facility Id: 19330385				
Status: Refer: 1248 Local Agency				
WILSON STREET CORPOR	***1321 S. WILSON STREE***	***SSW 1/2 - 1 (0.786 mi.)***	***U82***	***163***
Facility Id: 71002216				
Status: Certified O&M - Land Use Restrictions Only				
WESTERN LEAD AND MET	***2182 EAST 11TH STREE***	***SSW 1/2 - 1 (0.858 mi.)***	***89***	***206***
Facility Id: 19390044				
Status: Certified / Operation & Maintenance				
EASTERN SMELTING AND	***2220 EAST 11TH STREE***	***S 1/2 - 1 (0.896 mi.)***	***90***	***229***
Facility Id: 19330382				
Status: Inactive - Action Required				
NATIONAL AEROSOL	***2193 EAST 14TH STREE***	***SSW 1/2 - 1 (0.906 mi.)***	***92***	***236***
Facility Id: 19220018				
Status: Inactive - Needs Evaluation				
ALCO CAD-NICKEL PLAT	***1400 LONG BEACH AVEN***	***SW 1/2 - 1 (0.961 mi.)***	***95***	***243***
Facility Id: 19340751				
Status: Inactive - Action Required				
CENTRAL REGION 9TH S	***8TH ST./TOWNE AVE./9***	***W 1/2 - 1 (0.961 mi.)***	***96***	***261***

Facility Id: 60001149
Status: Certified

State and tribal landfill and/or solid waste disposal site lists

SWF/LF: The Solid Waste Facilities/Landfill Sites records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. The data come from the Integrated Waste Management Board's Solid Waste Information System (SWIS) database.

A review of the SWF/LF list, as provided by EDR, and dated 11/16/2015 has revealed that there are 2 SWF/LF sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MISSION ROAD RECYCLI Facility ID: 19-AR-1183 Operational Status: Active Regulation Status: Permitted	***840 S. MISSION ROAD***	***SE 1/4 - 1/2 (0.472 mi.)***	***T72***	***133***
MISSION ROAD RECYCLI Site ID: 764 Status: Active	***840 S. MISSION ROAD***	***SE 1/4 - 1/2 (0.472 mi.)***	***T73***	***135***

State and tribal leaking storage tank lists

LUST: The Leaking Underground Storage Tank Incident Reports contain an inventory of reported leaking underground storage tank incidents. The data come from the State Water Resources Control Board Leaking Underground Storage Tank Information System.

A review of the LUST list, as provided by EDR, and dated 12/14/2015 has revealed that there are 9 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SUN CHEMICAL CORP Facility Id: 900130034 Status: Pollution Characterization Global ID: T0603700541	***590 SANTA FE AVENUE***	***NNW 0 - 1/8 (0.097 mi.)***	***A8***	***24***
ST. MAINT. SERVICE Y Status: Completed - Case Closed Facility Id: 900210152 Status: Leak being confirmed Global Id: T0603793035 Global ID: T0603793035	1451 6TH ST E	NNW 0 - 1/8 (0.103 mi.)	C14	40
EXXON #7-8407 (FORME Status: Completed - Case Closed Facility Id: 900210034 Status: Case Closed Global Id: T0603700643 Global ID: T0603700643	***1935 007TH ST E***	***SW 1/8 - 1/4 (0.183 mi.)***	***G37***	***69***
CONSOLIDATED FACILIT	***2222 E 7TH ST***	***ESE 1/4 - 1/2 (0.318 mi.)***	***61***	***100***

Status: Completed - Case Closed Global Id: T0603720097				
7TH ST L.A. PUBLIC W Status: Completed - Case Closed Global Id: T0603779702	2300 E 7TH ST	ESE 1/4 - 1/2 (0.391 mi.)	Q64	112
GREYHOUND LINES INC Status: Open - Site Assessment Global Id: T0603770957	***1614 E 7TH ST***	***WSW 1/4 - 1/2 (0.398 mi.)***	***R66***	***114***
SOUTH LA TRAINING CE Status: Open - Site Assessment Global Id: T10000007089	2310 7TH ST EAST	ESE 1/4 - 1/2 (0.419 mi.)	Q67	119
ROLO TRANSPORTATION Status: Completed - Case Closed Global Id: T0603792226	536 SEATON STREET	WNW 1/4 - 1/2 (0.465 mi.)	70	128
METRO DIVISION 1 MAI Status: Open - Remediation Global Id: T10000000634	***1130 EAST 6TH STREET***	***W 1/4 - 1/2 (0.480 mi.)***	***S75***	***143***

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 12/14/2015 has revealed that there are 2 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SUN CHEMICAL CORP Facility Status: Open - Inactive Facility Status: Site Assessment Global Id: SL204761666	***590 SANTA FE AVENUE***	***NNW 0 - 1/8 (0.097 mi.)***	***A8***	***24***
ZIMMERMAN DEVELOPMEN Facility Status: Completed - Case Closed Facility Status: No further action required Global Id: SL2046K1651	560 ALAMEDA	WNW 1/4 - 1/2 (0.485 mi.)	S76	147

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, and dated 12/14/2015 has revealed that there are 7 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
PRESTON TRUCKING CO. Facility Id: 23932	539 S MISSION RD	NE 1/8 - 1/4 (0.216 mi.)	N46	78
MAX FISCHER/SONS INC Facility Id: 24036	***1327 PALMETTO ST***	***NNW 1/8 - 1/4 (0.230 mi.)***	***P54***	***87***

Lower Elevation	Address	Direction / Distance	Map ID	Page
FRED KORT	2040 E 7TH ST	SSW 1/8 - 1/4 (0.137 mi.)	D22	54

Facility Id: 24107				
FRICTION MATERIALS C Facility Id: 25049	2029 E 7TH ST	SSW 1/8 - 1/4 (0.139 mi.)	F23	54
FRED KORT Facility Id: 24111	***2060 E 7TH ST***	***S 1/8 - 1/4 (0.170 mi.)***	***D32***	***62***
VENTURA FORRS Facility Id: 24114	633 S MISSION RD	ENE 1/8 - 1/4 (0.189 mi.)	K41	75
NORM SOLOMON & GARY Facility Id: 24110	***2140 E 7TH PL***	***S 1/8 - 1/4 (0.209 mi.)***	***M45***	***78***

State and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 11/07/2015 has revealed that there are 4 VCP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUTTERFIELD (SUN CHE Status: Active Facility Id: 19281223	***590 SOUTH SANTA FE A***	***NNW 0 - 1/8 (0.097 mi.)***	***A10***	***28***
AT MATEO Status: Active Facility Id: 60002188	***555 MATEO STREET***	***NW 1/8 - 1/4 (0.234 mi.)***	***55***	***87***
SO CAL GAS/LA-ALAMED Status: Certified Facility Id: 19490227	***725 CHANNING STREET***	***WSW 1/4 - 1/2 (0.435 mi.)***	***R69***	***120***

Lower Elevation	Address	Direction / Distance	Map ID	Page
SANTA FE/W.A. GRANT Status: No Further Action Facility Id: 19330375	***2144 EAST 7TH STREET***	***SE 1/8 - 1/4 (0.223 mi.)***	***O50***	***82***

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: The EPA's listing of Brownfields properties from the Cleanups in My Community program, which provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

A review of the US BROWNFIELDS list, as provided by EDR, and dated 12/22/2015 has revealed that there

is 1 US BROWNFIELDS site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SITE 1 WEST - BRIDGE	580 SOUTH ALAMEDA ST	WNW 1/4 - 1/2 (0.465 mi.)	S71	131

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: The Waste Management Unit Database System is used for program tracking and inventory of waste management units. The source is the State Water Resources Control Board.

A review of the WMUDS/SWAT list, as provided by EDR, and dated 04/01/2000 has revealed that there is 1 WMUDS/SWAT site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
7TH STREET & ANDERSO	7TH & ANDERSON STS	ESE 1/4 - 1/2 (0.381 mi.)	Q63	111

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 12/14/2015 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
MATEO RECYCLING Cert Id: RC193530.001	***1005 MATEO ST***	***SSW 1/4 - 1/2 (0.370 mi.)***	***62***	***107***

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there are 4 HIST Cal-Sites sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUTTERFIELD (SUN CHE	590 SOUTH SANTA FE A	NNW 0 - 1/8 (0.097 mi.)	A9	26
OLYMPIC BASE	***2424 E OLYMPIC BLVD***	***SSE 1/2 - 1 (0.835 mi.)***	***V87***	***197***

Lower Elevation	Address	Direction / Distance	Map ID	Page
DEAN AND ASSOCIATES	***700 SOUTH SANTA FE A***	***S 1/8 - 1/4 (0.130 mi.)***	***D21***	***50***
WESTERN LEAD AND MET	***2182 EAST 11TH STREE***	***SSW 1/2 - 1 (0.858 mi.)***	***89***	***206***

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 26 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LUMARYS TIRE SERVICE Status: A Comp Number: 4587	***600 S SANTA FE AVE***	***N 0 - 1/8 (0.059 mi.)***	***A2***	***9***
UNITED TECHNOLOGIES Comp Number: 1318	***590 S SANTA FE AVE***	***NNW 0 - 1/8 (0.097 mi.)***	***A7***	***15***
INMONT CORPORATION Comp Number: 6900	***1479 E 6TH ST***	***N 0 - 1/8 (0.098 mi.)***	***A13***	***39***
SIXTH STREET CLEANIN Comp Number: 2469	***1451 E 6TH ST***	***NNW 0 - 1/8 (0.103 mi.)***	***C16***	***43***
CHARLES G SPILO Comp Number: 2854	***585 S SANTA FE AVE***	***NNW 1/8 - 1/4 (0.126 mi.)***	***E20***	***49***
FEDERAL ARMORED EXPR Status: A Tank Status: A Comp Number: 1909	***676 S MATEO ST***	***WSW 1/8 - 1/4 (0.139 mi.)***	***G26***	***56***
STOVER SEED COMPANY Comp Number: 4351	***1415 E 6TH ST***	***NW 1/8 - 1/4 (0.140 mi.)***	***H27***	***57***
A-1 NOVELTY Comp Number: 6800	***1855 INDUSTRIAL ST***	***WSW 1/8 - 1/4 (0.177 mi.)***	***G33***	***62***
VARALINA EXXON STATI Comp Number: 1749	***1935 E 7TH ST***	***SW 1/8 - 1/4 (0.183 mi.)***	***G36***	***67***
COMMUNITY BEVERAGE C Status: A Tank Status: A Comp Number: 2223	***539 S MISSION RD***	***NE 1/8 - 1/4 (0.216 mi.)***	***N47***	***78***
MISSION BEVERAGE CO. Comp Number: 6018	***550 S MISSION RD***	***NE 1/8 - 1/4 (0.218 mi.)***	***N48***	***79***
FRED GEORGE COMPANY Comp Number: 68	***1324 PALMETTO ST***	***NNW 1/8 - 1/4 (0.225 mi.)***	***J52***	***85***
MAX FISCHER/SONS INC Status: A Comp Number: 3978	***1327 PALMETTO ST***	***NNW 1/8 - 1/4 (0.230 mi.)***	***P54***	***87***
TOPA EQUITIES Comp Number: 4782	***524 S MISSION RD***	***NE 1/8 - 1/4 (0.237 mi.)***	***N56***	***93***
METROPOLITAN DISTRIB Comp Number: 2305	***1340 E SIXTH***	***WNW 1/8 - 1/4 (0.247 mi.)***	***59***	***96***

Lower Elevation	Address	Direction / Distance	Map ID	Page
APEX WHOLESALE PRODU	***1580 JESSE ST***	***SSE 0 - 1/8 (0.009 mi.)***	***1***	***8***

Status: A Comp Number: 4005				
FRICTION MATERIALS C Comp Number: 4589	***675 S SANTA FE AVE***	***SSW 0 - 1/8 (0.068 mi.)***	***4***	***11***
FRICTION MATERIALS Status: A Tank Status: A Comp Number: 5396	***2029 E 7TH ST***	***SSW 1/8 - 1/4 (0.139 mi.)***	***F24***	***54***
ALFRED A GRANT COMPA Comp Number: 4008	***2138 E 7TH ST***	***SSE 1/8 - 1/4 (0.162 mi.)***	***31***	***61***
FRED KORT Status: A Comp Number: 9040	***2060 E 7TH ST***	***S 1/8 - 1/4 (0.170 mi.)***	***D32***	***62***
MIKA CORP. Comp Number: 7582	***2030 E 7TH ST***	***S 1/8 - 1/4 (0.198 mi.)***	***L42***	***76***
GREEN ACRES, INCORPO Comp Number: 4575	***2040 E 7TH PL***	***SSW 1/8 - 1/4 (0.208 mi.)***	***L43***	***76***
7TH PLACE PARTNERS Status: A Comp Number: 8340	2140 E 7TH PL	S 1/8 - 1/4 (0.209 mi.)	M44	77
NORM SOLOMON & GARY Status: A Comp Number: 9039	***2140 E 7TH PL***	***S 1/8 - 1/4 (0.209 mi.)***	***M45***	***78***
GRANT & COMPANY Comp Number: 2556	***2144 E 7TH ST***	***SE 1/8 - 1/4 (0.223 mi.)***	***O49***	***80***
DUANE RASH CO Comp Number: 6955	***2160 E 7TH ST***	***SE 1/8 - 1/4 (0.244 mi.)***	***O58***	***96***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 9 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SUN CHEMICAL CORPORA	***590 S SANTA FE***	***NNW 0 - 1/8 (0.095 mi.)***	***A6***	***13***
SIXTH STREET CLEANIN	***1451 E 6TH ST***	***NNW 0 - 1/8 (0.103 mi.)***	***C16***	***43***
CHARLES G SPILO	***585 S SANTA FE AVE***	***NNW 1/8 - 1/4 (0.126 mi.)***	***E20***	***49***
FEDERAL ARMORED EXPR	***676 S MATEO ST***	***WSW 1/8 - 1/4 (0.139 mi.)***	***G26***	***56***
STOVER SEED COMPANY	***1415 E 6TH ST***	***NW 1/8 - 1/4 (0.140 mi.)***	***H27***	***57***
COMMUNITY BEVERAGE C	***539 S MISSION RD***	***NE 1/8 - 1/4 (0.216 mi.)***	***N47***	***78***
FRED GEORGE CO Facility Id: 00000000571	1324 PALMETTO ST	NNW 1/8 - 1/4 (0.225 mi.)	J51	85

Lower Elevation	Address	Direction / Distance	Map ID	Page
APEX WHOLESALE PRODU	***1580 JESSE ST***	***SSE 0 - 1/8 (0.009 mi.)***	***1***	***8***
GRANT & COMPANY	***2144 E 7TH ST***	***SE 1/8 - 1/4 (0.223 mi.)***	***O49***	***80***

EXECUTIVE SUMMARY

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 25 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LUMARYS TIRE SERVICE Facility Id: 19055840 Status: A	***600 S SANTA FE AVE***	***N 0 - 1/8 (0.059 mi.)***	***A2***	***9***
UNITED TECHNOLOGIES Facility Id: 19001362 Status: I	***590 S SANTA FE AVE***	***NNW 0 - 1/8 (0.097 mi.)***	***A7***	***15***
INMONT CORPORATION Facility Id: 19054557 Status: I	***1479 E 6TH ST***	***N 0 - 1/8 (0.098 mi.)***	***A13***	***39***
SIXTH STREET CLEANIN Facility Id: 19025211 Status: I	***1451 E 6TH ST***	***NNW 0 - 1/8 (0.103 mi.)***	***C16***	***43***
CHARLES G SPILO Facility Id: 19013462 Status: I	***585 S SANTA FE AVE***	***NNW 1/8 - 1/4 (0.126 mi.)***	***E20***	***49***
FEDERAL ARMORED EXPR Facility Id: 19016633 Status: A	***676 S MATEO ST***	***WSW 1/8 - 1/4 (0.139 mi.)***	***G26***	***56***
STOVER SEED COMPANY Facility Id: 19011388 Status: I	***1415 E 6TH ST***	***NW 1/8 - 1/4 (0.140 mi.)***	***H27***	***57***
C & W CHEMS CO INC Facility Id: 19029286 Status: I	***1328 WILLOW ST***	***NNW 1/8 - 1/4 (0.155 mi.)***	***E28***	***58***
JOHN MORRELL & CO. Facility Id: 19010773 Status: I	1335 WILLOW ST	NNW 1/8 - 1/4 (0.157 mi.)	E29	60
A-1 NOVELTY Facility Id: 19056351 Status: A	***1855 INDUSTRIAL ST***	***WSW 1/8 - 1/4 (0.177 mi.)***	***G33***	***62***
VARALINA EXXON STATI Facility Id: 19010712 Status: I	***1935 E 7TH ST***	***SW 1/8 - 1/4 (0.183 mi.)***	***G36***	***67***
COMMUNITY BEVERAGE C Facility Id: 19008365 Status: A	***539 S MISSION RD***	***NE 1/8 - 1/4 (0.216 mi.)***	***N47***	***78***
MISSION BEVERAGE CO. Facility Id: 19039599 Status: I	***550 S MISSION RD***	***NE 1/8 - 1/4 (0.218 mi.)***	***N48***	***79***
FRED GEORGE COMPANY Facility Id: 19026989 Status: A	***1324 PALMETTO ST***	***NNW 1/8 - 1/4 (0.225 mi.)***	***J52***	***85***
MAX FISCHER/SONS INC	1327 PALMETTO ST	NNW 1/8 - 1/4 (0.230 mi.)	P53	86

Facility Id: 19052158
Status: A

TOPA EQUITIES	***524 S MISSION RD***	***NE 1/8 - 1/4 (0.237 mi.)***	***N56***	***93***
Facility Id: 19009092				
Status: I				
METROPOLITAN DISTRIB	***1340 E SIXTH***	***WNW 1/8 - 1/4 (0.247 mi.)***	***59***	***96***
Facility Id: 19010270				
Status: I				

Lower Elevation	Address	Direction / Distance	Map ID	Page
APEX WHOLESALE PRODU	***1580 JESSE ST***	***SSE 0 - 1/8 (0.009 mi.)***	***1***	***8***
Facility Id: 19055660				
Status: A				
FRICTION MATERIALS C	***675 S SANTA FE AVE***	***SSW 0 - 1/8 (0.068 mi.)***	***4***	***11***
Facility Id: 19055841				
Status: A				
FRICTION MATERIALS	***2029 E 7TH ST***	***SSW 1/8 - 1/4 (0.139 mi.)***	***F24***	***54***
Facility Id: 19056033				
Status: A				
ALFRED A GRANT COMPA	***2138 E 7TH ST***	***SSE 1/8 - 1/4 (0.162 mi.)***	***31***	***61***
Facility Id: 19054319				
Status: I				
MIKA CORP.	***2030 E 7TH ST***	***S 1/8 - 1/4 (0.198 mi.)***	***L42***	***76***
Facility Id: 19011049				
Status: I				
GREEN ACRES, INCORPO	***2040 E 7TH PL***	***SSW 1/8 - 1/4 (0.208 mi.)***	***L43***	***76***
Facility Id: 19054354				
Status: I				
GRANT & COMPANY	***2144 E 7TH ST***	***SE 1/8 - 1/4 (0.223 mi.)***	***O49***	***80***
Facility Id: 19054265				
Status: I				
DUANE RASH CO	***2160 E 7TH ST***	***SE 1/8 - 1/4 (0.244 mi.)***	***O58***	***96***
Facility Id: 19027509				
Status: I				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 06/09/2015 has revealed that there are 5 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BASE CORPORATION COA	***590 S SANTA FE AVE***	***NNW 0 - 1/8 (0.097 mi.)***	***A11***	***36***
ADECO	***676 SOUTH MATEO***	***WSW 1/8 - 1/4 (0.139 mi.)***	***G25***	***55***

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BASF WYANDOTTE METRO	*1366 E SIXTH ST*	*WNW 1/8 - 1/4 (0.187 mi.)*	*I39*	*73*
METROPOLITAN DISTRIB	*1340 E SIXTH*	*WNW 1/8 - 1/4 (0.247 mi.)*	*59*	*96*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
ENVIRONMENTAL TRANSL	*654 S MYERS ST*	*E 1/8 - 1/4 (0.239 mi.)*	*57*	*94*

CA BOND EXP. PLAN: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there are 2 CA BOND EXP. PLAN sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SOUTHERN CALIFORNIA	*2424 EAST OLYMPIC BO*	*SSE 1/2 - 1 (0.835 mi.)*	*V84*	*168*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
DEAN AND ASSOCIATES	*700 SOUTH SANTA FE A*	*S 1/8 - 1/4 (0.130 mi.)*	*D21*	*50*

DRYCLEANERS: A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaners' agents; linen supply; coin-operated laundries and cleaning; drycleaning plants except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

A review of the DRYCLEANERS list, as provided by EDR, and dated 08/10/2015 has revealed that there is 1 DRYCLEANERS site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
DRAGON TRIMS INC EPA Id: CAL000219577	2014 E 7TH ST	SW 1/8 - 1/4 (0.159 mi.)	F30	60

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUTTERFIELD (SUN CHE Reg Id: 900130034	*590 SOUTH SANTA FE A*	*NNW 0 - 1/8 (0.097 mi.)*	*A10*	*28*
EXXON #7-8407 (FORME Reg Id: 900210034	*1935 007TH ST E*	*SW 1/8 - 1/4 (0.183 mi.)*	*G37*	*69*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
BAILEY & SCHMITZ COM	*2101 7TH*	*S 1/8 - 1/4 (0.126 mi.)*	*D18*	*46*

Reg Id: 19250029

HWP: Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

A review of the HWP list, as provided by EDR, and dated 11/23/2015 has revealed that there is 1 HWP site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CA GAS CO OLYMPIC	***2424 E OLYMPIC BLVD***	***SSE 1/2 - 1 (0.835 mi.)***	***V86***	***183***
EPA Id: CAD981422017				
Cleanup Status: OPERATING PERMIT				

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

A review of the EDR MGP list, as provided by EDR, has revealed that there are 2 EDR MGP sites within approximately 1 mile of the target property.

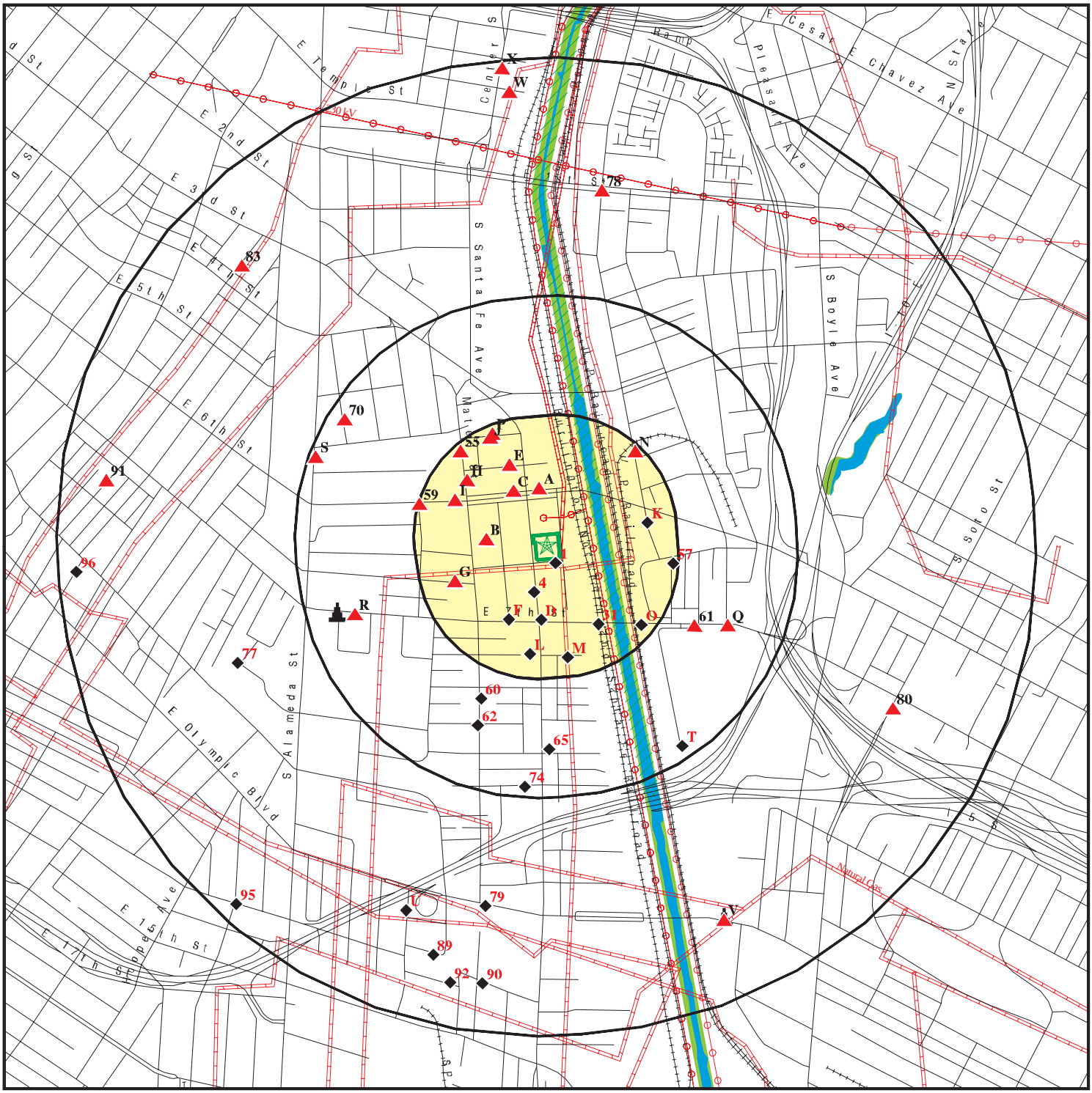
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/LA-ALAMED	725 CHANNING STREET	WSW 1/4 - 1/2 (0.435 mi.)	R68	120
SO CAL GAS/OLYMPIC B	2424 E OLYMPIC BLVD	SSE 1/2 - 1 (0.835 mi.)	V88	206

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 7 records.

Site Name	Database(s)
CALTRANS I-105 FRWY PROJ 2,PCLS 10	RESPONSE, ENVIROSTOR
	CDL
PUREX CORP TURCO PRODS	CERCLIS-NFRAP
ACTA NORTH - PARCEL NE-009-SFGS	SLIC
DENA NEW PRIMARY CENTER	ENVIROSTOR, SCH
CENTRAL REGION HIGH SCHOOL #15	ENVIROSTOR, SCH
CALIFORNIA RECLAMATION/US BRASS (F	ENVIROSTOR

OVERVIEW MAP - 4543185.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Value Produce ADDRESS: 640 South Santa Fe Avenue Los Angeles CA 90021 LAT/LONG: 34.036872 / 118.229783	CLIENT: Ninyo & Moore CONTACT: Patrick Cullip INQUIRY #: 4543185.2s DATE: February 19, 2016 1:42 pm

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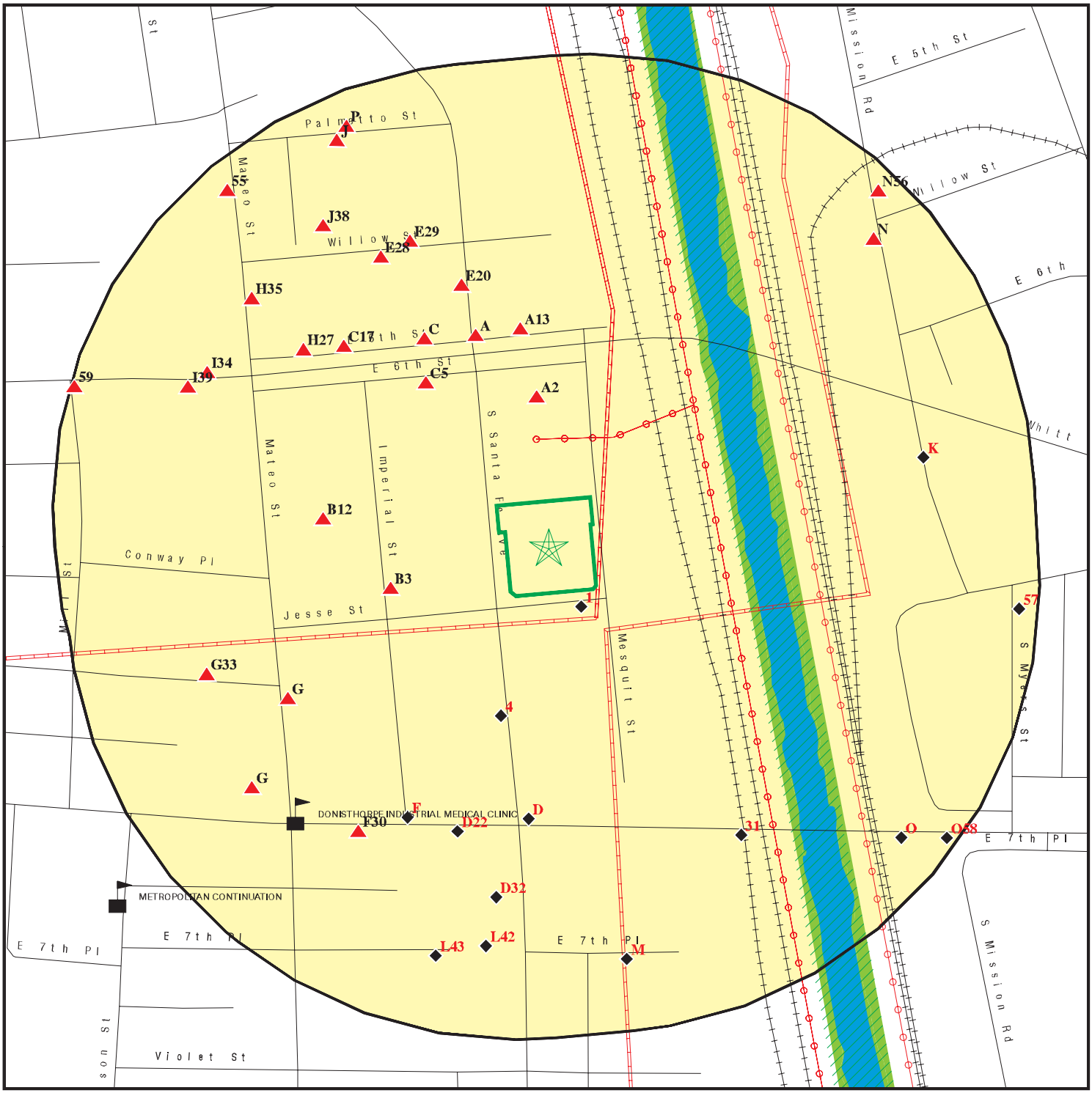
DETAIL MAP - 4543185.2S



0 1/16 1/8 1/4 Miles

- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Pipelines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Value Produce	CLIENT: Ninyo & Moore
ADDRESS: 640 South Santa Fe Avenue Los Angeles CA 90021	CONTACT: Patrick Cullip INQUIRY #: 4543185.2s
LAT/LONG: 34.036872 / 118.229783	DATE: February 19, 2016 1:44 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
CERCLIS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERCLIS-NFRAP	0.500		1	1	0	NR	NR	2
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	1	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		4	5	NR	NR	NR	9
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	TP		NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	1	1	1	NR	3
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		1	4	4	18	NR	27
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	2	NR	NR	2
State and tribal leaking storage tank lists								
LUST	0.500		2	1	6	NR	NR	9

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		1	0	1	NR	NR	2
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	7	NR	NR	NR	7
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		1	2	1	NR	NR	4
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	1	NR	NR	1
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	1	NR	NR	1
SWRCY	0.500		0	0	1	NR	NR	1
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
AOCONCERN	1.000		0	0	0	0	NR	0
HIST Cal-Sites	1.000		1	1	0	2	NR	4
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		6	20	NR	NR	NR	26
HIST UST	0.250		3	6	NR	NR	NR	9
CA FID UST	0.250		6	19	NR	NR	NR	25
Local Land Records								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	TP		NR	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		1	4	NR	NR	NR	5
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	1	0	1	NR	2
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	1	NR	NR	NR	1
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		1	2	0	NR	NR	3
LOS ANGELES CO. HMS	TP		NR	NR	NR	NR	NR	0
HWP	1.000		0	0	0	1	NR	1
HWT	0.250		0	0	NR	NR	NR	0
MINES	TP		NR	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
LA Co. Site Mitigation	TP		NR	NR	NR	NR	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	1	1	NR	2
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	28	75	19	25	0	147

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1
SSE
< 1/8
0.009 mi.
49 ft.

APEX WHOLESALE PRODUCE INC
1580 JESSE ST
LOS ANGELES, CA 90021

SWEEPS UST
HIST UST
CA FID UST
WDS

S101617226
N/A

Relative:
Lower

Actual:
247 ft.

SWEEPS UST:

Status:	Active
Comp Number:	4005
Number:	9
Board Of Equalization:	Not reported
Referral Date:	01-08-93
Action Date:	04-25-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19055660
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	1580 JESSE ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

WDS:

Facility ID:	4 19I015042
Facility Type:	Not reported
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	SELECT PRODUCE INC
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported

APEX WHOLESALE PRODUCE INC (Continued) **S101617226**

Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

A2 **LUMARYS TIRE SERVICE, INC** **SWEEPS UST** **S101587636**
North **600 S SANTA FE AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90021**
0.059 mi.
314 ft. **Site 1 of 8 in cluster A**

Relative:
Higher

Actual:
251 ft.

SWEEPS UST:

Status:	Active
Comp Number:	4587
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-05-93
Action Date:	05-05-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19055840
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported

LUMARYS TIRE SERVICE, INC (Continued) **S101587636**

Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	600 S SANTA FE AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

B3 **MISSION FURNITURE MFG CO#** **RCRA-SQG** **1000382426**
WSW **652 S IMPERIAL ST** **FINDS** **CAD009546052**
< 1/8 **LOS ANGELES, CA 90021**
0.067 mi.
354 ft. **Site 1 of 2 in cluster B**

Relative:
Higher

Actual:
249 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	MISSION FURNITURE MFG CO#
Facility address:	652 S IMPERIAL ST LOS ANGELES, CA 90021
EPA ID:	CAD009546052
Mailing address:	S IMPERIAL ST LOS ANGELES, CA 90021
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	IRVING GOODMAN
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212

MISSION FURNITURE MFG CO# (Continued) **1000382426**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002636942

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

4
SSW
< 1/8
0.068 mi.
359 ft.

Relative:
Lower

Actual:
247 ft.

FRICTION MATERIALS COMPANY **SWEEPS UST** **S101587637**
675 S SANTA FE AVE **CA FID UST** **N/A**
LOS ANGELES, CA 90021

SWEEPS UST:
Status: Not reported
Comp Number: 4589
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported

FRICTION MATERIALS COMPANY (Continued) **S101587637**

Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19055841
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 675 S SANTA FE AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

C5 **VOLKSWORKS** **RCRA-SQG 1000272901**
NW **1448 E 6TH ST** **FINDS CAD982050726**
< 1/8 **LOS ANGELES, CA 90021**
0.080 mi.
424 ft. **Site 1 of 5 in cluster C**

Relative:
Higher

Actual:
252 ft.

RCRA-SQG:
Date form received by agency: 10/19/1987
Facility name: VOLKSWORKS
Facility address: 1448 E 6TH ST
LOS ANGELES, CA 90021
EPA ID: CAD982050726
Mailing address: E SIXTH ST
LOS ANGELES, CA 90021
Contact: ENVIRONMENTAL MANAGER
Contact address: 1448 E SIXTH ST
LOS ANGELES, CA 90021
Contact country: US
Contact telephone: (213) 620-0706
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: KEVIN BURCHES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private

VOLKSWORKS (Continued) **1000272901**

Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002789091

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A6 **SUN CHEMICAL CORPORATION 12-14-90** **HIST UST** **S113001063**
NNW **590 S SANTA FE** **HAZNET** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.095 mi.
503 ft. **Site 2 of 8 in cluster A**

Relative:
Higher

Actual:
252 ft.

HAZNET:
envid: S113001063
Year: 1999
GEPAID: CAD055779417
Contact: SUN CHEMICAL CORP
Telephone: 0000000000

SUN CHEMICAL CORPORATION 12-14-90 (Continued) **S113001063**

Mailing Name: Not reported
Mailing Address: 135 W LAKE STREET
Mailing City,St,Zip: NORTHLAKE, IL 605250000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Other organic solids
Disposal Method: Transfer Station
Tons: .0375
Cat Decode: Other organic solids
Method Decode: Transfer Station
Facility County: Los Angeles

envid: S113001063
Year: 1999
GEPAID: CAD055779417
Contact: SUN CHEMICAL CORP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 135 W LAKE STREET
Mailing City,St,Zip: NORTHLAKE, IL 605250000
Gen County: Not reported
TSD EPA ID: CAD028409019
TSD County: Not reported
Waste Category: Liquids with halogenated organic compounds >= 1,000 Mg./L
Disposal Method: Transfer Station
Tons: .2293
Cat Decode: Liquids with halogenated organic compounds >= 1,000 Mg./L
Method Decode: Transfer Station
Facility County: Los Angeles

envid: S113001063
Year: 1997
GEPAID: CAD055779417
Contact: SUN CHEMICAL CORP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 135 W LAKE STREET
Mailing City,St,Zip: NORTHLAKE, IL 605250000
Gen County: Not reported
TSD EPA ID: CAD008252405
TSD County: Not reported
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 2.2935
Cat Decode: Unspecified organic liquid mixture
Method Decode: Recycler
Facility County: Los Angeles

envid: S113001063
Year: 1996
GEPAID: CAD055779417
Contact: SUN CHEMICAL CORP
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 135 W LAKE STREET
Mailing City,St,Zip: NORTHLAKE, IL 605250000

SUN CHEMICAL CORPORATION 12-14-90 (Continued) **S113001063**

Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Off-specification, aged or surplus organics
Disposal Method:	Recycler
Tons:	12.5308
Cat Decode:	Off-specification, aged or surplus organics
Method Decode:	Recycler
Facility County:	Los Angeles

envid:	S113001063
Year:	1996
GEPAID:	CAD055779417
Contact:	SUN CHEMICAL CORP
Telephone:	0000000000
Mailing Name:	Not reported
Mailing Address:	135 W LAKE STREET
Mailing City,St,Zip:	NORTHLAKE, IL 605250000
Gen County:	Not reported
TSD EPA ID:	CAD008252405
TSD County:	Not reported
Waste Category:	Other organic solids
Disposal Method:	Recycler
Tons:	40.6625
Cat Decode:	Other organic solids
Method Decode:	Recycler
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
24 additional CA_HAZNET: record(s) in the EDR Site Report.

A7 **UNITED TECHNOLOGIES INMONT COR** **SWEEPS UST** **S101617157**
NNW **590 S SANTA FE AVE** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90013** **NPDES**
0.097 mi.
513 ft. **Site 3 of 8 in cluster A**

Relative:
Higher

Actual:
252 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	1318
Number:	Not reported
Board Of Equalization:	44-011727
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-001318-000001
Tank Status:	Not reported
Capacity:	15000
Active Date:	Not reported
Tank Use:	CHEMICAL
STG:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	20

Status:	Not reported
Comp Number:	1318
Number:	Not reported

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000002
Tank Status: Not reported
Capacity: 15000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000003
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000004
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000005

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000006
Tank Status: Not reported
Capacity: 3000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000007
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000008
Tank Status: Not reported
Capacity: 2662
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000009
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000010
Tank Status: Not reported
Capacity: 2662
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000011
Tank Status: Not reported
Capacity: 2697
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000012
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000013
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000014
Tank Status: Not reported
Capacity: 2662
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000015
Tank Status: Not reported

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Capacity: 3000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000016
Tank Status: Not reported
Capacity: 5359
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000017
Tank Status: Not reported
Capacity: 30000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000018
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000019
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1318
Number: Not reported
Board Of Equalization: 44-011727
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001318-000020
Tank Status: Not reported
Capacity: 1000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19001362
Regulated By: UTNKI
Regulated ID: 00017676
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136248276
Mail To: Not reported
Mailing Address: 590 S SANTA FE AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

NPDES:
Npdes Number: CAS000002
Facility Status: Active

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

Agency Id:	0
Region:	4
Regulatory Measure Id:	456018
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C374030
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	09/17/2015
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Los Angeles County Metropolitan Transportation Authority
Discharge Address:	One Gateway Plaza MS 99 17 2
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90012
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	456018
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C374030
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	9/14/2015
PROCESSED DATE:	9/17/2015
STATUS CODE NAME:	Active
STATUS DATE:	9/17/2015
PLACE SIZE:	2.9
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Mario Ledesma
FACILITY CONTACT TITLE:	Field Technician
FACILITY CONTACT PHONE:	714-730-9052
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	mario.ledesma@arcadis-us.com
OPERATOR NAME:	Los Angeles County Metropolitan Transportation Authority
OPERATOR ADDRESS:	One Gateway Plaza MS 99 17 2
OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90012
OPERATOR CONTACT NAME:	Emmanuel Liban
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	213-922-2471
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	libane@metro.net

UNITED TECHNOLOGIES INMONT COR (Continued) **S101617157**

OPERATOR TYPE:	County Agency
DEVELOPER NAME:	Arcadis US
DEVELOPER ADDRESS:	320 Commerce Suite 200
DEVELOPER CITY:	Irvine
DEVELOPER STATE:	California
DEVELOPER ZIP:	92602
DEVELOPER CONTACT NAME:	Stuart Batstone
DEVELOPER CONTACT TITLE:	Project Manager
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	714-679-4431
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	N
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	Y
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Los Angeles River
CERTIFIER NAME:	Emmanuel Liban
CERTIFIER TITLE:	Executive Officer, Environmental Compliance/Sustainability
CERTIFICATION DATE:	14-SEP-15
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

A8 **SUN CHEMICAL CORP** **LUST S102230427**
NNW **590 SANTA FE AVENUE** **SLIC N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.097 mi.
513 ft. **Site 4 of 8 in cluster A**

Relative:
Higher

Actual:
252 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900130034	
Status:	Pollution Characterization	
Substance:	Solvents	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603700541	
W Global ID:	W0605100582	
Staff:	SLC	
Local Agency:	19050	
Cross Street:	WHITTIER	

SUN CHEMICAL CORP (Continued) **S102230427**

Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		2/5/1986
Date Leak Record Entered:	9/8/1987	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/1/1997
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	YMCA CAMP OF LOS ANGELES 2	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6526.869800972369435807653134 9
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/1/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BLANK RP	
RP Address:	Not reported	
Program:	SLIC	
Lat/Long:	34.0389035 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	LOP/MODERATE - POTENTIAL HEALTH/SAFETY/ENVIRONMENTAL IMPACT	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600582-001GEN	
Summary:	TANK & CONTAM SOIL REMOVED. ADD'L SA IN PROGRESS. REFER TO SLIC #441	

SLIC:

Region:	STATE
Facility Status:	**Open - Inactive**
Status Date:	02/02/2015
Global Id:	SL204761666
Lead Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Lead Agency Case Number:	19281223
Latitude:	34.039251
Longitude:	-118.229732
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL

SUN CHEMICAL CORP (Continued) **S102230427**

RB Case Number: 0441A
File Location: DTSC
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:
Region: 4
Facility Status: Site Assessment
SLIC: 0441A
Substance: VOCs
Staff: SH

A9 **BUTTERFIELD (SUN CHEMICAL CORPORATION)** **HIST Cal-Sites** **S105481902**
NNW **590 SOUTH SANTA FE AVENUE** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.097 mi.
513 ft. **Site 5 of 8 in cluster A**

Relative:
Higher

Actual:
252 ft.

Calsite:
Region: GLENDALE
Facility ID: 19281223
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 04032002
Status: ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 28
SIC Name: MANU - CHEMICALS & ALLIED PRODUCTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Staff Member Responsible for Site: CSULTANA
Supervisor Responsible for Site: Not reported
Region Water Control Board: Not reported
Region Water Control Board Name: Not reported
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 46
State Senate District Code: 22
Facility ID: 19281223
Activity: ORDER
Activity Name: I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code: RAA
Proposed Budget: 0
AWP Completion Date: Not reported

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S105481902**

Revised Due Date:	Not reported
Comments Date:	02042002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	590 SOUTH SANTA FE AVENUE
Alternate City,St,Zip:	LOS ANGELES, CA 90013
Background Info:	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. Not reported 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. Not reported 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.
Comments Date:	01042002
Comments:	Scoping meeting held between Bitterfield and DTSC to discuss
Comments Date:	01042002
Comments:	further site characterization along with the Response Action
Comments Date:	01042002
Comments:	Agreement (RAA).
Comments Date:	01162004
Comments:	DTSC's comments on Work Scope for Pilot Study.
Comments Date:	02022005
Comments:	Meeting with RP to Finalize the workplan.
Comments Date:	02042002
Comments:	RAA approved and signed. Response Action Agreement - (RAA):
Comments Date:	02042002
Comments:	Document agreed upon by proponent and DTSC. RAA describes task
Comments Date:	02042002
Comments:	and timelines associated with project.
Comments Date:	02072002

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S105481902**

Comments:	Draft site characterization work plan (WP) submitted to DTSC,
Comments Date:	02072002
Comments:	DTSC requested and revised WP and time task schedule by 3/8/02.
Comments Date:	03132002
Comments:	DTSC notified that WP will be delivered by 3/22/02.
Comments Date:	03142004
Comments:	The Greenfield Company submitted Air Sparge and Soil Va[por
Comments Date:	03142004
Comments:	Extraction Pilot Study Test Report.
Comments Date:	03282005
Comments:	Extended Pilot Testing Plan received.
Comments Date:	04032002
Comments:	DTSC informed that WP will be hand delivered on 4/4/02.
Comments Date:	05192005
Comments:	Extended Pilot Testing work started.
Comments Date:	06172002
Comments:	Butterfield Trails Corporation submitted Site Characterization
Comments Date:	06172002
Comments:	Update Investigation Workplan.
Comments Date:	07182003
Comments:	Butterfield Trails Corporations submitted Draft Workplan to
Comments Date:	07182003
Comments:	perform Interim Remediation Activities.
Comments Date:	08252003
Comments:	DTSC's comments on Draft Workplan to perform Interim
Comments Date:	08252003
Comments:	Remeditation Activities.
Comments Date:	09032002
Comments:	DTSC's comments on Site Characterization Update Investigation
Comments Date:	09032002
Comments:	Workplan.
Comments Date:	12072001
Comments:	DTSC commenced review of submitted documents for work previously
Comments Date:	12072001
Comments:	conducted on site.
Comments Date:	12102001
Comments:	Scoping meeting held between proponent and DTSC.
Comments Date:	12202001
Comments:	First Draft of Response Action Agreement (RAA) sent to
Comments Date:	12202001
Comments:	proponent and DTSC legal department.
ID Name:	Not reported
ID Value:	Not reported
Alternate Name:	BUTTERFIELD (SUN CHEMICAL CORPORATION)
Special Programs Code:	CLEAN
Special Programs Name:	CLEAN LOAN PROGRAM

A10 **BUTTERFIELD (SUN CHEMICAL CORPORATION)** **ENVIROSTOR** **S104566046**
NNW **590 SOUTH SANTA FE AVENUE** **VCP** **N/A**
< 1/8 **LOS ANGELES, CA 90013** **HIST CORTESE**
0.097 mi.
513 ft. **Site 6 of 8 in cluster A**

Relative:
Higher

Actual:
252 ft.

ENVIROSTOR:

Facility ID:	19281223
Status:	Active
Status Date:	12/07/2012
Site Code:	406000

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2.68
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Jessy Fierro
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: CLEAN Loan Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.03915
Longitude: -118.2299
APN: 5164005001, 5164005002
Past Use: PAINT MANUFACTURING
Potential COC: Benzene Ethylbenzene Xylenes
Confirmed COC: Benzene
Potential Description: SOIL, SV, OTH, SOIL, SV
Alias Name: 5164005001
Alias Type: APN
Alias Name: 5164005002
Alias Type: APN
Alias Name: 110033617254
Alias Type: EPA (FRS #)
Alias Name: SL0002048C00
Alias Type: GeoTracker Global ID
Alias Name: SL204761666
Alias Type: GeoTracker Global ID
Alias Name: SL2048C1697
Alias Type: GeoTracker Global ID
Alias Name: 301610
Alias Type: Project Code (Site Code)
Alias Name: 301701
Alias Type: Project Code (Site Code)
Alias Name: 406000
Alias Type: Project Code (Site Code)
Alias Name: 19281223
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/19/2014
Comments: Tech Memo to Cal/EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Responsible Agency Review
Completed Date: 10/30/2015
Comments: Addendum to MTA's EIS/EIR prepared to evaluate activities in the Removal Action Workplan. The activities in the RAW do not significantly alter the findings or conclusions reached in the previously certified EIS/EIR.

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 09/28/2008
Comments: DTSC sent first demand letter to RP to recover the CLEAN Loan.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/08/2013
Comments: VCA signed by Butterfield owner and DTSC to conduct additional investigation and remediation, if necessary.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Plan
Completed Date: 02/11/2008
Comments: Ground Water Monitoring Work scheduled.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 02/27/2006
Comments: DTSC sent letter in reponse to Soil Vapor Extraction (SVE) Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 03/30/2005
Comments: Meeting scheduled to discuss the cost for the additional assessment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/27/2006
Comments: Letter and comments sent to RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 06/26/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/01/2008
Comments: OK

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/02/2013
Comments: Workplan approved to conduct sampling for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Completed Document Type: Site Characterization Report
Completed Date: 06/30/2014
Comments: Based on the elevated concentrations in the groundwater, DTSC requires submittal of a pilot study workplan that would evaluate potential remedies.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/17/2013
Comments: Sampling activities have begun to delineate contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 09/02/2015
Comments: The Factsheet will be distributed to the community informing them of the public comment period for the Draft Removal Action Workplan (RAW). Public comment period will occur from September 7 to October 7, 2015. The RAW describes cleanup options for the Site soil and a pilot study to test options for the deeper soil and groundwater.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 09/01/2015
Comments: The Public Notice will be published in the local newspapers.

Completed Area Name: Groundwater
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/28/2014
Comments: Not reported

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 02/04/2015
Comments: Report summarizes investigation of underground storage tanks.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/30/2015
Comments: The Removal Action Workplan, which includes excavation of contaminated soil and in situ chemical oxidation, has been approved.

Completed Area Name: Soil
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Environmental Impact Report
Completed Date: 08/12/2015
Comments: In accordance with CEQA, DTSC has reviewed the Environmental Impact Report (EIR) prepared by MTA for the MTA Westside Subway Extension Project (WSE) to ensure that CEQA requirements have been satisfied. The Butterfield/MTA Site will be developed as a maintenance yard for the WSE. The EIR included activities associated with the RAW and thereby evaluated environmental impact(s) from the Site. The EIR can

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

be found on MTAs website:
http://www.metro.net/projects/westside/final-eis-eir/

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Clean Loan Agreement
Completed Date: 02/04/2002
Comments: Response Action Agreement (RAA) approved and signed by proponent and DTSC.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/23/2014
Comments: Updated Cost Estimate completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/11/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Completion Report
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Community Profile
Schedule Due Date: 09/30/2015
Schedule Revised Date: Not reported

VCP:
Facility ID: 19281223
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.68
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Jessy Fierro
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Site Code: 406000
Assembly: 53
Senate: 24
Special Programs Code: CLEAN Loan Program
Status: Active
Status Date: 12/07/2012
Restricted Use: NO
Funding: Responsible Party

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Lat/Long:	34.03915 / -118.2299
APN:	5164005001, 5164005002
Past Use:	PAINT MANUFACTURING
Potential COC:	30003, 30272, 30593
Confirmed COC:	30003,,
Potential Description:	SOIL, SV, OTH, SOIL, SV
Alias Name:	5164005001
Alias Type:	APN
Alias Name:	5164005002
Alias Type:	APN
Alias Name:	110033617254
Alias Type:	EPA (FRS #)
Alias Name:	SL0002048C00
Alias Type:	GeoTracker Global ID
Alias Name:	SL204761666
Alias Type:	GeoTracker Global ID
Alias Name:	SL2048C1697
Alias Type:	GeoTracker Global ID
Alias Name:	301610
Alias Type:	Project Code (Site Code)
Alias Name:	301701
Alias Type:	Project Code (Site Code)
Alias Name:	406000
Alias Type:	Project Code (Site Code)
Alias Name:	19281223
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	12/19/2014
Comments:	Tech Memo to Cal/EPA.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Responsible Agency Review
Completed Date:	10/30/2015
Comments:	Addendum to MTA’s EIS/EIR prepared to evaluate activities in the Removal Action Workplan. The activities in the RAW do not significantly alter the findings or conclusions reached in the previously certified EIS/EIR.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Letter - Demand
Completed Date:	09/28/2008
Comments:	DTSC sent first demand letter to RP to recover the CLEAN Loan.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	04/08/2013
Comments:	VCA signed by Butterfield owner and DTSC to conduct additional investigation and remediation, if necessary.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Completed Document Type: Monitoring Plan
Completed Date: 02/11/2008
Comments: Ground Water Monitoring Work scheduled.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Pilot/Treatability Study Report
Completed Date: 02/27/2006
Comments: DTSC sent letter in reponse to Soil Vapor Extraction (SVE) Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 03/30/2005
Comments: Meeting scheduled to discuss the cost for the additional assessment.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 02/27/2006
Comments: Letter and comments sent to RP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 06/26/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Monitoring Report
Completed Date: 08/01/2008
Comments: OK

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/02/2013
Comments: Workplan approved to conduct sampling for data gaps.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 06/30/2014
Comments: Based on the elevated concentrations in the groundwater, DTSC requires submittal of a pilot study workplan that would evaluate potential remedies.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 11/17/2013
Comments: Sampling activities have begun to delineate contamination.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Completed Date:	09/02/2015
Comments:	The Factsheet will be distributed to the community informing them of the public comment period for the Draft Removal Action Workplan (RAW). Public comment period will occur from September 7 to October 7, 2015. The RAW describes cleanup options for the Site soil and a pilot study to test options for the deeper soil and groundwater.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	09/01/2015
Comments:	The Public Notice will be published in the local newspapers.
Completed Area Name:	Groundwater
Completed Sub Area Name:	Not reported
Completed Document Type:	Monitoring Report
Completed Date:	08/28/2014
Comments:	Not reported
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	02/04/2015
Comments:	Report summarizes investigation of underground storage tanks.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	10/30/2015
Comments:	The Removal Action Workplan, which includes excavation of contaminated soil and in situ chemical oxidation, has been approved.
Completed Area Name:	Soil
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Environmental Impact Report
Completed Date:	08/12/2015
Comments:	In accordance with CEQA, DTSC has reviewed the Environmental Impact Report (EIR) prepared by MTA for the MTA Westside Subway Extension Project (WSE) to ensure that CEQA requirements have been satisfied. The Butterfield/MTA Site will be developed as a maintenance yard for the WSE. The EIR included activities associated with the RAW and thereby evaluated environmental impact(s) from the Site. The EIR can be found on MTAs website: http://www.metro.net/projects/westside/final-eis-eir/
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Clean Loan Agreement
Completed Date:	02/04/2002
Comments:	Response Action Agreement (RAA) approved and signed by proponent and DTSC.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	01/23/2014
Comments:	Updated Cost Estimate completed.

BUTTERFIELD (SUN CHEMICAL CORPORATION) (Continued) **S104566046**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/11/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Completion Report
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Community Profile
Schedule Due Date: 09/30/2015
Schedule Revised Date: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900130034

A11 **BASE CORPORATION COATINGS & INKS DIV.** **RCRA NonGen / NLR** **1000226856**
NNW **590 S SANTA FE AVE** **FINDS** **CAD055779417**
< 1/8 **LOS ANGELES, CA 90013**
0.097 mi.
513 ft. **Site 7 of 8 in cluster A**

Relative:
Higher

Actual:
252 ft.

RCRA NonGen / NLR:
Date form received by agency: 10/26/1999
Facility name: BASE CORPORATION COATINGS & INKS DIV.
Facility address: 590 S SANTA FE AVE
LOS ANGELES, CA 90013
EPA ID: CAD055779417
Mailing address: 590 S SANTA FE
LOS ANGELES, CA 90021
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Land type: Facility is not located on Indian land. Additional information is not known.
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: INMONT CORPORATION
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212

BASE CORPORATION COATINGS & INKS DIV. (Continued) **1000226856**

Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 02/27/1992
Site name: SUN CHEMICAL CORP.
Classification: Large Quantity Generator

Date form received by agency: 04/11/1990
Site name: BASF CORP/INMONT CORP
Classification: Large Quantity Generator

Date form received by agency: 08/07/1980
Site name: BASE CORPORATION COATINGS & INKS DIV.
Classification: Large Quantity Generator

Violation Status: No violations found

Evaluation Action Summary:
Evaluation date: 10/21/1999
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

FINDS:

BASE CORPORATION COATINGS & INKS DIV. (Continued) **1000226856**

Registry ID: 110002138749

Environmental Interest/Information System

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

B12 **EXLEY EXPRESS** **CERCLIS-NFRAP** **1003878819**
West **634 S MATEO ST** **CAD981161078**
< 1/8 **LOS ANGELES, CA 90021**
0.098 mi.
517 ft. **Site 2 of 2 in cluster B**

Relative:
Higher

Actual:
250 ft.

CERCLIS-NFRAP:
Site ID: 0902262
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13287672.00000
Person ID: 13003854.00000

Contact Sequence ID: 13293267.00000
Person ID: 13003858.00000

Contact Sequence ID: 13299125.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: CHAUVIN INTL LTD (OPERATOR)
Alias Address: Not reported
CA

Alias Name: FORT D INVESTMENT CO (OWNER)
Alias Address: P O BOX 2726
ROLLING HILLS, CA 90274

CERCLIS-NFRAP Assessment History:
Action: PRELIMINARY ASSESSMENT
Date Started: 09/01/85
Date Completed: 02/01/86
Priority Level: Low priority for further assessment

Action: DISCOVERY
Date Started: / /
Date Completed: 11/01/85

EXLEY EXPRESS (Continued) **1003878819**

Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 01/18/89
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 01/18/89
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

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A13 **INMONT CORPORATION** **SWEEPS UST** **S101586871**
North **1479 E 6TH ST** **CA FID UST** **N/A**
< 1/8 **LOS ANGELES, CA 90013**
0.098 mi.
520 ft. **Site 8 of 8 in cluster A**

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 6900
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19054557
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 1479 E 6TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

C14 **ST. MAINT. SERVICE YARD** **LUST** **S104773299**
NNW **1451 6TH ST E** **N/A**
< 1/8 **LOS ANGELES, CA 90021**
0.103 mi.
544 ft. **Site 2 of 5 in cluster C**

Relative:
Higher

Actual:
252 ft.

LUST:

Region:	STATE
Global Id:	T0603793035
Latitude:	34.0384052
Longitude:	-118.2313177
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/09/2001
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	WR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900210152
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603793035
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603793035
Contact Type:	Local Agency Caseworker
Contact Name:	TBD
Organization Name:	LOS ANGELES, CITY OF
Address:	200 N. MAIN ST. RM. 970
City:	LOS ANGELES
Email:	Not reported
Phone Number:	2134826528

Status History:

Global Id:	T0603793035
Status:	Completed - Case Closed
Status Date:	01/09/2001

Global Id:	T0603793035
Status:	Open - Case Begin Date
Status Date:	07/29/1999

Global Id:	T0603793035
Status:	Open - Site Assessment
Status Date:	10/07/1999

ST. MAINT. SERVICE YARD (Continued) **S104773299**

Regulatory Activities:

Global Id:	T0603793035
Action Type:	Other
Date:	10/07/1999
Action:	Leak Reported

Global Id:	T0603793035
Action Type:	Other
Date:	07/29/1999
Action:	Leak Discovery

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
Facility Id:	900210152	
Status:	Leak being confirmed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603793035	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SANTA FE AVE	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/29/1999	
Date Leak First Reported:		10/7/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	10/7/1999	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/7/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6219.837197848697981788514 2349
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported

ST. MAINT. SERVICE YARD (Continued) **S104773299**

GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	CITY OF LOS ANGELES
RP Address:	419 S. SPRING ST., 12TH FL, LOS ANGELES, CA 90013
Program:	LUST
Lat/Long:	34.038514 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	Not reported
Summary:	Not reported

C15 **LA ST MAINT STORAGE YARD** **RCRA-SQG** **1000387316**
NNW **1451 E 6TH ST** **FINDS** **CAD981988322**
< 1/8 **LOS ANGELES, CA 90019**
0.103 mi.
544 ft. **Site 3 of 5 in cluster C**

Relative:
Higher

Actual:
252 ft.

RCRA-SQG:

Date form received by agency:	03/25/1987
Facility name:	LA ST MAINT STORAGE YARD
Facility address:	1451 E 6TH ST LOS ANGELES, CA 90019
EPA ID:	CAD981988322
Mailing address:	200 N MAIN RM EIGHTH HUNDREDCH LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1451 E SIXTH ST LOS ANGELES, CA 90019
Contact country:	US
Contact telephone:	(213) 485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	CITY OF LOS ANGELES
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported
Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED

LA ST MAINT STORAGE YARD (Continued) **1000387316**

NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002767293

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

C16 **SIXTH STREET CLEANING YARD** **SWEEPS UST** **S101617248**
NNW **1451 E 6TH ST** **HIST UST** **N/A**
< 1/8 **LOS ANGELES, CA 90021** **CA FID UST**
0.103 mi.
544 ft. **Site 4 of 5 in cluster C**

Relative:
Higher

Actual:
252 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 2469
Number: Not reported
Board Of Equalization: 44-012042
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002469-000001
Tank Status: Not reported
Capacity: 1000

SIXTH STREET CLEANING YARD (Continued) **S101617248**

Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 2469
Number: Not reported
Board Of Equalization: 44-012042
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002469-000002
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2469
Number: Not reported
Board Of Equalization: 44-012042
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002469-000003
Tank Status: Not reported
Capacity: 280
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19025211
Regulated By: UTNKI
Regulated ID: 00047121
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134855846
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported

SIXTH STREET CLEANING YARD (Continued) **S101617248**

Status: Inactive

C17 **ALEXANDER BAUGHN INC** **RCRA-SQG** **1000387535**
NW **1427 E 6TH ST** **FINDS** **CAD067754929**
< 1/8 **LOS ANGELES, CA 90021**
0.125 mi.
658 ft. **Site 5 of 5 in cluster C**

Relative: Higher

Actual: 252 ft.

RCRA-SQG:

Date form received by agency:	11/08/2004
Facility name:	ALEXANDER BAUGHN INC
Facility address:	1427 E 6TH ST UNIT A LOS ANGELES, CA 90021
EPA ID:	CAD067754929
Contact:	EDDIE LOPEZ
Contact address:	1427 E 6TH ST UNIT A LOS ANGELES, CA 90021
Contact country:	US
Contact telephone:	213-995-0697
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	PETER ALEXANDER
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	09/01/2001
Owner/Op end date:	Not reported

Owner/operator name:	PETER ALEXANDER
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	09/01/2001
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No

ALEXANDER BAUGHN INC (Continued) **1000387535**

On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: F003
. Waste name: THE FOLLOWING SPENT NONHALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NONHALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NONHALOGENATED SOLVENTS, AND A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Historical Generators:
Date form received by agency: 01/28/1993
Site name: AD ART
Classification: Small Quantity Generator

Violation Status: No violations found

FINDS:

Registry ID: 110002655430

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

D18 **BAILEY & SCHMITZ COMPANY** **ENVIROSTOR** **S105024744**
South **2101 7TH** **HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **LA Co. Site Mitigation**
0.126 mi.
664 ft. **Site 1 of 5 in cluster D**

Relative:
Lower

Actual:
247 ft.

ENVIROSTOR:
Facility ID: 19250029
Status: No Further Action
Status Date: 11/30/1988
Site Code: Not reported
Site Type: Historical
Site Type Detailed: * Historical

BAILEY & SCHMITZ COMPANY (Continued) **S105024744**

Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* Harlan Jeche
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	* CERC2
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	34.03489
Longitude:	-118.2297
APN:	5164018008
Past Use:	VEHICLE MAINTENANCE
Potential COC:	* CONTAMINATED SOIL * WASTE OIL & MIXED OIL * OTHER PESTICIDE CONTAINERS, 30 GALLONS OR MORE
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL, SV
Alias Name:	5164018008
Alias Type:	APN
Alias Name:	19250029
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	01/05/1989
Comments:	SUBMIT TO EPA NO FURTHER ACTION UNDER CERCLA 2

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	11/30/1988
Comments:	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

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	05/18/1987
Comments:	SITE SCREENING DONE RATIONALE - POSS ONSITE CONTAM

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	12/17/1982
Comments:	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).

Future Area Name:	Not reported
Future Sub Area Name:	Not reported

BAILEY & SCHMITZ COMPANY (Continued) **S105024744**

Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19250029

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: Not reported
Jurisdiction: Not reported
Case ID: Not reported
Abated: Not reported
Assigned To: Not reported
Entered Date: Not reported

D19 **BAILEY AND SCHMITZ CO** **CERCLIS-NFRAP** **1003879075**
South **2101 E 7TH ST** **CAD982359689**
1/8-1/4 **LOS ANGELES, CA 90021**
0.126 mi.
664 ft. **Site 2 of 5 in cluster D**

Relative:
Lower

Actual:
247 ft.

CERCLIS-NFRAP:
Site ID: 0902583
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:
Contact Sequence ID: 13289004.00000
Person ID: 13003854.00000

Contact Sequence ID: 13294599.00000
Person ID: 13003858.00000

Contact Sequence ID: 13300457.00000
Person ID: 13004003.00000

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: / /
Date Completed: 11/01/87
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 08/24/89
Priority Level: Not reported

BAILEY AND SCHMITZ CO (Continued) **1003879075**

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 08/24/89
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

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E20
NNW
1/8-1/4
0.126 mi.
667 ft.

CHARLES G SPILO **SWEEPS UST** **S101617153**
585 S SANTA FE AVE **HIST UST** **N/A**
LOS ANGELES, CA 90013 **CA FID UST**

Site 1 of 3 in cluster E

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 2854
Number: Not reported
Board Of Equalization: 44-012589
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002854-000001
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: 1

CA FID UST:
Facility ID: 19013462
Regulated By: UTNKI
Regulated ID: 00050932
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136878600
Mail To: Not reported
Mailing Address: 585 S SANTA FE AVE
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

D21 **DEAN AND ASSOCIATES** **RESPONSE** **S100833562**
South **700 SOUTH SANTA FE AVENUE** **ENVIROSTOR** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **HIST Cal-Sites**
0.130 mi. **CA BOND EXP. PLAN**
687 ft. **Site 3 of 5 in cluster D** **LA Co. Site Mitigation**

Relative:
Lower

Actual:
247 ft.

RESPONSE:

Facility ID:	19490206
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	0.15
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Chatsworth
Site Code:	300044
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified
Status Date:	06/30/1987
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.03432
Longitude:	-118.2296
APN:	5166-002-011, 5166002011
Past Use:	RECYCLING - SCRAP METAL
Potential COC :	Polychlorinated biphenyls (PCBs
Confirmed COC:	Polychlorinated biphenyls (PCBs
Potential Description:	SOIL
Alias Name:	5166-002-011
Alias Type:	APN
Alias Name:	5166002011
Alias Type:	APN
Alias Name:	CAD082199407
Alias Type:	EPA Identification Number
Alias Name:	110033617502
Alias Type:	EPA (FRS #)
Alias Name:	P33071
Alias Type:	PCode
Alias Name:	300044
Alias Type:	Project Code (Site Code)
Alias Name:	19490206
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	06/30/1987
Comments:	5000 gallons of liquid treated and discharged-570 cubic yards hazardous solids removed.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported

DEAN AND ASSOCIATES (Continued) **S100833562**

Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19490206
Status: Certified
Status Date: 06/30/1987
Site Code: 300044
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.15
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: DTSC
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.03432
Longitude: -118.2296
APN: 5166-002-011, 5166002011
Past Use: RECYCLING - SCRAP METAL
Potential COC: Polychlorinated biphenyls (PCBs
Confirmed COC: Polychlorinated biphenyls (PCBs
Potential Description: SOIL
Alias Name: 5166-002-011
Alias Type: APN
Alias Name: 5166002011
Alias Type: APN
Alias Name: CAD082199407
Alias Type: EPA Identification Number
Alias Name: 110033617502
Alias Type: EPA (FRS #)
Alias Name: P33071
Alias Type: PCode
Alias Name: 300044
Alias Type: Project Code (Site Code)
Alias Name: 19490206
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 06/30/1987
Comments: 5000 gallons of liquid treated and discharged-570 cubic yards hazardous solids removed.

Future Area Name: Not reported

DEAN AND ASSOCIATES (Continued) **S100833562**

Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Calsite:
Region: GLENDALE
Facility ID: 19490206
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 06301987
Status: CERTIFIED AS HAVING BEEN REMEDIED SATISFACTORILY UNDER DTSC OVERSIGHT
Status Name: CERTIFIED
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 49
SIC Name: ELECTRIC, GAS & SANITARY SERVICES
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Unknown
Staff Member Responsible for Site: Not reported
Supervisor Responsible for Site: Not reported
Region Water Control Board: Not reported
Region Water Control Board Name: Not reported
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 46
State Senate District Code: 22
Facility ID: 19490206
Activity: CERT
Activity Name: CERTIFICATION
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 06301987
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: CERT
Definition of Status: CERTIFIED
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported

DEAN AND ASSOCIATES (Continued) **S100833562**

Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	700 SOUTH SANTA FE AVENUE
Alternate City,St,Zip:	LOS ANGELES, CA 90021
Background Info:	Not reported
Comments Date:	04181989
Comments:	SITE IS ON 1989 BOND EXPENDITURE PLAN FOR COST RECOVERY
Comments Date:	04181989
Comments:	ONLY.
Comments Date:	06301987
Comments:	5000 gallons of liquid treated and discharged-570 cubic
Comments Date:	06301987
Comments:	yards hazardous solids removed.
ID Name:	BEP DATABASE PCODE
ID Value:	P33071
ID Name:	EPA IDENTIFICATION NUMBER
ID Value:	CAD082199407
Alternate Name:	DEAN AND ASSOCIATES
Special Programs Code:	Not reported
Special Programs Name:	Not reported

CA BOND EXP. PLAN:

Reponsible Party:	COST RECOVERY/OPERATION AND MAINTENANCE SITE
Project Revenue Source Company:	Not reported
Project Revenue Source Addr:	Not reported
Project Revenue Source City,St,Zip:	Not reported
Project Revenue Source Desc:	DHS has utilized Bond funds to complete the remedial action. DHS is currently undertaking appropriate cost recovery actions.
Site Description:	This site was previously used to scrap electrical transformers.
Hazardous Waste Desc:	Polychlorinated biphenyls (PCBs) were detected in the soil.
Threat To Public Health & Env:	The remedial action has been completed. Soil contaminated with PCBs was excavated and redisposed of in a licensed landfill. There is no threat to public health and the environment.
Site Activity Status:	In August, 1985, the RP, Mr. Rodney Dean, pled no contest to three felony counts of illegal storage, transportation and disposal of hazardous wastes. Mr. Dean's probation required that the cleanup of the site be completed and reported to the court. The RP retained a contractor for the cleanup and began the remedial actions. The contractors removed much of the contaminated soil. DHS completed the cleanup after the RP exhausted his financial resources. DHS is currently in the cost recovery stage.

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	Not reported
Jurisdiction:	Not reported
Case ID:	Not reported
Abated:	Not reported
Assigned To:	Not reported
Entered Date:	Not reported

D22 **FRED KORT** **UST** **U003780544**
SSW **2040 E 7TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.137 mi.
721 ft. **Site 4 of 5 in cluster D**

Relative:
Lower

Actual:
247 ft.

UST:
Facility ID: 24107
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.03457
Longitude: -118.23089

F23 **FRICTION MATERIALS CO OF LA** **UST** **U003879507**
SSW **2029 E 7TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.139 mi.
733 ft. **Site 1 of 3 in cluster F**

Relative:
Lower

Actual:
247 ft.

UST:
Facility ID: 25049
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0360448
Longitude: -118.2296407

F24 **FRICTION MATERIALS** **SWEEPS UST** **S101587820**
SSW **2029 E 7TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.139 mi.
733 ft. **Site 2 of 3 in cluster F**

Relative:
Lower

Actual:
247 ft.

SWEEPS UST:
Status: Active
Comp Number: 5396
Number: 1
Board Of Equalization: 44-013215
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-005396-000001
Tank Status: A
Capacity: 6000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: 1

CA FID UST:
Facility ID: 19056033
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2029 E 7TH ST
Mailing Address 2: Not reported

FRICTION MATERIALS (Continued) **S101587820**

Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

G25 **ADECO** **RCRA NonGen / NLR** **1000174691**
WSW **676 SOUTH MATEO** **FINDS** **CAD028453231**
1/8-1/4 **LOS ANGELES, CA 90021**
0.139 mi.
734 ft. **Site 1 of 5 in cluster G**

Relative:
Higher

Actual:
249 ft.

RCRA NonGen / NLR:
Date form received by agency: 05/27/1986
Facility name: ADECO
Facility address: 676 SOUTH MATEO
LOS ANGELES, CA 90021
EPA ID: CAD028453231
Mailing address: SOUTH MATEO
LOS ANGELES, CA 90021
Contact: ENVIRONMENTAL MANAGER
Contact address: 676 SOUTH MATEO
LOS ANGELES, CA 90021
Contact country: US
Contact telephone: (213) 746-5555
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: ADECO
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No

ADECO (Continued) **1000174691**

Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002640517

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

G26 **FEDERAL ARMORED EXPRESS** **SWEEPS UST** **S101584892**
WSW **676 S MATEO ST** **HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **CA FID UST**
0.139 mi.
734 ft. **Site 2 of 5 in cluster G**

Relative:
Higher

Actual:
249 ft.

SWEEPS UST:

Status:	Active
Comp Number:	1909
Number:	1
Board Of Equalization:	44-012062
Referral Date:	09-24-93
Action Date:	09-24-93
Created Date:	02-29-88
Owner Tank Id:	1909
SWRCB Tank Id:	19-050-001909-000001
Tank Status:	A
Capacity:	10000
Active Date:	10-23-92
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	1

CA FID UST:

Facility ID:	19016633
Regulated By:	UTNKA
Regulated ID:	00034007
Cortese Code:	Not reported

FEDERAL ARMORED EXPRESS (Continued) **S101584892**

SIC Code: Not reported
Facility Phone: 2136245100
Mail To: Not reported
Mailing Address: 676 S MATEO ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

H27 **STOVER SEED COMPANY** **SWEEPS UST** **S101617250**
NW **1415 E 6TH ST** **HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **CA FID UST**
0.140 mi.
740 ft. **Site 1 of 2 in cluster H**

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 4351
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19011388
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136269668
Mail To: Not reported
Mailing Address: 1415 E 6TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

E28
NNW
1/8-1/4
0.155 mi.
818 ft.

C & W CHEMS CO INC
1328 WILLOW ST
LOS ANGELES, CA 90013

Site 2 of 3 in cluster E

RCRA-SQG
CA FID UST
FINDS

1000135749
CAD048478499

Relative:
Higher

Actual:
253 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	C & W CHEMS CO INC
Facility address:	1328 WILLOW ST LOS ANGELES, CA 90013
EPA ID:	CAD048478499
Mailing address:	1328 WILLOW STREET LOS ANGELES, CA 90013
Contact:	Not reported
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	WARREN SKELTON
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No

C & W CHEMS CO INC (Continued) **1000135749**

Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 09/05/1980
Site name: C & W CHEMS CO INC
Classification: Large Quantity Generator

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 06/04/1985
Date achieved compliance: 11/04/1985
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/04/1985
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/04/1985
Evaluation: FOCUSED COMPLIANCE INSPECTION
Area of violation: Generators - General
Date achieved compliance: 11/04/1985
Evaluation lead agency: State

CA FID UST:
Facility ID: 19029286
Regulated By: UTNKI
Regulated ID: 00017605
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136802427
Mail To: Not reported
Mailing Address: 1328 WILLOW ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

C & W CHEMS CO INC (Continued) **1000135749**

FINDS:

Registry ID: 110002647173

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

E29 **JOHN MORRELL & CO.** **CA FID UST** **1000598265**
NNW **1335 WILLOW ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.157 mi.
831 ft. **Site 3 of 3 in cluster E**

Relative:
Higher

Actual:
253 ft.

CA FID UST:

Facility ID:	19010773
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2136246341
Mail To:	Not reported
Mailing Address:	1335 WILLOW ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900130000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

F30 **DRAGON TRIMS INC** **DRYCLEANERS** **S110495203**
SW **2014 E 7TH ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.159 mi.
841 ft. **Site 3 of 3 in cluster F**

Relative:
Higher

Actual:
248 ft.

DRYCLEANERS:

EPA Id:	CAL000219577
NAICS Code:	81232
NAICS Description:	Drycleaning and Laundry Services (except Coin-Operated)
SIC Code:	7211
SIC Description:	Power Laundries, Family and Commercial
Create Date:	08/23/2001
Facility Active:	No
Inactive Date:	06/30/2002
Facility Addr2:	Not reported
Owner Name:	DRAGON TRIMS INC
Owner Address:	2014 E 7TH ST

DRAGON TRIMS INC (Continued) **S110495203**

Owner Address 2:	Not reported
Owner Telephone:	2136228873
Contact Name:	CHARLIE KIM
Contact Address:	2014 E 7TH ST
Contact Address 2:	Not reported
Contact Telephone:	2136228873
Mailing Name:	CHARLIE KIM/VP
Mailing Address 1:	2014 E 7TH ST
Mailing Address 2:	Not reported
Mailing City:	LOS ANGELES
Mailing State:	CA
Mailing Zip:	900210000
Owner Fax:	Not reported
Region Code:	3

---

31 **ALFRED A GRANT COMPANY INC** **SWEEPS UST** **S101586654**
SSE **2138 E 7TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.162 mi.
854 ft.

Relative:
Lower

Actual:
244 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	4008
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19054319
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2144 E 7TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

D32 **FRED KORT** **UST** **U003780549**
South **2060 E 7TH ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.170 mi.
898 ft. **Site 5 of 5 in cluster D**

Relative:
Lower

Actual:
246 ft.

UST:
Facility ID: 24111
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0350909
Longitude: -118.229048

SWEEPS UST:
Status: Active
Comp Number: 9040
Number: 2
Board Of Equalization: Not reported
Referral Date: 04-21-94
Action Date: 04-21-94
Created Date: 04-21-94
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

G33 **A-1 NOVELTY** **SWEEPS UST** **S101588116**
WSW **1855 INDUSTRIAL ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **EMI**
0.177 mi.
937 ft. **Site 3 of 5 in cluster G**

Relative:
Higher

Actual:
249 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 6800
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19056351
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported

A-1 NOVELTY (Continued) **S101588116**

SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	1855 INDUSTRIAL ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	9836
Air District Name:	SC
SIC Code:	3079
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	9836
Air District Name:	SC
SIC Code:	3087
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

I34 **L N COLOR** **RCRA-SQG** **1000686542**
WNW **1381 E 6TH ST** **FINDS** **CAD983638636**
1/8-1/4 **LOS ANGELES, CA 90021**
0.180 mi.
949 ft. **Site 1 of 2 in cluster I**

Relative:
Higher

Actual:
252 ft.

RCRA-SQG:

Date form received by agency:	03/20/1992
Facility name:	L N COLOR
Facility address:	1381 E 6TH ST LOS ANGELES, CA 90021
EPA ID:	CAD983638636
Contact:	NED JOY
Contact address:	1381 E 6TH ST LOS ANGELES, CA 90021
Contact country:	US
Contact telephone:	(213) 628-9009
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NED JOY
Owner/operator address:	165 W SANTA ANITA TERR ARCADIA, CA 91007
Owner/operator country:	Not reported
Owner/operator telephone:	(818) 445-7459
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002877904

L N COLOR (Continued) **1000686542**

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

H35 **L A IMAGES** **RCRA-SQG** **1001481026**
NW **584 S MATEO ST** **FINDS** **CAR000050849**
1/8-1/4 **LOS ANGELES, CA 90013** **HAZNET**
0.181 mi.
956 ft. **Site 2 of 2 in cluster H**

Relative:
Higher

Actual:
253 ft.

RCRA-SQG:

Date form received by agency:	04/02/1999
Facility name:	L A IMAGES
Facility address:	584 S MATEO ST LOS ANGELES, CA 90013
EPA ID:	CAR000050849
Contact:	YOUNG KIM
Contact address:	584 S MATEO ST LOS ANGELES, CA 90013
Contact country:	US
Contact telephone:	(213) 628-1272
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	L A IMAGES
Owner/operator address:	584 S MATEO ST LOS ANGELES, CA 90013
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 628-1272
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No

L A IMAGES (Continued) **1001481026**

User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D039
. Waste name: TETRACHLOROETHYLENE

Violation Status: No violations found

FINDS:

Registry ID: 110002927307

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
envid: 1001481026
Year: 2000
GEPAID: CAR000050849
Contact: L A IMAGES
Telephone: --
Mailing Name: Not reported
Mailing Address: 584 S MATEO ST
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: 0.16
Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Transfer Station
Facility County: Los Angeles

envid: 1001481026
Year: 1999
GEPAID: CAR000050849
Contact: L A IMAGES
Telephone: 0000000000
Mailing Name: Not reported
Mailing Address: 584 S MATEO ST
Mailing City,St,Zip: LOS ANGELES, CA 900130000
Gen County: Not reported
TSD EPA ID: CAT000613935
TSD County: Not reported
Waste Category: Aqueous solution with total organic residues less than 10 percent
Disposal Method: Transfer Station
Tons: .4044

L A IMAGES (Continued) **1001481026**

Cat Decode: Aqueous solution with total organic residues less than 10 percent
Method Decode: Transfer Station
Facility County: Los Angeles

G36 **VARALINA EXXON STATION** **SWEEPS UST** **S101584347**
SW **1935 E 7TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.183 mi.
965 ft. **Site 4 of 5 in cluster G**

Relative:
Higher

Actual:
248 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 1749
Number: Not reported
Board Of Equalization: 44-011955
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001749-000001
Tank Status: Not reported
Capacity: 3000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 6

Status: Not reported
Comp Number: 1749
Number: Not reported
Board Of Equalization: 44-011955
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001749-000002
Tank Status: Not reported
Capacity: 3000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1749
Number: Not reported
Board Of Equalization: 44-011955
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001749-000003
Tank Status: Not reported
Capacity: 8000
Active Date: Not reported
Tank Use: M.V. FUEL

VARALINA EXXON STATION (Continued) **S101584347**

STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1749
Number: Not reported
Board Of Equalization: 44-011955
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001749-000004
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1749
Number: Not reported
Board Of Equalization: 44-011955
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001749-000005
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 1749
Number: Not reported
Board Of Equalization: 44-011955
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001749-000006
Tank Status: Not reported
Capacity: 550
Active Date: Not reported
Tank Use: OIL
STG: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19010712

VARALINA EXXON STATION (Continued) **S101584347**

Regulated By:	UTNKI
Regulated ID:	00029341
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2134891140
Mail To:	Not reported
Mailing Address:	16945 N CHASE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

G37 **EXXON #7-8407 (FORMER)** **LUST S101297428**
SW **1935 007TH ST E** **HIST CORTESE N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.183 mi.
965 ft. **Site 5 of 5 in cluster G**

Relative:
Higher

Actual:
248 ft.

LUST:

Region:	STATE
Global Id:	T0603700643
Latitude:	34.0347117
Longitude:	-118.2333546
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	01/23/1997
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	YR
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900210034
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Aquifer used for drinking water supply
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603700643
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603700643
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780

EXXON #7-8407 (FORMER) (Continued) **S101297428**

City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:
Global Id: T0603700643
Status: Completed - Case Closed
Status Date: 01/23/1997

Global Id: T0603700643
Status: Open - Case Begin Date
Status Date: 08/24/1987

Global Id: T0603700643
Status: Open - Site Assessment
Status Date: 02/07/1992

Global Id: T0603700643
Status: Open - Site Assessment
Status Date: 07/29/1995

Regulatory Activities:
Global Id: T0603700643
Action Type: Other
Date: 08/24/1987
Action: Leak Reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
Facility Id: 900210034
Status: Case Closed
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Not reported
Global ID: T0603700643
W Global ID: W0605100582
Staff: UNK
Local Agency: 19050
Cross Street: MATEO
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 8/24/1987
Date Leak Record Entered: 6/15/1988
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 7/28/1997
Date the Case was Closed: 1/23/1997
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: Not reported
Leak Source: Not reported

EXXON #7-8407 (FORMER) (Continued) **S101297428**

Operator:	Not reported
Water System:	YMCA CAMP OF LOS ANGELES 2
Well Name:	Not reported
Approx. Dist To Production Well (ft):	6685.871713933827587313365407 5
Source of Cleanup Funding:	Not reported
Preliminary Site Assessment Workplan Submitted:	Not reported
Preliminary Site Assessment Began:	2/7/1992
Pollution Characterization Began:	7/29/1995
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	1/1/1965
Hist Max MTBE Conc in Groundwater:	10
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	EXXON COMPANY, U S A
RP Address:	PO BOX 4032, CONCORD, CA 94524-2032
Program:	LUST
Lat/Long:	34.0347117 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600582-001GEN
Summary:	09/30/96 - QUARTERLY MONITORING REPORT 12/31/96 - 4TH QUARTER REPORT 03/31/97 - QTRLY REPORT-1ST QRT 1997 06/04/97 - WELL ABANDONMENT RPT

HIST CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900210034

J38 **JOEL & ARONOFF WEST INC** **RCRA-SQG 1000273582**
NW **1323 WILLOW ST** **FINDS CAD077236487**
1/8-1/4 **LOS ANGELES, CA 90013**
0.186 mi.
982 ft. **Site 1 of 3 in cluster J**

Relative:
Higher

Actual:
253 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	JOEL & ARONOFF WEST INC
Facility address:	1323 WILLOW ST LOS ANGELES, CA 90013
EPA ID:	CAD077236487
Mailing address:	WILLOW ST LOS ANGELES, CA 90013
Contact:	Not reported
Contact address:	Not reported

JOEL & ARONOFF WEST INC (Continued) **1000273582**

Not reported
Contact country: US
Contact telephone: Not reported
Contact email: Not reported
EPA Region: 09
Classification: Small Small Quantity Generator
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:
Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002658963

Environmental Interest/Information System

JOEL & ARONOFF WEST INC (Continued) **1000273582**

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

I39 **BASF WYANDOTTE METROPOL DIST** **RCRA NonGen / NLR** **1000227523**
WNW **1366 E SIXTH ST** **FINDS** **CAT080029861**
1/8-1/4 **LOS ANGELES, CA 90021**
0.187 mi.
985 ft. **Site 2 of 2 in cluster I**

Relative:
Higher

Actual:
252 ft.

RCRA NonGen / NLR:

Date form received by agency:	10/15/1999
Facility name:	BASF WYANDOTTE METROPOL DIST
Facility address:	1366 E SIXTH ST LOS ANGELES, CA 90021
EPA ID:	CAT080029861
Mailing address:	PO BOX 181 PARSIPPANY, NJ 07054
Contact:	JENNIFER INFANTINO
Contact address:	3000 N CONTINENTAL DR MT OLIVE, NJ 078281234
Contact country:	US
Contact telephone:	(973) 426-2600
Contact email:	Not reported
EPA Region:	09
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	METROPOLITAN DISTRIBUTION CENTER INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No

BASF WYANDOTTE METROPOL DIST (Continued) **1000227523**

Transporter of hazardous waste:	No
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No
Used oil transfer facility:	No
Used oil transporter:	No

Violation Status: No violations found

FINDS:

Registry ID: 110002955552

Environmental Interest/Information System

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

K40 **SAFFOLA QUALITY FOODS INC** **RCRA-SQG** **1000229839**
ENE **633 S MISSION RD** **CAD131290330**
1/8-1/4 **LOS ANGELES, CA 90023**
0.189 mi.
999 ft. **Site 1 of 2 in cluster K**

Relative:
Lower

Actual:
246 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	SAFFOLA QUALITY FOODS INC
Facility address:	633 S MISSION RD LOS ANGELES, CA 90023
EPA ID:	CAD131290330
Contact:	ENVIRONMENTAL MANAGER
Contact address:	633 S MISSION RD LOS ANGELES, CA 90023
Contact country:	US
Contact telephone:	Not reported
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	WILSEY BENNETT INC
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999

SAFFOLA QUALITY FOODS INC (Continued) **1000229839**

Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Historical Generators:
Date form received by agency: 06/01/1986
Site name: SAFFOLA QUALITY FOODS INC
Classification: Large Quantity Generator

Violation Status: No violations found

K41 **VENTURA FORRS** **UST** **U003780551**
ENE **633 S MISSION RD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90023**
0.189 mi.
999 ft. **Site 2 of 2 in cluster K**

Relative:
Lower

Actual:
246 ft.

UST:
Facility ID: 24114
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0418013
Longitude: -118.225752

L42 **MIKA CORP.** **SWEEPS UST** **S101584395**
South **2030 E 7TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.198 mi.
1045 ft. **Site 1 of 2 in cluster L**

Relative:
Lower

Actual:
246 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	7582
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19011049
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2030 E 7TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

L43 **GREEN ACRES, INCORPORATED** **SWEEPS UST** **S101586684**
SSW **2040 E 7TH PL** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.208 mi.
1097 ft. **Site 2 of 2 in cluster L**

Relative:
Lower

Actual:
247 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	4575
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported

GREEN ACRES, INCORPORATED (Continued) **S101586684**

Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19054354
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 2040 E 7TH PL
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

M44 **7TH PLACE PARTNERS** **SWEEPS UST** **S102800963**
South **2140 E 7TH PL** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.209 mi.
1105 ft. **Site 1 of 2 in cluster M**

Relative:
Lower

Actual:
245 ft.

SWEEPS UST:
Status: Active
Comp Number: 8340
Number: 3
Board Of Equalization: Not reported
Referral Date: 10-06-93
Action Date: 04-11-94
Created Date: 10-06-93
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

M45 **NORM SOLOMON & GARY OSHEROFF** **UST** **U003948991**
South **2140 E 7TH PL** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.209 mi.
1105 ft. **Site 2 of 2 in cluster M**

Relative: **Lower**

Actual: **245 ft.**

UST:
Facility ID: 24110
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.0346039
Longitude: -118.227425

SWEEPS UST:
Status: Active
Comp Number: 9039
Number: 3
Board Of Equalization: Not reported
Referral Date: 04-21-94
Action Date: 04-21-94
Created Date: 04-21-94
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

N46 **PRESTON TRUCKING CO.** **UST** **U003780403**
NE **539 S MISSION RD** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.216 mi.
1143 ft. **Site 1 of 4 in cluster N**

Relative: **Higher**

Actual: **248 ft.**

UST:
Facility ID: 23932
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.040605
Longitude: -118.225485

N47 **COMMUNITY BEVERAGE CO** **SWEEPS UST** **S101617361**
NE **539 S MISSION RD** **HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033** **CA FID UST**
0.216 mi.
1143 ft. **Site 2 of 4 in cluster N**

Relative: **Higher**

Actual: **248 ft.**

SWEEPS UST:
Status: Active
Comp Number: 2223
Number: 9
Board Of Equalization: Not reported
Referral Date: 02-05-93
Action Date: 04-11-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002223-000001

COMMUNITY BEVERAGE CO (Continued) **S101617361**

Tank Status:	A
Capacity:	7500
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	REG UNLEADED
Number Of Tanks:	2
Status:	Active
Comp Number:	2223
Number:	9
Board Of Equalization:	Not reported
Referral Date:	02-05-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002223-000002
Tank Status:	A
Capacity:	Not reported
Active Date:	04-20-88
Tank Use:	CHEMICAL
STG:	P
Content:	UNKNOWN
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19008365
Regulated By:	UTNKA
Regulated ID:	00041256
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132666238
Mail To:	Not reported
Mailing Address:	550 S MISSION RD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900330000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

N48 **MISSION BEVERAGE CO.** **SWEEPS UST** **S101586143**
NE **550 S MISSION RD** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.218 mi.
1150 ft. **Site 3 of 4 in cluster N**

Relative:
Higher

Actual:
248 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	6018
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported

MISSION BEVERAGE CO. (Continued) **S101586143**

Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19039599
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132666238
Mail To: Not reported
Mailing Address: 550 S MISSION RD
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900330000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

O49 **GRANT & COMPANY** **SWEEPS UST** **S101617237**
SE **2144 E 7TH ST** **HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **CA FID UST**
0.223 mi.
1178 ft. **Site 1 of 3 in cluster O**

Relative:
Lower

Actual:
243 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 2556
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002556-000001
Tank Status: Not reported
Capacity: 2000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 2556
Number: Not reported

GRANT & COMPANY (Continued) **S101617237**

Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002556-000002
Tank Status: Not reported
Capacity: 500
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2556
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002556-000003
Tank Status: Not reported
Capacity: 1
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19054265
Regulated By: UTNKI
Regulated ID: 0047326
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136221461
Mail To: Not reported
Mailing Address: 2144 E 7TH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

O50 **SANTA FE/W.A. GRANT** **ENVIROSTOR** **S102860873**
SE **2144 EAST 7TH STREET** **VCP** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021** **LA Co. Site Mitigation**
0.223 mi.
1178 ft. **Site 2 of 3 in cluster O**

Relative:
Lower

Actual:
243 ft.

ENVIROSTOR:

Facility ID:	19330375
Status:	No Further Action
Status Date:	09/16/1996
Site Code:	300582
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	2.3
NPL:	NO
Regulatory Agencies:	DTSC
Lead Agency:	DTSC
Program Manager:	Shahir Haddad
Supervisor:	Sayareh Amirebrahimi
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03444
Longitude:	-118.2277
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - OTHER, RESIDENTIAL AREA
Potential COC:	Lead No Contaminants found
Confirmed COC:	31000-NO
Potential Description:	SOIL, SOIL
Alias Name:	ATCHISON, TOPEKA AND SANTA FE RAILWAY CO
Alias Type:	Alternate Name
Alias Name:	SANTA FE RAILWAY COMPANY
Alias Type:	Alternate Name
Alias Name:	SANTA FE/W. ACOMPANY
Alias Type:	Alternate Name
Alias Name:	W.A. GRANT & COMPANY
Alias Type:	Alternate Name
Alias Name:	110033609995
Alias Type:	EPA (FRS #)
Alias Name:	300582
Alias Type:	Project Code (Site Code)
Alias Name:	19330375
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	05/31/1996
Comments:	DTSC signed a Voluntary Cleanup Agreement with Santa Fe for the completion and review of a Preliminary Endangerment Assessment.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/04/1996

SANTA FE/W.A. GRANT (Continued) **S102860873**

Comments: DTSC reviewed a Preliminary Endangerment Assessment for the 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.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 09/13/1995
Comments: 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.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 19330375
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2.3
National Priorities List: NO
Cleanup Oversight Agencies: DTSC
Lead Agency: DTSC
Lead Agency Description: * DTSC
Project Manager: Shahir Haddad
Supervisor: Sayareh Amirebrahimi
Division Branch: Cleanup Chatsworth
Site Code: 300582
Assembly: 53
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: No Further Action
Status Date: 09/16/1996
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.03444 / -118.2277
APN: NONE SPECIFIED
Past Use: MANUFACTURING - OTHER, RESIDENTIAL AREA
Potential COC: 30013,31000
Confirmed COC: 31000-NO
Potential Description: SOIL, SOIL

SANTA FE/W.A. GRANT (Continued) **S102860873**

Alias Name:	ATCHISON, TOPEKA AND SANTA FE RAILWAY CO
Alias Type:	Alternate Name
Alias Name:	SANTA FE RAILWAY COMPANY
Alias Type:	Alternate Name
Alias Name:	SANTA FE/W. ACOMPANY
Alias Type:	Alternate Name
Alias Name:	W.A. GRANT & COMPANY
Alias Type:	Alternate Name
Alias Name:	110033609995
Alias Type:	EPA (FRS #)
Alias Name:	300582
Alias Type:	Project Code (Site Code)
Alias Name:	19330375
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	05/31/1996
Comments:	DTSC signed a Voluntary Cleanup Agreement with Santa Fe for the completion and review of a Preliminary Endangerment Assessment.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	09/04/1996
Comments:	DTSC reviewed a Preliminary Endangerment Assessment for the 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.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	09/13/1995
Comments:	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.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SANTA FE/W.A. GRANT (Continued) **S102860873**

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: Not reported
Jurisdiction: Not reported
Case ID: Not reported
Abated: Not reported
Assigned To: Not reported
Entered Date: Not reported

J51 **FRED GEORGE CO** **HIST UST** **U001560872**
NNW **1324 PALMETTO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.225 mi.
1189 ft. **Site 2 of 3 in cluster J**

Relative:
Higher

Actual:
253 ft.

HIST UST:
File Number: 000268EE
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/000268EE.pdf
Region: STATE
Facility ID: 00000000571
Facility Type: Other
Other Type: Not reported
Contact Name: Not reported
Telephone: 2134850598
Owner Name: FRED GEORGE CO
Owner Address: 1324 PALMETTO ST
Owner City,St,Zip: LOS ANGELES, CA 90021
Total Tanks: 0001

Tank Num: 001
Container Num: 1
Year Installed: 1978
Tank Capacity: 00001800
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Stock Inventor, None

J52 **FRED GEORGE COMPANY** **SWEEPS UST** **S101617236**
NNW **1324 PALMETTO ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.225 mi.
1189 ft. **Site 3 of 3 in cluster J**

Relative:
Higher

Actual:
253 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 68
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-000068-000001
Tank Status: Not reported
Capacity: 1800

FRED GEORGE COMPANY (Continued) **S101617236**

Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 1

CA FID UST:
Facility ID: 19026989
Regulated By: UTNKA
Regulated ID: 00000571
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136220494
Mail To: Not reported
Mailing Address: 1324 PALMETTO ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

P53 **MAX FISCHER/SONS INC** **CA FID UST** **S101586490**
NNW **1327 PALMETTO ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.230 mi.
1217 ft. **Site 1 of 2 in cluster P**

Relative:
Higher

Actual:
253 ft.

CA FID UST:
Facility ID: 19052158
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136248756
Mail To: Not reported
Mailing Address: 1327 PALMETTO ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900130000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

P54 **MAX FISCHER/SONS INC** **UST** **U003879664**
NNW **1327 PALMETTO ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013**
0.230 mi.
1217 ft. **Site 2 of 2 in cluster P**

Relative:
Higher

Actual:
253 ft.

UST:

Facility ID:	24036
Permitting Agency:	LOS ANGELES, CITY OF
Latitude:	34.0417071
Longitude:	-118.2301037

SWEEPS UST:

Status:	Active
Comp Number:	3978
Number:	1
Board Of Equalization:	Not reported
Referral Date:	03-05-93
Action Date:	03-05-93
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

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55 **AT MATEO** **ENVIROSTOR** **S118098157**
NW **555 MATEO STREET** **VCP** **N/A**
1/8-1/4 **LOS ANGELES, CA 90013** **NPDES**
0.234 mi.
1236 ft.

Relative:
Higher

Actual:
253 ft.

ENVIROSTOR:

Facility ID:	60002188
Status:	Active
Status Date:	06/05/2015
Site Code:	301708
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	3.55
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Jose Diaz
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	, 53
Senate:	, 24
Special Program:	CLRRA Liability Immunity (AB 389)
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.03981
Longitude:	-118.2328
APN:	NONE SPECIFIED

AT MATEO (Continued) **S118098157**

Past Use: FOUNDRY, FUEL - VEHICLE STORAGE/ REFUELING, MACHINE SHOP
Potential COC: Lead TPH-diesel TPH-gas
Confirmed COC: Lead TPH-diesel TPH-gas
Potential Description: SOIL, SV
Alias Name: 301708
Alias Type: Project Code (Site Code)
Alias Name: 60002188
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: California Land Reuse and Revitalization Agreement
Completed Date: 06/26/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/30/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 10/13/2015
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Completion Report
Schedule Due Date: 06/14/2016
Schedule Revised Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Public Notice
Schedule Due Date: 10/11/2015
Schedule Revised Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Removal Action Workplan
Schedule Due Date: 12/30/2015
Schedule Revised Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: CEQA - Initial Study/ Neg. Declaration
Schedule Due Date: 11/24/2015
Schedule Revised Date: Not reported
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: CEQA - Responsible Agency Review
Schedule Due Date: 01/03/2016
Schedule Revised Date: Not reported

AT MATEO (Continued) **S118098157**

VCP:

Facility ID:	60002188
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.55
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jose Diaz
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	301708
Assembly:	, 53
Senate:	, 24
Special Programs Code:	CLRRA Liability Immunity (AB 389)
Status:	Active
Status Date:	06/05/2015
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03981 / -118.2328
APN:	NONE SPECIFIED
Past Use:	FOUNDRY, FUEL - VEHICLE STORAGE/ REFUELING, MACHINE SHOP
Potential COC:	30013, 30024, 30025
Confirmed COC:	30013,30024,30025
Potential Description:	SOIL, SV
Alias Name:	301708
Alias Type:	Project Code (Site Code)
Alias Name:	60002188
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	California Land Reuse and Revitalization Agreement
Completed Date:	06/26/2015
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/30/2015
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fact Sheets
Completed Date:	10/13/2015
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported

AT MATEO (Continued) **S118098157**

Schedule Document Type:	Removal Action Completion Report
Schedule Due Date:	06/14/2016
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Public Notice
Schedule Due Date:	10/11/2015
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Removal Action Workplan
Schedule Due Date:	12/30/2015
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	CEQA - Initial Study/ Neg. Declaration
Schedule Due Date:	11/24/2015
Schedule Revised Date:	Not reported
Schedule Area Name:	PROJECT WIDE
Schedule Sub Area Name:	Not reported
Schedule Document Type:	CEQA - Responsible Agency Review
Schedule Due Date:	01/03/2016
Schedule Revised Date:	Not reported

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	463192
Order No:	Not reported
Regulatory Measure Type:	Construction
Place Id:	Not reported
WDID:	4 19C374187
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	9/24/2015
PROCESSED DATE:	10/5/2015
STATUS CODE NAME:	Active
STATUS DATE:	10/5/2015
PLACE SIZE:	3.55
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Keith Ray
FACILITY CONTACT TITLE:	Architect
FACILITY CONTACT PHONE:	310-892-9770
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	kray@edge-ap.com
OPERATOR NAME:	ASB Blatteis Palmetto LLC
OPERATOR ADDRESS:	1940 Century Park East

AT MATEO (Continued) **S118098157**

OPERATOR CITY:	Los Angeles
OPERATOR STATE:	California
OPERATOR ZIP:	90067
OPERATOR CONTACT NAME:	Keith Ray
OPERATOR CONTACT TITLE:	Architect
OPERATOR CONTACT PHONE:	310-892-9770
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	kray@edge-ap.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	ASB Blatteis Palmetto LLC
DEVELOPER ADDRESS:	1940 Century Park East
DEVELOPER CITY:	Los Angeles
DEVELOPER STATE:	California
DEVELOPER ZIP:	90067
DEVELOPER CONTACT NAME:	Keith Ray
DEVELOPER CONTACT TITLE:	Architect
CONSTYPE LINEAR UTILITY IND:	N
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	N
CONSTYPE BELOW GROUND IND:	N
CONSTYPE CABLE LINE IND:	N
CONSTYPE COMM LINE IND:	N
CONSTYPE COMMERTIAL IND:	Y
CONSTYPE ELECTRICAL LINE IND:	N
CONSTYPE GAS LINE IND:	N
CONSTYPE INDUSTRIAL IND:	N
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	N
CONSTYPE RECONS IND:	N
CONSTYPE RESIDENTIAL IND:	N
CONSTYPE TRANSPORT IND:	N
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	N
CONSTYPE WATER SEWER IND:	N
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Los Angeles River Reach 2
CERTIFIER NAME:	marc guth
CERTIFIER TITLE:	officer
CERTIFICATION DATE:	24-SEP-15
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Npdes Number:	CAS000002
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	463192
Order No:	2009-0009-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19C374187
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	10/05/2015
Expiration Date Of Regulatory Measure:	Not reported

AT MATEO (Continued) **S118098157**

Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	ASB Blatteis Palmetto LLC
Discharge Address:	1940 Century Park East
Discharge City:	Los Angeles
Discharge State:	California
Discharge Zip:	90067
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported

AT MATEO (Continued) **S118098157**

CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

N56 **TOPA EQUITIES** **SWEEPS UST** **S101584158**
NE **524 S MISSION RD** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90033**
0.237 mi.
1253 ft. **Site 4 of 4 in cluster N**

Relative:
Higher

Actual:
251 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	4782
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

CA FID UST:

Facility ID:	19009092
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132662593
Mail To:	Not reported
Mailing Address:	524 S MISSION RD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900330000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

57
East
1/8-1/4
0.239 mi.
1261 ft.

ENVIRONMENTAL TRANSLOADING SVC INC
654 S MYERS ST
LOS ANGELES, CA 90023

RCRA NonGen / NLR
FINDS

1000320193
CAD020763751

Relative:
Lower

Actual:
247 ft.

RCRA NonGen / NLR:

Date form received by agency:	05/02/1997
Facility name:	ENVIRONMENTAL TRANSLOADING SVC INC
Facility address:	654 S MYERS ST LOS ANGELES, CA 90023
EPA ID:	CAD020763751
Contact:	ARI NADELMAN
Contact address:	654 S MYERS ST LOS ANGELES, CA 90023
Contact country:	US
Contact telephone:	(213) 628-7000
Contact email:	Not reported
EPA Region:	09
Land type:	Private
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	ARI NADELMAN
Owner/operator address:	654 S MYERS ST LOS ANGELES, CA 90023
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 628-7000
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	No
Mixed waste (haz. and radioactive):	No
Recycler of hazardous waste:	No
Transporter of hazardous waste:	Yes
Treater, storer or disposer of HW:	No
Underground injection activity:	No
On-site burner exemption:	No
Furnace exemption:	No
Used oil fuel burner:	No
Used oil processor:	No
User oil refiner:	No
Used oil fuel marketer to burner:	No
Used oil Specification marketer:	No

ENVIRONMENTAL TRANSLOADING SVC INC (Continued) **1000320193**

Used oil transfer facility: No
Used oil transporter: No

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Transporters - Manifest and Recordkeeping
Date violation determined: 01/28/2000
Date achieved compliance: 04/20/2000
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/28/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 263
Area of violation: Transporters - General
Date violation determined: 06/28/1998
Date achieved compliance: 01/01/1999
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/28/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 01/28/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Transporters - Manifest and Recordkeeping
Date achieved compliance: 04/20/2000
Evaluation lead agency: State

Evaluation date: 06/26/1998
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Transporters - General
Date achieved compliance: 01/01/1999
Evaluation lead agency: State

FINDS:

Registry ID: 110002639048

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

O58 **DUANE RASH CO** **SWEEPS UST** **S101585671**
SE **2160 E 7TH ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90021**
0.244 mi.
1287 ft. **Site 3 of 3 in cluster O**

Relative:
Lower

Actual:
245 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	6955
Number:	Not reported
Board Of Equalization:	Not reported
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	Not reported
Tank Status:	Not reported
Capacity:	Not reported
Active Date:	Not reported
Tank Use:	Not reported
STG:	Not reported
Content:	Not reported
Number Of Tanks:	0

CA FID UST:

Facility ID:	19027509
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	2160 E 7TH ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900210000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

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59 **METROPOLITAN DISTRIBUTION CTRS** **SWEEPS UST** **1000367916**
WNW **1340 E SIXTH** **CA FID UST** **CAD006814370**
1/8-1/4 **LOS ANGELES, CA 90021** **RCRA NonGen / NLR**
0.247 mi. **FINDS**
1306 ft.

Relative:
Higher

Actual:
252 ft.

SWEEPS UST:

Status:	Not reported
Comp Number:	2305
Number:	Not reported
Board Of Equalization:	44-012269
Referral Date:	Not reported
Action Date:	Not reported
Created Date:	Not reported
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002305-000001

METROPOLITAN DISTRIBUTION CTRS (Continued) **1000367916**

Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: 4

Status: Not reported
Comp Number: 2305
Number: Not reported
Board Of Equalization: 44-012269
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002305-000002
Tank Status: Not reported
Capacity: 7500
Active Date: Not reported
Tank Use: M.V. FUEL
STG: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2305
Number: Not reported
Board Of Equalization: 44-012269
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002305-000003
Tank Status: Not reported
Capacity: 300
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2305
Number: Not reported
Board Of Equalization: 44-012269
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002305-000004
Tank Status: Not reported
Capacity: 300
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN

METROPOLITAN DISTRIBUTION CTRS (Continued) **1000367916**

Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19010270
Regulated By: UTNKI
Regulated ID: 00041552
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136277635
Mail To: Not reported
Mailing Address: 1313 E WHOLESALE ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

RCRA NonGen / NLR:
Date form received by agency: 03/30/1981
Facility name: METROPOLITAN DISTRIBUTION CTRS
Facility address: 1340 E SIXTH
LOS ANGELES, CA 90021
EPA ID: CAD006814370
Mailing address: 1340 EAST SIXTH
LOS ANGELES, CA 90021
Contact: ENVIRONMENTAL MANAGER
Contact address: 1340 E SIXTH
LOS ANGELES, CA 90021
Contact country: US
Contact telephone: (213) 627-0341
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator
Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: SHUKEN CHARLES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private

METROPOLITAN DISTRIBUTION CTRS (Continued) **1000367916**

Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

Violation Status: No violations found

FINDS:

Registry ID: 110002629852

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

60
SSW
1/4-1/2
0.314 mi.
1660 ft.

Relative:
Lower

Actual:
246 ft.

GOLDEN PLATING, INC.
930 SO MATEO
LOS ANGELES, CA 90021

ENVIROSTOR **S110493871**
LA Co. Site Mitigation **N/A**

ENVIROSTOR:
Facility ID: 71002675
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24

GOLDEN PLATING, INC. (Continued) **S110493871**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03170
Longitude: -118.2321
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD139410401
Alias Type: EPA Identification Number
Alias Name: 71002675
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: Not reported
Jurisdiction: Not reported
Case ID: Not reported
Abated: Yes
Assigned To: Richard Clark
Entered Date: Not reported

---

61 **CONSOLIDATED FACILITIES** **LUST** **U001560987**
ESE **2222 E 7TH ST** **UST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90023** **SWEEPS UST**
0.318 mi. **HIST UST**
1677 ft.

Relative: Higher

Actual: 251 ft.

LUST:
Region: STATE
Global Id: T0603720097
Latitude: 34.034519
Longitude: -118.224353
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 01/13/2015
Lead Agency: SWRCB
Case Worker: MC

CONSOLIDATED FACILITIES (Continued) **U001560987**

Local Agency: LOS ANGELES, CITY OF
RB Case Number: Not reported
LOC Case Number: TTXS0000814
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603720097
Contact Type: Regional Board Caseworker
Contact Name: YUE RONG
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: Los Angeles
Email: yrong@waterboards.ca.gov
Phone Number: Not reported

Global Id: T0603720097
Contact Type: Regional Board Caseworker
Contact Name: MATTHEW COHEN
Organization Name: SWRCB
Address: 1001 I Street
City: SACRAMENTO
Email: mcohen@waterboards.ca.gov
Phone Number: 9163415751

Global Id: T0603720097
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:
Global Id: T0603720097
Status: Completed - Case Closed
Status Date: 01/13/2015

Global Id: T0603720097
Status: Open - Case Begin Date
Status Date: 04/18/1994

Global Id: T0603720097
Status: Open - Eligible for Closure
Status Date: 01/03/2014

Global Id: T0603720097
Status: Open - Eligible for Closure
Status Date: 09/10/2014

Global Id: T0603720097
Status: Open - Remediation

CONSOLIDATED FACILITIES (Continued) **U001560987**

Status Date: 02/13/2004

Global Id: T0603720097
Status: Open - Site Assessment
Status Date: 10/31/2002

Global Id: T0603720097
Status: Open - Site Assessment
Status Date: 11/27/2002

Global Id: T0603720097
Status: Open - Verification Monitoring
Status Date: 04/24/2006

Regulatory Activities:
Global Id: T0603720097
Action Type: RESPONSE
Date: 03/24/1994
Action: Preliminary Site Assessment Report

Global Id: T0603720097
Action Type: RESPONSE
Date: 07/18/2006
Action: Remedial Progress Report

Global Id: T0603720097
Action Type: RESPONSE
Date: 04/18/1994
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T0603720097
Action Type: RESPONSE
Date: 07/18/2006
Action: Remedial Progress Report

Global Id: T0603720097
Action Type: RESPONSE
Date: 09/01/2002
Action: Site Assessment Report

Global Id: T0603720097
Action Type: ENFORCEMENT
Date: 01/13/2015
Action: Closure/No Further Action Letter

Global Id: T0603720097
Action Type: ENFORCEMENT
Date: 09/10/2014
Action: State Water Board Closure Order

Global Id: T0603720097
Action Type: RESPONSE
Date: 04/24/2006
Action: Correspondence

Global Id: T0603720097
Action Type: RESPONSE

CONSOLIDATED FACILITIES (Continued) **U001560987**

Date: 03/17/2006
Action: Remedial Progress Report

Global Id: T0603720097
Action Type: RESPONSE
Date: 01/05/2004
Action: Soil and Water Investigation Report

Global Id: T0603720097
Action Type: RESPONSE
Date: 08/01/1993
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603720097
Action Type: RESPONSE
Date: 05/05/2008
Action: Request for Closure

Global Id: T0603720097
Action Type: Other
Date: 11/27/2002
Action: Leak Reported

Global Id: T0603720097
Action Type: Other
Date: 04/18/1994
Action: Leak Discovery

Global Id: T0603720097
Action Type: ENFORCEMENT
Date: 05/17/2006
Action: Staff Letter

UST:
Facility ID: 24013
Permitting Agency: LOS ANGELES, CITY OF
Latitude: 34.03451
Longitude: -118.22438

SWEEPS UST:
Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000001
Tank Status: A
Capacity: 550
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED

CONSOLIDATED FACILITIES (Continued) **U001560987**

Number Of Tanks: 7

Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000002
Tank Status: A
Capacity: 450
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000003
Tank Status: A
Capacity: 250
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000004
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported

CONSOLIDATED FACILITIES (Continued) **U001560987**

Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000005
Tank Status: A
Capacity: 10000
Active Date: 04-20-88
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000006
Tank Status: A
Capacity: Not reported
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Active
Comp Number: 2438
Number: 4
Board Of Equalization: Not reported
Referral Date: 03-09-93
Action Date: 03-09-93
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-002438-000007
Tank Status: A
Capacity: Not reported
Active Date: 04-20-88
Tank Use: CHEMICAL
STG: P
Content: UNKNOWN
Number Of Tanks: Not reported

HIST UST:
File Number: 00027086
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00027086.pdf
Region: STATE
Facility ID: 00000047077
Facility Type: Other
Other Type: CITY MAINT. YARD
Contact Name: AMAMOTO/KEEL/OLIVE
Telephone: 2134855871
Owner Name: CITY OF LOS ANGELES

CONSOLIDATED FACILITIES (Continued) **U001560987**

Owner Address:	200 N. MAIN CITY HALL EAST RM.
Owner City,St,Zip:	LOS ANGELES, CA 90012
Total Tanks:	0007
Tank Num:	001
Container Num:	5
Year Installed:	Not reported
Tank Capacity:	00000550
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	002
Container Num:	6
Year Installed:	Not reported
Tank Capacity:	00000450
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	003
Container Num:	7
Year Installed:	Not reported
Tank Capacity:	00000250
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	004
Container Num:	1
Year Installed:	1981
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	1/4"
Leak Detection:	Stock Inventor
Tank Num:	005
Container Num:	2
Year Installed:	1981
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	1/4
Leak Detection:	Stock Inventor
Tank Num:	006
Container Num:	3
Year Installed:	1981
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	Visual

CONSOLIDATED FACILITIES (Continued) **U001560987**

Tank Num:	007
Container Num:	4
Year Installed:	1981
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	6
Leak Detection:	Visual

62
SSW
1/4-1/2
0.370 mi.
1951 ft.

Relative:
Lower

Actual:
245 ft.

MATEO RECYCLING **SWRCY U001560857**
1005 MATEO ST **SWEEPS UST N/A**
LOS ANGELES, CA 90021 **NPDES**

SWRCY:

Reg Id:	193530
Cert Id:	RC193530.001
Mailing Address:	6608 Teesdale Ave
Mailing City:	North Hollywood
Mailing State:	CA
Mailing Zip Code:	91606
Website:	Not reported
Email:	Not reported
Phone Number:	(818) 825-8698
Grand Father:	N
Rural:	N
Operation Begin Date:	09/15/2013
Aluminium:	Y
Glass:	Y
Plastic:	Y
Bimetal:	Y
Agency:	N/A
Monday Hours Of Operation:	12:00 am - 12:00 am
Tuesday Hours Of Operation:	12:00 am - 12:00 am
Wednesday Hours Of Operation:	12:00 am - 12:00 am
Thursday Hours Of Operation:	12:00 am - 12:00 am
Friday Hours Of Operation:	12:00 am - 12:00 am
Saturday Hours Of Operation:	12:00 am - 12:00 am
Sunday Hours Of Operation:	12:00 am - 12:00 am
Organization ID:	163338
Organization Name:	Mateo Recycling

SWEEPS UST:

Status:	Active
Comp Number:	2222
Number:	1
Board Of Equalization:	44-012199
Referral Date:	09-24-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002222-000001
Tank Status:	A
Capacity:	6000
Active Date:	04-20-88
Tank Use:	M.V. FUEL

MATEO RECYCLING (Continued) **U001560857**

STG:	P
Content:	DIESEL
Number Of Tanks:	2
Status:	Active
Comp Number:	2222
Number:	1
Board Of Equalization:	44-012199
Referral Date:	09-24-93
Action Date:	04-11-94
Created Date:	02-29-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	19-050-002222-000002
Tank Status:	A
Capacity:	6000
Active Date:	04-20-88
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	Not reported

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	434532
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I024041
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	1/30/2013
PROCESSED DATE:	1/30/2013
STATUS CODE NAME:	Active
STATUS DATE:	1/30/2013
PLACE SIZE:	70000
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	Antonio Cifuentes
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	562-382-3146
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Waihner A Cifuentes
OPERATOR ADDRESS:	7957 Quill Dr
OPERATOR CITY:	Downey
OPERATOR STATE:	California
OPERATOR ZIP:	90242

MATEO RECYCLING (Continued) **U001560857**

OPERATOR CONTACT NAME:	Antonio Cifuentes
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	562-382-3146
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Most water absorb in the yard
CERTIFIER NAME:	WAIHNER CIFUENTES
CERTIFIER TITLE:	OWNER
CERTIFICATION DATE:	14-AUG-15
PRIMARY SIC:	5093-Scrap and Waste Materials
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	434532
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I024041
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	01/30/2013
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Waihner A Cifuentes
Discharge Address:	7957 Quill Dr

MATEO RECYCLING (Continued) **U001560857**

Discharge City:	Downey
Discharge State:	California
Discharge Zip:	90242
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported

MATEO RECYCLING (Continued) **U001560857**

SECONDARY SIC: Not reported
TERTIARY SIC: Not reported

Q63 **7TH STREET & ANDERSON STREET D** **WMUDS/SWAT** **S103441375**
ESE **7TH & ANDERSON STS** **N/A**
1/4-1/2 **LOS ANGELES, CA**
0.381 mi.
2012 ft. **Site 1 of 3 in cluster Q**

Relative:
Higher

Actual:
252 ft.

WMUDS/SWAT:

Edit Date:	Not reported
Complexity:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Base Meridian:	Not reported
NPID:	Not reported
Tonnage:	0
Regional Board ID:	Not reported
Municipal Solid Waste:	False
Superorder:	False
Open To Public:	False
Waste List:	False
Agency Type:	Not reported
Agency Name:	Not reported
Agency Department:	Not reported
Agency Address:	Not reported
Agency City,St,Zip:	Not reported
Agency Contact:	Not reported
Agency Telephone:	Not reported
Land Owner Name:	Not reported
Land Owner Address:	Not reported
Land Owner City,St,Zip:	CA
Land Owner Contact:	Not reported
Land Owner Phone:	Not reported
Region:	4
Facility Type:	Not reported
Facility Description:	Not reported
Facility Telephone:	Not reported
SWAT Facility Name:	Not reported
Primary SIC:	Not reported
Secondary SIC:	Not reported
Comments:	Not reported
Last Facility Editors:	Not reported
Waste Discharge System:	False
Solid Waste Assessment Test Program:	True
Toxic Pits Cleanup Act Program:	False
Resource Conservation Recovery Act:	False
Department of Defence:	False
Solid Waste Assessment Test Program:	Not reported
Threat to Water Quality:	Not reported
Sub Chapter 15:	False
Regional Board Project Officer:	LT
Number of WMUDS at Facility:	1
Section Range:	Not reported
RCRA Facility:	Not reported
Waste Discharge Requirements:	Not reported

7TH STREET & ANDERSON STREET D (Continued) **S103441375**

Self-Monitoring Rept. Frequency: Not reported
Waste Discharge System ID: 4 190108NUR
Solid Waste Information ID: Not reported

Q64 **7TH ST L.A. PUBLIC WORKS MAINT FACILITY** **LUST** **S109117532**
ESE **2300 E 7TH ST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90023**
0.391 mi.
2065 ft. **Site 2 of 3 in cluster Q**

Relative:
Higher

Actual:
252 ft.

LUST:

Region:	STATE
Global Id:	T0603779702
Latitude:	34.034506
Longitude:	-118.222986
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	06/26/2009
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	EL
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	XS0000198
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T0603779702
Contact Type:	Regional Board Caseworker
Contact Name:	YUE RONG
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W. 4TH ST., SUITE 200
City:	Los Angeles
Email:	yrong@waterboards.ca.gov
Phone Number:	Not reported

Global Id:	T0603779702
Contact Type:	Local Agency Caseworker
Contact Name:	ELOY LUNA
Organization Name:	LOS ANGELES, CITY OF
Address:	200 North Main Street, Suite 1780
City:	LOS ANGELES
Email:	eloy.luna@lacity.org
Phone Number:	Not reported

Status History:

Global Id:	T0603779702
Status:	Completed - Case Closed
Status Date:	06/26/2009

Global Id:	T0603779702
Status:	Open - Case Begin Date
Status Date:	04/18/1994

7TH ST L.A. PUBLIC WORKS MAINT FACILITY (Continued) **S109117532**

Global Id: T0603779702
Status: Open - Remediation
Status Date: 05/17/2006

Global Id: T0603779702
Status: Open - Site Assessment
Status Date: 01/05/2004

Global Id: T0603779702
Status: Open - Site Assessment
Status Date: 03/15/2004

Regulatory Activities:
Global Id: T0603779702
Action Type: ENFORCEMENT
Date: 06/26/2009
Action: Closure/No Further Action Letter

Global Id: T0603779702
Action Type: Other
Date: 03/15/2004
Action: Leak Reported

Global Id: T0603779702
Action Type: Other
Date: 04/18/1994
Action: Leak Discovery

65
South
1/4-1/2
0.398 mi.
2100 ft.

BURLEY SEAL PRODUCTS CO. (FORMER) **ENVIROSTOR** **S106665614**
1026 SANTE FE AVE. **N/A**
LOS ANGELES, CA 90021

Relative:
Lower

Actual:
244 ft.

ENVIROSTOR:
Facility ID: 19300242
Status: Refer: 1248 Local Agency
Status Date: 09/17/2004
Site Code: Not reported
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Cypress
Assembly: 46
Senate: Not reported
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 0
Longitude: 0

BURLEY SEAL PRODUCTS CO. (FORMER) (Continued) **S106665614**

APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 19300242
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

R66 **GREYHOUND LINES INC** **LUST U001560882**
WSW **1614 E 7TH ST** **NPDES N/A**
1/4-1/2 **LOS ANGELES, CA 90021**
0.398 mi.
2104 ft. **Site 1 of 3 in cluster R**

Relative:
Higher

Actual:
249 ft.

LUST:
Region: STATE
Global Id: T0603770957
Latitude: 34.034139
Longitude: -118.23679
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 03/19/2015
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: JR
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900210198
LOC Case Number: TT
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603770957
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org

GREYHOUND LINES INC (Continued) **U001560882**

Phone Number: Not reported

Global Id: T0603770957
Contact Type: Regional Board Caseworker
Contact Name: JAMES RYAN
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: West 4th Street, Suite 200
City: LOS ANGELES
Email: jamesw.ryan@waterboards.ca.gov
Phone Number: 2135766711

Status History:

Global Id: T0603770957
Status: Open - Case Begin Date
Status Date: 04/12/1990

Global Id: T0603770957
Status: Open - Eligible for Closure
Status Date: 08/16/2013

Global Id: T0603770957
Status: Open - Eligible for Closure
Status Date: 01/03/2014

Global Id: T0603770957
Status: Open - Site Assessment
Status Date: 10/27/2004

Global Id: T0603770957
Status: Open - Site Assessment
Status Date: 08/16/2013

Global Id: T0603770957
Status: Open - Site Assessment
Status Date: 03/19/2015

Regulatory Activities:

Global Id: T0603770957
Action Type: RESPONSE
Date: 11/01/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603770957
Action Type: RESPONSE
Date: 02/01/2005
Action: Soil and Water Investigation Workplan

Global Id: T0603770957
Action Type: RESPONSE
Date: 01/01/1994
Action: Tank Removal Report / UST Sampling Report

Global Id: T0603770957
Action Type: RESPONSE
Date: 11/15/2015
Action: Soil and Water Investigation Workplan

GREYHOUND LINES INC (Continued) **U001560882**

Global Id: T0603770957
Action Type: ENFORCEMENT
Date: 08/19/2015
Action: Staff Letter

Global Id: T0603770957
Action Type: ENFORCEMENT
Date: 03/18/2015
Action: Referral to Regional Board

Global Id: T0603770957
Action Type: Other
Date: 04/12/1990
Action: Leak Reported

Global Id: T0603770957
Action Type: ENFORCEMENT
Date: 04/21/2015
Action: Staff Letter

Global Id: T0603770957
Action Type: Other
Date: 04/12/1990
Action: Leak Discovery

Global Id: T0603770957
Action Type: RESPONSE
Date: 07/15/2015
Action: Soil and Water Investigation Workplan

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189400
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I004609
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/08/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	First Student Inc C O Strata Environmental
Discharge Address:	110 Perimeter Park Rd Ste E
Discharge City:	Knoxville
Discharge State:	Tennessee
Discharge Zip:	37922
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported

GREYHOUND LINES INC (Continued) **U001560882**

FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	189400
Order No:	Not reported

GREYHOUND LINES INC (Continued) **U001560882**

Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I004609
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	4/8/1992
STATUS CODE NAME:	Active
STATUS DATE:	4/8/1992
PLACE SIZE:	4.2
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Jake Ferguson
FACILITY CONTACT TITLE:	Garage Manager
FACILITY CONTACT PHONE:	213-629-8464
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	jake.ferguson@greyhound.com
OPERATOR NAME:	First Student Inc C O Strata Environmental
OPERATOR ADDRESS:	110 Perimeter Park Rd Ste E
OPERATOR CITY:	Knoxville
OPERATOR STATE:	Tennessee
OPERATOR ZIP:	37922
OPERATOR CONTACT NAME:	Ward Dilworth
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	865-539-2077
OPERATOR CONTACT PHONE EXT:	229
OPERATOR CONTACT EMAIL:	wdilworth@strataenv.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Tennessee
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	206-280-6817
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported

GREYHOUND LINES INC (Continued) **U001560882**

CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Los Angeles River
CERTIFIER NAME:	Susan Kirkpatrick
CERTIFIER TITLE:	Sr Environmental Project Program Mgr
CERTIFICATION DATE:	08-APR-15
PRIMARY SIC:	4131-Intercity and Rural Bus Transportation
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

Q67 **SOUTH LA TRAINING CENTER** **LUST** **S118154608**
ESE **2310 7TH ST EAST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90023**
0.419 mi.
2212 ft. **Site 3 of 3 in cluster Q**

Relative:
Higher

Actual:
260 ft.

LUST:

Region:	STATE
Global Id:	T10000007089
Latitude:	34.03422
Longitude:	-118.22263
Case Type:	LUST Cleanup Site
Status:	Open - Site Assessment
Status Date:	07/09/2015
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	EPL
Local Agency:	Not reported
RB Case Number:	900230298
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000007089
Contact Type:	Regional Board Caseworker
Contact Name:	ERRICK LLAMAS
Organization Name:	LOS ANGELES RWQCB (REGION 4)
Address:	320 W 4th Street Suite 200
City:	LOS ANGELES
Email:	ellamas@waterboards.ca.gov
Phone Number:	2135766620

Status History:

Global Id:	T10000007089
Status:	Open - Case Begin Date
Status Date:	06/30/2015
Global Id:	T10000007089
Status:	Open - Inactive
Status Date:	06/27/2015

SOUTH LA TRAINING CENTER (Continued) **S118154608**

Global Id: T10000007089
Status: Open - Inactive
Status Date: 06/30/2015

Global Id: T10000007089
Status: Open - Site Assessment
Status Date: 07/09/2015

Regulatory Activities:
Global Id: T10000007089
Action Type: RESPONSE
Date: 08/09/2015
Action: Other Report / Document

Global Id: T10000007089
Action Type: ENFORCEMENT
Date: 07/09/2015
Action: Staff Letter

Global Id: T10000007089
Action Type: ENFORCEMENT
Date: 06/27/2015
Action: Referral to Regional Board

R68 **SO CAL GAS/LA-ALAMEDA MGP** **EDR MGP** **1008407708**
WSW **725 CHANNING STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA 90021**
0.435 mi.
2296 ft. **Site 2 of 3 in cluster R**

Relative:
Higher

Actual:
249 ft.

Manufactured Gas Plants:

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 MMGP equipment may have been removed by 1930. Site is currently used as a Greyhound Bus parking lot.

R69 **SO CAL GAS/LA-ALAMEDA MGP** **ENVIROSTOR** **S101584054**
WSW **725 CHANNING STREET** **VCP** **N/A**
1/4-1/2 **LOS ANGELES, CA 90021** **SWEEPS UST**
0.435 mi. **CA FID UST**
2296 ft. **Site 3 of 3 in cluster R** **LA Co. Site Mitigation**

Relative:
Higher

Actual:
249 ft.

ENVIROSTOR:
Facility ID: 19490227
Status: Certified
Status Date: 06/24/2014
Site Code: 301066
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2.5
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.03432
Longitude: -118.2380
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: * 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 COC: Not reported
Potential Description: OTH, SOIL
Alias Name: ALAMEDA MANUFACTURED GAS PLANT
Alias Type: Alternate Name
Alias Name: CONSUMERS GAS, LIGHT, HEAT AND POWER CO.
Alias Type: Alternate Name
Alias Name: KELCO OIL & PROPANE GAS STATION
Alias Type: Alternate Name
Alias Name: LA MANUFACTURED GAS PLANT/ALAMEDA STREET
Alias Type: Alternate Name
Alias Name: LOS ANGELES GAS AND ELECTRIC CO
Alias Type: Alternate Name
Alias Name: LOS ANGELES LIGHTING CO.
Alias Type: Alternate Name
Alias Name: LOS ANGELES TOWNE GAS PLANT/ALAMEDA ST
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS - LA MGP/ALAMEDA
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: UNITED CRATES COMPANY
Alias Type: Alternate Name
Alias Name: 110033615675
Alias Type: EPA (FRS #)
Alias Name: 301066
Alias Type: Project Code (Site Code)
Alias Name: 19490227
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/24/2013
Comments: Letter sent out

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/04/2002
Comments: Removal Action Workplan Approved

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/31/2002
Comments:	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.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	05/20/1993
Comments:	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.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	04/08/1992
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	05/05/2004
Comments:	SRAW approved.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	03/06/2007
Comments:	Field work was accomplished.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Workplan
Completed Date:	02/22/2007
Comments:	Additional Soil Gas investigation was implemented on the site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Report
Completed Date:	03/01/2007
Comments:	Results were evaluated and approved by DTSC TOX, Geologist & PM.

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

Completed Area Name:	Onsite
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	10/17/2008
Comments:	Closure report approved.

Completed Area Name:	Off-Site
Completed Sub Area Name:	Not reported
Completed Document Type:	Technical Workplan
Completed Date:	08/11/2010
Comments:	Workplan approved.

Completed Area Name:	Off-Site
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	12/21/2012
Comments:	Report was approved.

Completed Area Name:	Off-Site
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	06/27/2014
Comments:	RACR Approved

Completed Area Name:	Off-Site
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	01/28/2013
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	01/06/2014
Comments:	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.

Completed Area Name:	Onsite
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	01/06/2009
Comments:	site was certified.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	04/26/2001
Comments:	Not reported

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	03/18/2003
Comments:	Special Initial Study, Negative Declaration, and De Minimis Impact Finding were prepared and made available for public review. No verbal

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

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.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Facility ID:	19490227
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	2.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	301066
Assembly:	53
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified
Status Date:	06/24/2014
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.03432 / -118.2380
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	10062, 10064, 10097, 10197, 20015, 20017, 20027, 30001, 30013, 30160, 30019
Confirmed COC:	,,
Potential Description:	OTH, SOIL
Alias Name:	ALAMEDA MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	CONSUMERS GAS, LIGHT, HEAT AND POWER CO.
Alias Type:	Alternate Name
Alias Name:	KELCO OIL & PROPANE GAS STATION
Alias Type:	Alternate Name
Alias Name:	LA MANUFACTURED GAS PLANT/ALAMEDA STREET
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES GAS AND ELECTRIC CO
Alias Type:	Alternate Name
Alias Name:	LOS ANGELES LIGHTING CO.

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

Alias Type: Alternate Name
Alias Name: LOS ANGELES TOWNE GAS PLANT/ALAMEDA ST
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS - LA MGP/ALAMEDA
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: UNITED CRATES COMPANY
Alias Type: Alternate Name
Alias Name: 110033615675
Alias Type: EPA (FRS #)
Alias Name: 301066
Alias Type: Project Code (Site Code)
Alias Name: 19490227
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/24/2013
Comments: Letter sent out

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 12/04/2002
Comments: Removal Action Workplan Approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/31/2002
Comments: 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.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/20/1993
Comments: 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.

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/08/1992
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 05/05/2004
Comments: SRAW approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 03/06/2007
Comments: Field work was accomplished.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/22/2007
Comments: Additional Soil Gas investigation was implemented on the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 03/01/2007
Comments: Results were evaluated and approved by DTSC TOX, Geologist & PM.

Completed Area Name: Onsite
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/17/2008
Comments: Closure report approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 08/11/2010
Comments: Workplan approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 12/21/2012
Comments: Report was approved.

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/27/2014
Comments: RACR Approved

Completed Area Name: Off-Site
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

Completed Date: 01/28/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/06/2014
Comments: 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.

Completed Area Name: Onsite
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/06/2009
Comments: site was certified.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/26/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 03/18/2003
Comments: 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.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SWEEPS UST:
Status: Not reported
Comp Number: 7314
Number: Not reported
Board Of Equalization: Not reported
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported

SO CAL GAS/LA-ALAMEDA MGP (Continued) **S101584054**

SWRCB Tank Id: Not reported
Tank Status: Not reported
Capacity: Not reported
Active Date: Not reported
Tank Use: Not reported
STG: Not reported
Content: Not reported
Number Of Tanks: 0

CA FID UST:
Facility ID: 19008153
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 725 CHANNING ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900230000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: SD0010913
Jurisdiction: County
Case ID: RO0000627
Abated: Not reported
Assigned To: Not reported
Entered Date: 05/11/2004

70
WNW
1/4-1/2
0.465 mi.
2453 ft.

ROLO TRANSPORTATION **LUST** **S106087134**
536 SEATON STREET **N/A**
LOS ANELES, CA 90013

Relative:
Higher

Actual:
256 ft.

LUST:
Region: STATE
Global Id: T0603792226
Latitude: 34.040971
Longitude: -118.237292
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 09/21/2009
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: MT
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900130061
LOC Case Number: Not reported
File Location: Regional Board

ROLO TRANSPORTATION (Continued) **S106087134**

Potential Media Affect: Soil
Potential Contaminants of Concern: Gasoline
Site History: Not reported

Click here to access the California GeoTracker records for this facility:

Contact:
Global Id: T0603792226
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Global Id: T0603792226
Contact Type: Regional Board Caseworker
Contact Name: MARYAM TAIDY
Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4TH ST., SUITE 200
City: LOS ANGELES
Email: mtaidy@waterboards.ca.gov
Phone Number: 2135766741

Status History:
Global Id: T0603792226
Status: Completed - Case Closed
Status Date: 09/21/2009

Global Id: T0603792226
Status: Open - Case Begin Date
Status Date: 05/16/2002

Global Id: T0603792226
Status: Open - Site Assessment
Status Date: 11/01/2005

Global Id: T0603792226
Status: Open - Site Assessment
Status Date: 01/20/2007

Regulatory Activities:
Global Id: T0603792226
Action Type: ENFORCEMENT
Date: 02/18/2009
Action: Staff Letter

Global Id: T0603792226
Action Type: ENFORCEMENT
Date: 09/21/2009
Action: Closure/No Further Action Letter

Global Id: T0603792226
Action Type: RESPONSE
Date: 03/03/2006
Action: Other Report / Document

ROLO TRANSPORTATION (Continued) **S106087134**

Global Id:	T0603792226
Action Type:	RESPONSE
Date:	04/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603792226
Action Type:	RESPONSE
Date:	04/15/2009
Action:	Monitoring Report - Quarterly
Global Id:	T0603792226
Action Type:	RESPONSE
Date:	03/18/2009
Action:	Well Installation Report
Global Id:	T0603792226
Action Type:	RESPONSE
Date:	01/15/2009
Action:	Soil and Water Investigation Workplan
Global Id:	T0603792226
Action Type:	ENFORCEMENT
Date:	01/31/2006
Action:	Staff Letter
Global Id:	T0603792226
Action Type:	RESPONSE
Date:	01/15/2008
Action:	Monitoring Report - Quarterly
Global Id:	T0603792226
Action Type:	Other
Date:	08/05/2002
Action:	Leak Reported
Global Id:	T0603792226
Action Type:	RESPONSE
Date:	01/20/2007
Action:	Soil and Water Investigation Workplan
Global Id:	T0603792226
Action Type:	ENFORCEMENT
Date:	12/17/2008
Action:	Staff Letter
Global Id:	T0603792226
Action Type:	RESPONSE
Date:	07/17/2007
Action:	Soil and Water Investigation Report
Global Id:	T0603792226
Action Type:	Other
Date:	05/16/2002
Action:	Leak Discovery
Global Id:	T0603792226
Action Type:	RESPONSE

ROLO TRANSPORTATION (Continued) **S106087134**

Date: 07/15/2008
Action: Monitoring Report - Quarterly

S71 **SITE 1 WEST - BRIDGE PROJECT** **US BROWNFIELDS** **1016679951**
WNW **580 SOUTH ALAMEDA STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA 90013**
0.465 mi.
2457 ft. **Site 1 of 3 in cluster S**

Relative:
Higher

Actual:
253 ft.

US BROWNFIELDS:

Recipient name:	Los Angeles, City of
Grant type:	Assessment
Property name:	SITE 1 WEST - BRIDGE PROJECT
Property #:	Not reported
Parcel size:	.5
Property Description:	Not reported
Latitude:	34.038839
Longitude:	-118.238163
HCM label:	Not reported
Map scale:	Not reported
Point of reference:	Not reported
Datum:	World Geodetic System of 1984
ACRES property ID:	167382
Start date:	Not reported
Completed date:	Not reported
Acres cleaned up:	Not reported
Cleanup funding:	Not reported
Cleanup funding source:	Not reported
Assessment funding:	6905
Assessment funding source:	US EPA - Brownfields Assessment Cooperative Agreement
Redevelopment funding:	Not reported
Redev. funding source:	Not reported
Redev. funding entity name:	Not reported
Redevelopment start date:	Not reported
Assessment funding entity:	EPA
Cleanup funding entity:	Not reported
Grant type:	P
Accomplishment type:	Phase I Environmental Assessment
Accomplishment count:	1
Cooperative agreement #:	96934601
Ownership entity:	Not reported
Current owner:	Not reported
Did owner change:	Not reported
Cleanup required:	Unknown
Video available:	Not reported
Photo available:	Not reported
Institutional controls required:	U
IC Category proprietary controls:	Not reported
IC cat. info. devices:	Not reported
IC cat. gov. controls:	Not reported
IC cat. enforcement permit tools:	Not reported
IC in place date:	Not reported
IC in place:	Not reported
State/tribal program date:	Not reported
State/tribal program ID:	Not reported
State/tribal NFA date:	Not reported
Air contaminated:	Not reported

SITE 1 WEST - BRIDGE PROJECT (Continued) **1016679951**

Air cleaned:	Not reported
Asbestos found:	Not reported
Asbestos cleaned:	Not reported
Controled substance found:	Not reported
Controled substance cleaned:	Not reported
Drinking water affected:	Not reported
Drinking water cleaned:	Not reported
Groundwater affected:	Not reported
Groundwater cleaned:	Not reported
Lead contaminant found:	Not reported
Lead cleaned up:	Not reported
No media affected:	Not reported
Unknown media affected:	Not reported
Other cleaned up:	Not reported
Other metals found:	Not reported
Other metals cleaned:	Not reported
Other contaminants found:	Not reported
Other contams found description:	Not reported
PAHs found:	Not reported
PAHs cleaned up:	Not reported
PCBs found:	Not reported
PCBs cleaned up:	Not reported
Petro products found:	Not reported
Petro products cleaned:	Not reported
Sediments found:	Not reported
Sediments cleaned:	Not reported
Soil affected:	Not reported
Soil cleaned up:	Not reported
Surface water cleaned:	Not reported
VOCs found:	Not reported
VOCs cleaned:	Not reported
Cleanup other description:	Not reported
Num. of cleanup and re-dev. jobs:	Not reported
Past use greenspace acreage:	Not reported
Past use residential acreage:	Not reported
Past use commercial acreage:	Not reported
Past use industrial acreage:	Not reported
Future use greenspace acreage:	Not reported
Future use residential acreage:	Not reported
Future use commercial acreage:	Not reported
Future use industrial acreage:	Not reported
Greenspace acreage and type:	Not reported
Superfund Fed. landowner flag:	Not reported
Arsenic cleaned up:	Not reported
Cadmium cleaned up:	Not reported
Chromium cleaned up:	Not reported
Copper cleaned up:	Not reported
Iron cleaned up:	Not reported
mercury cleaned up:	Not reported
nickel cleaned up:	Not reported
No clean up:	Not reported
Pesticides cleaned up:	Not reported
Selenium cleaned up:	Not reported
SVOCs cleaned up:	Not reported
Unknown clean up:	Not reported
Arsenic contaminant found:	Not reported
Cadmium contaminant found:	Not reported

SITE 1 WEST - BRIDGE PROJECT (Continued) **1016679951**

Chromium contaminant found:	Not reported
Copper contaminant found:	Not reported
Iron contaminant found:	Not reported
Mercury contaminant found:	Not reported
Nickel contaminant found:	Not reported
No contaminant found:	Not reported
Pesticides contaminant found:	Not reported
Selenium contaminant found:	Not reported
SVOCs contaminant found:	Not reported
Unknown contaminant found:	Not reported
Future Use: Multistory	Not reported
Media affected Bluiding Material:	Not reported
Media affected indoor air:	Not reported
Building material media cleaned up:	Not reported
Indoor air media cleaned up:	Not reported
Unknown media cleaned up:	Not reported
Past Use: Multistory	Not reported

T72 **MISSION ROAD RECYCLING AND TRANSFER** **RCRA-LQG** **1000819127**
SE **840 S. MISSION ROAD** **SWF/LF** **CAD983650953**
1/4-1/2 **LOS ANGELES, CA 90023**
0.472 mi.
2493 ft. **Site 1 of 2 in cluster T**

Relative:
Lower

Actual:
243 ft.

RCRA-LQG:

Date form received by agency:	04/28/2008
Facility name:	MISSION ROAD RECYCLING AND TRANSFER
Facility address:	840 S. MISSION ROAD LOS ANGELES, CA 90023
EPA ID:	CAD983650953
Contact:	DON P KIEFER
Contact address:	Not reported Not reported
Contact country:	US
Contact telephone:	(323) 262-9699
Contact email:	DKIEFER@WM.COM
EPA Region:	09
Classification:	Large Quantity Generator
Description:	Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	WASTE MANAGEMENT, INC
Owner/operator address:	Not reported Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported

MISSION ROAD RECYCLING AND TRANSFER (Continued) **1000819127**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 12/27/1993
Owner/Op end date: Not reported

Owner/operator name: WASTE MANAGEMENT OF NORTH AMERICA
Owner/operator address: 3003 BUTTERFIELD RD
OAK BROOK, IL 60521
Owner/operator country: Not reported
Owner/operator telephone: (708) 572-3088
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: WASTE MANAGEMENT, INC
Owner/operator address: 1001 FANNIN, STE 4000
HOUSTON, TX 77002
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 12/27/1993
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

Historical Generators:
Date form received by agency: 01/22/1992
Site name: WASTE TRANSFER AND RECYCLING
Classification: Small Quantity Generator

Violation Status: No violations found

SWF/LF (SWIS):
Region: STATE

MISSION ROAD RECYCLING AND TRANSFER (Continued) **1000819127**

Facility ID:	19-AR-1183
Lat/Long:	34.0288200 / -118.22366
Owner Name:	Waste Management Inc - Bradley Lf & Miss
Owner Telephone:	8187676180
Owner Address:	Not reported
Owner Address2:	9081 Tujunga Avenue
Owner City,St,Zip:	Sun Valley, CA 91352
Operational Status:	Active
Operator:	Waste Management Inc - Bradley Lf & Miss
Operator Phone:	8187676180
Operator Address:	Not reported
Operator Address2:	9081 Tujunga Avenue
Operator City,St,Zip:	Sun Valley, CA 91352
Permit Date:	01/30/2012
Permit Status:	Permitted
Permitted Acreage:	3.5
Activity:	Large Volume Transfer/Proc Facility
Regulation Status:	Permitted
Landuse Name:	Industrial
GIS Source:	Map
Category:	Transfer/Processing
Unit Number:	01
Inspection Frequency:	Monthly
Accepted Waste:	Construction/demolition,Green Materials,Mixed municipal
Closure Date:	Not reported
Closure Type:	Not reported
Disposal Acreage:	Not reported
SWIS Num:	19-AR-1183
Waste Discharge Requirement Num:	Not reported
Program Type:	Not reported
Permitted Throughput with Units:	1785
Actual Throughput with Units:	Tons/day
Permitted Capacity with Units:	500000
Remaining Capacity:	Not reported
Remaining Capacity with Units:	Tons/year
Lat/Long:	34.0288200 / -118.22366

T73 **MISSION ROAD RECYCLING & TRANSFER STATION** **SWF/LF** **S103673980**
SE **840 S. MISSION ROAD** **NPDES** **N/A**
1/4-1/2 **LOS ANGELES, CA 90023** **WDS**
0.472 mi.
2493 ft. **Site 2 of 2 in cluster T**

Relative:
Lower

Actual:
243 ft.

LOS ANGELES CO. LF:

Site ID:	764
Alt. Address:	N/A
Site Contact:	Not reported
Site Contact Phone:	(323) 262-9699
Site Email:	smansfie@wm.com
Site Website:	www.wm.com
Site Type:	Transfer and Processing Facility
Site SWIS Number:	19-AR-1183
Beginning Operation Date:	N/A
Ending Operation Date:	N/A
Local Enforcement Agency:	City of Los Angeles Dept of Building & Safety
Maximun Depth Fill(Ft):	Not reported
Permitted Capacity:	1785
Present Use:	Transfer/Processing Facility

MISSION ROAD RECYCLING & TRANSFER STATION (Continued) **S103673980**

Remaining Capacity(Million): N/A
Status: Active
Waste Accepted: Construction & Demolition;Green Materials;Household Trash;Industrial Non-Hazardous;Metals;
Hours of Operation: Monday - Friday 7 am - 4 pm; Saturday 7 am - 12 pm
Disposal Area (Acre): Not reported

Detail As Of 01/2014:
Operator Name: Waste Management, Inc.
Operator Address: 13940 EAST LIVE OAK AVENUE
Operator City/State/Zip: BALDWIN, CA 91706
Operator Contact: Not reported
Operator Telephone: (626) 856-1285
Operator Email: Not reported
Owner Name: Waste Management, INC.
Owner Address: 9081 Tujunga Avenue
Owner City/State/Zip: Sun Valley, CA 91352
Owner Contact: Debbie Myers
Owner Telephone: (818) 767-6180
Owner Email: Not reported

NPDES:
Npdes Number: Not reported
Facility Status: Not reported
Agency Id: Not reported
Region: 4
Regulatory Measure Id: 189011
Order No: Not reported
Regulatory Measure Type: Industrial
Place Id: Not reported
WDID: 4 19I002666
Program Type: Not reported
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: Not reported
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Not reported
Discharge Address: Not reported
Discharge City: Not reported
Discharge State: Not reported
Discharge Zip: Not reported
RECEIVED DATE: 5/9/2008
PROCESSED DATE: 4/1/1992
STATUS CODE NAME: Active
STATUS DATE: 4/1/1992
PLACE SIZE: 3.5
PLACE SIZE UNIT: Acres
FACILITY CONTACT NAME: Mike Zamora
FACILITY CONTACT TITLE: District Manager
FACILITY CONTACT PHONE: 323-262-9699
FACILITY CONTACT PHONE EXT: 11
FACILITY CONTACT EMAIL: mzamora@wm.com
OPERATOR NAME: WM Collection Recycling Inc
OPERATOR ADDRESS: 840 S Mission Rd
OPERATOR CITY: Los Angeles
OPERATOR STATE: California
OPERATOR ZIP: 90023
OPERATOR CONTACT NAME: Sterling Mansfield

MISSION ROAD RECYCLING & TRANSFER STATION (Continued) **S103673980**

OPERATOR CONTACT TITLE:	Operation Manager
OPERATOR CONTACT PHONE:	323-262-9699
OPERATOR CONTACT PHONE EXT:	10
OPERATOR CONTACT EMAIL:	smansfie@wm.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	818-262-1230
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	LA River Reach Carson St to Figueroa St
CERTIFIER NAME:	Miguel Zamora
CERTIFIER TITLE:	District Manager
CERTIFICATION DATE:	17-JUN-15
PRIMARY SIC:	4212-Local Trucking Without Storage
SECONDARY SIC:	4213-Trucking, Except Local
TERTIARY SIC:	Not reported
Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189011
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I002666
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/01/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	WM Collection Recycling Inc
Discharge Address:	840 S Mission Rd
Discharge City:	Los Angeles

MISSION ROAD RECYCLING & TRANSFER STATION (Continued) **S103673980**

Discharge State:	California
Discharge Zip:	90023
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported

MISSION ROAD RECYCLING & TRANSFER STATION (Continued) **S103673980**

TERTIARY SIC: Not reported

WDS:

Facility ID:	4 19I002666
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3232629699
Facility Contact:	S ABAJIAN
Agency Name:	WST MGT INC
Agency Address:	840 S Mission Rd
Agency City,St,Zip:	Los Angeles 900231025
Agency Contact:	S ABAJIAN
Agency Telephone:	3232629699
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

74
South
1/4-1/2
0.477 mi.
2520 ft.

WESTERN ELECTROCHEMICAL COMPANY
2348 EAST 8TH STREET
LOS ANGELES, CA 90021

RESPONSE
ENVIROSTOR

S112205487
N/A

Relative:
Lower

Actual:
242 ft.

RESPONSE:

Facility ID:	60001827
Site Type:	State Response
Site Type Detail:	State Response or NPL
Acres:	0.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Not reported
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301581
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	46
Senate:	24
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	11/25/2013
Restricted Use:	NO
Funding:	Orphan Funds
Latitude:	34.02932
Longitude:	-118.2307
APN:	NONE SPECIFIED
Past Use:	MANUFACTURING - CHEMICALS
Potential COC :	Perchlorate
Confirmed COC:	30017-NO
Potential Description:	AQUI, OTH, SED, SOIL
Alias Name:	WECCO
Alias Type:	Alternate Name
Alias Name:	301581
Alias Type:	Project Code (Site Code)
Alias Name:	60001827
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	11/01/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Work Plan
Completed Date:	05/31/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	11/25/2013
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

WESTERN ELECTROCHEMICAL COMPANY (Continued) **S112205487**

Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Work Plan
Completed Date: 05/31/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Triage Meeting
Completed Date: 07/07/2015
Comments: NFCRA will be reviewed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Field Order
Completed Date: 05/13/2013
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract
Completed Date: 02/21/2013
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 02/26/2013
Comments: completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date: 04/18/2013
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 60001827
Status: No Further Action
Status Date: 11/25/2013
Site Code: 301581
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.4
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported

WESTERN ELECTROCHEMICAL COMPANY (Continued) **S112205487**

Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 46
Senate: 24
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Orphan Funds
Latitude: 34.02932
Longitude: -118.2307
APN: NONE SPECIFIED
Past Use: MANUFACTURING - CHEMICALS
Potential COC: Perchlorate
Confirmed COC: 30017-NO
Potential Description: AQUI, OTH, SED, SOIL
Alias Name: WECCO
Alias Type: Alternate Name
Alias Name: 301581
Alias Type: Project Code (Site Code)
Alias Name: 60001827
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 11/01/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Work Plan
Completed Date: 05/31/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 11/25/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Work Plan
Completed Date: 05/31/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Triage Meeting
Completed Date: 07/07/2015
Comments: NFCRA will be reviewed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: State/Federal Funded Site Field Order
Completed Date: 05/13/2013
Comments: completed

WESTERN ELECTROCHEMICAL COMPANY (Continued) **S112205487**

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	State/Federal Funded Site Contract
Completed Date:	02/21/2013
Comments:	completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date:	02/26/2013
Comments:	completed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	State/Federal Funded Site Contract Fiscal Approval (CFA)
Completed Date:	04/18/2013
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

S75 **METRO DIVISION 1 MAINTENACE FACILITY** **LUST** **S105663639**
West **1130 EAST 6TH STREET** **CHMIRS** **N/A**
1/4-1/2 **LOS ANGELES, CA 90021**
0.480 mi.
2536 ft. **Site 2 of 3 in cluster S**

Relative:
Higher

Actual:
253 ft.

LUST:

Region:	STATE
Global Id:	T10000000634
Latitude:	34.0368206900479
Longitude:	-118.23887423947
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	03/18/2015
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	JC
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900210207
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

Contact:

Global Id:	T10000000634
Contact Type:	Regional Board Caseworker
Contact Name:	JOSHUA CWIKLA

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Organization Name: LOS ANGELES RWQCB (REGION 4)
Address: 320 W. 4th Street, Suite 200
City: LOS ANGELES
Email: joshua.cwikla@waterboards.ca.gov
Phone Number: 2135766713

Global Id: T10000000634
Contact Type: Local Agency Caseworker
Contact Name: ELOY LUNA
Organization Name: LOS ANGELES, CITY OF
Address: 200 North Main Street, Suite 1780
City: LOS ANGELES
Email: eloy.luna@lacity.org
Phone Number: Not reported

Status History:
Global Id: T10000000634
Status: Open - Case Begin Date
Status Date: 12/18/2008

Global Id: T10000000634
Status: Open - Eligible for Closure
Status Date: 01/03/2014

Global Id: T10000000634
Status: Open - Remediation
Status Date: 12/18/2008

Global Id: T10000000634
Status: Open - Remediation
Status Date: 03/18/2015

Global Id: T10000000634
Status: Open - Site Assessment
Status Date: 12/04/2014

Regulatory Activities:
Global Id: T10000000634
Action Type: ENFORCEMENT
Date: 03/18/2015
Action: Referral to Regional Board

Global Id: T10000000634
Action Type: RESPONSE
Date: 02/05/2007
Action: Interim Remedial Action Plan

Global Id: T10000000634
Action Type: RESPONSE
Date: 01/24/2007
Action: Pilot Study/ Treatability Report

Global Id: T10000000634
Action Type: RESPONSE
Date: 07/18/2006
Action: Site Assessment Report

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Global Id: T10000000634
Action Type: RESPONSE
Date: 06/27/2006
Action: Other Report / Document

Global Id: T10000000634
Action Type: RESPONSE
Date: 04/13/2006
Action: Soil and Water Investigation Workplan

Global Id: T10000000634
Action Type: RESPONSE
Date: 07/20/2007
Action: Request for Closure

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/19/2002
Action: Corrective Action Plan / Remedial Action Plan

Global Id: T10000000634
Action Type: RESPONSE
Date: 06/22/2001
Action: Site Assessment Report

Global Id: T10000000634
Action Type: RESPONSE
Date: 06/27/2006
Action: Other Report / Document

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/16/2004
Action: Risk Assessment Report

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/08/2004
Action: Monitoring Report - Other

Global Id: T10000000634
Action Type: RESPONSE
Date: 11/19/2004
Action: Request for Closure

Global Id: T10000000634
Action Type: ENFORCEMENT
Date: 05/21/2015
Action: Staff Letter

Global Id: T10000000634
Action Type: ENFORCEMENT
Date: 02/16/2006
Action: Notice to Comply

Global Id: T10000000634
Action Type: ENFORCEMENT

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Date:	04/18/2006
Action:	Technical Correspondence / Assistance / Other
Global Id:	T10000000634
Action Type:	ENFORCEMENT
Date:	03/18/2015
Action:	Referral to Regional Board
Global Id:	T10000000634
Action Type:	RESPONSE
Date:	06/21/2015
Action:	Other Report / Document
Global Id:	T10000000634
Action Type:	RESPONSE
Date:	11/03/2015
Action:	Request for Closure

CHMIRS:

OES Incident Number:	9-0025
OES notification:	01/04/1999
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Reporting Party
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported

METRO DIVISION 1 MAINTENACE FACILITY (Continued) **S105663639**

Other:	Not reported
Date/Time:	Not reported
Year:	1999
Agency:	MTA
Incident Date:	1/4/199912:00:00 AM
Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Other
E Date:	Not reported
Substance:	diesel
Gallons:	50
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Valve failure.

S76 **ZIMMERMAN DEVELOPMENT** **SLIC** **S103878823**
WNW **560 ALAMEDA** **N/A**
1/4-1/2 **LOS ANGELES, CA 90013**
0.485 mi.
2561 ft. **Site 3 of 3 in cluster S**

Relative:
Higher

Actual:
254 ft.

SLIC:

Region:	STATE
Facility Status:	**Completed - Case Closed**
Status Date:	09/23/1999
Global Id:	SL2046K1651
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.053261
Longitude:	-118.237061
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	0865
File Location:	Not reported
Potential Media Affected:	Not reported
Potential Contaminants of Concern:	Not reported
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SLIC REG 4:

ZIMMERMAN DEVELOPMENT (Continued) **S103878823**

Region: 4
Facility Status: No further action required
SLIC: 0865
Substance: TPH
Staff: John Geroch

77
WSW
1/2-1
0.665 mi.
3509 ft.

LOS ANGELES SIGNAL DEPOT **ENVIROSTOR** **S107736638**
N/A

LOS ANGELES, CA

Relative:
Lower

Actual:
246 ft.

ENVIROSTOR:
Facility ID: 80001030
Status: Inactive - Needs Evaluation
Status Date: 07/01/2005
Site Code: Not reported
Site Type: Military Evaluation
Site Type Detailed: FUDS
Acres: Not reported
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Douglas Bautista
Division Branch: Cleanup Cypress
Assembly: 53
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: DERA
Latitude: 34.03333
Longitude: -118.2411
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CA99799FA42100
Alias Type: Federal Facility ID
Alias Name: J09CA7394
Alias Type: INPR
Alias Name: 80001030
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported

LOS ANGELES SIGNAL DEPOT (Continued) **S107736638**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

78
North
1/2-1
0.727 mi.
3838 ft.

EAST LOS ANGELES HIGH SCHOOL NO. 1 **ENVIROSTOR** **S107736249**
EAST 1ST STREET/NORTH MISSION ROAD **SCH** **N/A**
LOS ANGELES, CA 90033

Relative:
Higher

Actual:
264 ft.

ENVIROSTOR:

Facility ID:	60000006
Status:	Certified
Status Date:	03/29/2007
Site Code:	304416
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	7
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	EPA - Target Site Investigation
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.04867
Longitude:	-118.2084
APN:	5173-030-001, 5173-030-002, 5173-030-003, 5173-030-004, 5173-030-005, 5173-030-006, 5173-030-007, 5173-030-008, 5173-030-010, 5173-030-011, 5173-030-013, 5173-030-016
Past Use:	* RETIAL - MISC.
Potential COC:	Antimony and compounds Pyrene Fluoranthene Anthracene Zinc * phenanthrene Lead DDT Beryllium and compounds Ethylbenzene Thallium and compounds Molybdenum Dieldrin Chlordane * benzo (ghi) perylene Benzene Copper and compounds DDE
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAUSD-EAST LOS ANGELES HIGH SCHOOL NO 1
Alias Type:	Alternate Name
Alias Name:	LAUSD-PRPSD EAST LOS ANGELES HI SCL NO.1
Alias Type:	Alternate Name
Alias Name:	5173-030-001
Alias Type:	APN
Alias Name:	5173-030-002
Alias Type:	APN
Alias Name:	5173-030-003
Alias Type:	APN
Alias Name:	5173-030-004
Alias Type:	APN
Alias Name:	5173-030-005
Alias Type:	APN
Alias Name:	5173-030-006

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Alias Type: APN
Alias Name: 5173-030-007
Alias Type: APN
Alias Name: 5173-030-008
Alias Type: APN
Alias Name: 5173-030-010
Alias Type: APN
Alias Name: 5173-030-011
Alias Type: APN
Alias Name: 5173-030-013
Alias Type: APN
Alias Name: 5173-030-016
Alias Type: APN
Alias Name: 110033618690
Alias Type: EPA (FRS #)
Alias Name: 304416
Alias Type: Project Code (Site Code)
Alias Name: 304416
Alias Type: Project Code (Site Code)
Alias Name: 60000006
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 02/16/2012
Comments: First Collection Letter Inv# 06SM2570 and 09SM2649.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 03/23/2012
Comments: 2nd Collection Letter for Invoices 06SM2570 and 09SM2649.

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/30/2004
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/25/2004
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 08/06/2003
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/02/2004
Comments: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/01/2005
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/10/2006
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/03/2005
Comments: Approved with minor comments. Limited soil removal(1cy) conducted - high As.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/27/2006
Comments: On May 11, 2006 DTSC concurred and approved the SSI Report informally via electronic mail. DTSC issued the formal SSI approval letter on August 16, 2006.

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/27/2006
Comments: Complete. One additional RACR necessary for LBP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/07/2006
Comments: Approved RACR Report for lead-based paint in Areas 1 and 2.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/10/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/29/2004
Comments: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/29/2007
Comments: Issued Certification of Removal Action Form.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 01/04/2006
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 60000006
Site Type: School Cleanup
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 7
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304416
Assembly: 53
Senate: 24

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Special Program Status:	EPA - Target Site Investigation
Status:	Certified
Status Date:	03/29/2007
Restricted Use:	NO
Funding:	School District
Latitude:	34.04867
Longitude:	-118.2084
APN:	5173-030-001, 5173-030-002, 5173-030-003, 5173-030-004, 5173-030-005, 5173-030-006, 5173-030-007, 5173-030-008, 5173-030-010, 5173-030-011, 5173-030-013, 5173-030-016
Past Use:	* RETIAL - MISC.
Potential COC:	Antimony and compounds, Antimony and compounds, Pyrene, Fluoranthene, Anthracene, Zinc, * phenanthrene, Lead, DDT, Beryllium and compounds, Ethylbenzene, Thallium and compounds, Molybdenum, Dieldrin, Chlordane, * benzo (ghi) perylene, Benzene, Copper and compounds, DDE
Confirmed COC:	NONE SPECIFIED
Potential Description:	SOIL
Alias Name:	LAUSD-EAST LOS ANGELES HIGH SCHOOL NO 1
Alias Type:	Alternate Name
Alias Name:	LAUSD-PRPSD EAST LOS ANGELES HI SCL NO.1
Alias Type:	Alternate Name
Alias Name:	5173-030-001
Alias Type:	APN
Alias Name:	5173-030-002
Alias Type:	APN
Alias Name:	5173-030-003
Alias Type:	APN
Alias Name:	5173-030-004
Alias Type:	APN
Alias Name:	5173-030-005
Alias Type:	APN
Alias Name:	5173-030-006
Alias Type:	APN
Alias Name:	5173-030-007
Alias Type:	APN
Alias Name:	5173-030-008
Alias Type:	APN
Alias Name:	5173-030-010
Alias Type:	APN
Alias Name:	5173-030-011
Alias Type:	APN
Alias Name:	5173-030-013
Alias Type:	APN
Alias Name:	5173-030-016
Alias Type:	APN
Alias Name:	110033618690
Alias Type:	EPA (FRS #)
Alias Name:	304416
Alias Type:	Project Code (Site Code)
Alias Name:	304416
Alias Type:	Project Code (Site Code)
Alias Name:	60000006
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Document Type: Letter - Demand
Completed Date: 02/16/2012
Comments: First Collection Letter Inv# 06SM2570 and 09SM2649.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Letter - Demand
Completed Date: 03/23/2012
Comments: 2nd Collection Letter for Invoices 06SM2570 and 09SM2649.

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/30/2004
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/25/2004
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 08/06/2003
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 03/02/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 02/01/2005
Comments: Not reported

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 01/10/2006
Comments: Not reported

Completed Area Name: Area 1
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/03/2005
Comments: Approved with minor comments. Limited soil removal(1cy) conducted - high As.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 06/27/2006

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Comments: On May 11, 2006 DTSC concurred and approved the SSI Report informally via electronic mail. DTSC issued the formal SSI approval letter on August 16, 2006.

Completed Area Name: Area 2
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/27/2006
Comments: Complete. One additional RACR necessary for LBP.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 09/07/2006
Comments: Approved RACR Report for lead-based paint in Areas 1 and 2.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 02/10/2005
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/27/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 01/29/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 10/28/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 03/03/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 03/29/2007
Comments: Issued Certification of Removal Action Form.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

EAST LOS ANGELES HIGH SCHOOL NO. 1 (Continued) **S107736249**

Completed Area Name:	Area 2
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Notice of Exemption
Completed Date:	01/04/2006
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

79
South
1/2-1
0.735 mi.
3880 ft.

HERTZ-PENSKI TRUCK LEASING IN
2300 OLYMPIC BLVD
LOS ANGELES, CA 90021

ENVIROSTOR **U001560877**
VCP **N/A**
SWEEPS UST
HIST UST

Relative:
Lower

Actual:
235 ft.

ENVIROSTOR:

Facility ID:	60001416
Status:	No Further Action
Status Date:	01/31/2012
Site Code:	301519
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.86
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.02547
Longitude:	-118.232
APN:	5167-009-008.
Past Use:	UNDERGROUND STORAGE TANKS
Potential COC:	Tetrachloroethylene (PCE TPH-diesel
Confirmed COC:	Tetrachloroethylene (PCE TPH-diesel
Potential Description:	SOIL, SV
Alias Name:	5167-009-008.
Alias Type:	APN
Alias Name:	301519
Alias Type:	Project Code (Site Code)
Alias Name:	60001416
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

HERTZ-PENSKI TRUCK LEASING IN (Continued) **U001560877**

Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 03/01/2011
Comments: VCA executed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: No Further Action Letter
Completed Date: 08/26/2011
Comments: NFA Issued.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 10/18/2011
Comments: Sent to CRU

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 08/26/2011
Comments: NFA issued

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 03/07/2011
Comments: Document was submitted as background information on 3/7/2011. DTSC did not review or approved document.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 09/08/2011
Comments: VCA end letter sent.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 60001416
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.86
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported

HERTZ-PENSKI TRUCK LEASING IN (Continued) **U001560877**

Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	301519
Assembly:	53
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	01/31/2012
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.02547 / -118.232
APN:	5167-009-008.
Past Use:	UNDERGROUND STORAGE TANKS
Potential COC:	30022, 30024
Confirmed COC:	30022,30024
Potential Description:	SOIL, SV
Alias Name:	5167-009-008.
Alias Type:	APN
Alias Name:	301519
Alias Type:	Project Code (Site Code)
Alias Name:	60001416
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	03/01/2011
Comments:	VCA executed
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	No Further Action Letter
Completed Date:	08/26/2011
Comments:	NFA Issued.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	10/18/2011
Comments:	Sent to CRU
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	08/26/2011
Comments:	NFA issued
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	03/07/2011
Comments:	Document was submitted as background information on 3/7/2011. DTSC did not review or approved document.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement Termination Notification

HERTZ-PENSKI TRUCK LEASING IN (Continued) **U001560877**

Completed Date: 09/08/2011
Comments: VCA end letter sent.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SWEEPS UST:
Status: Active
Comp Number: 6013
Number: 1
Board Of Equalization: Not reported
Referral Date: 01-19-94
Action Date: 01-19-94
Created Date: 02-29-88
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-006013-000001
Tank Status: A
Capacity: 12000
Active Date: 01-19-94
Tank Use: M.V. FUEL
STG: P
Content: REG UNLEADED
Number Of Tanks: 1

HIST UST:
File Number: 00026B89
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00026B89.pdf
Region: STATE
Facility ID: 00000060894
Facility Type: Other
Other Type: TRUCK LEASING
Contact Name: MICHAEL J. DALY
Telephone: 2153207000
Owner Name: GILL CHILDS/OLYMPIC
Owner Address: 2300 OLYMPIC BLVD.
Owner City,St,Zip: LOS ANGELES, CA 90021
Total Tanks: 0004

Tank Num: 001
Container Num: 453-1
Year Installed: 1961
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 453-2

HERTZ-PENSKI TRUCK LEASING IN (Continued) **U001560877**

Year Installed:	1961
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	003
Container Num:	453-3
Year Installed:	1961
Tank Capacity:	00000500
Tank Used for:	WASTE
Type of Fuel:	WASTE OIL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor
Tank Num:	004
Container Num:	453-4
Year Installed:	1961
Tank Capacity:	00000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

80
ESE
1/2-1
0.769 mi.
4059 ft.

SOTO STREET **ENVIROSTOR** **S103620300**
1010 SOTO STREET **SCH** **N/A**
LOS ANGELES, CA 90023

Relative:
Higher

Actual:
298 ft.

ENVIROSTOR:

Facility ID:	19000004
Status:	Inactive - Action Required
Status Date:	05/30/2000
Site Code:	304173
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	4.35
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	24
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.0319
Longitude:	-118.2161
APN:	NONE SPECIFIED
Past Use:	* UNKNOWN, NURSERY
Potential COC:	Arsenic Chlordane DDD DDE DDT
Confirmed COC:	30001-NO 30004-NO 30006-NO 30007-NO 30008-NO
Potential Description:	SOIL

SOTO STREET (Continued) **S103620300**

Alias Name: LA USD-SOTO ST.SCHOOL/CDE
Alias Type: Alternate Name
Alias Name: SOTO STREET SCHOOL (PROPOSED)
Alias Type: Alternate Name
Alias Name: 304173
Alias Type: Project Code (Site Code)
Alias Name: 19000004
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 05/30/2000
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 02/10/2000
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 19000004
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 4.35
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Southern California Schools & Brownfields Outreach
Site Code: 304173
Assembly: 53
Senate: 24
Special Program Status: Not reported
Status: Inactive - Action Required
Status Date: 05/30/2000
Restricted Use: NO
Funding: School District
Latitude: 34.0319
Longitude: -118.2161
APN: NONE SPECIFIED

SOTO STREET (Continued) **S103620300**

Past Use:	* UNKNOWN, NURSERY
Potential COC:	Arsenic, Chlordane, DDD, DDE, DDT
Confirmed COC:	30001-NO, 30004-NO, 30006-NO, 30007-NO, 30008-NO
Potential Description:	SOIL
Alias Name:	LA USD-SOTO ST.SCHOOL/CDE
Alias Type:	Alternate Name
Alias Name:	SOTO STREET SCHOOL (PROPOSED)
Alias Type:	Alternate Name
Alias Name:	304173
Alias Type:	Project Code (Site Code)
Alias Name:	19000004
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Phase 1
Completed Date:	05/30/2000
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	02/10/2000
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

U81 **MARTIN METALS INC.** **ENVIROSTOR** **S106843382**
SSW **1321 WILSON ST.** **LA Co. Site Mitigation** **N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.786 mi.
4151 ft. **Site 1 of 2 in cluster U**

Relative:
Lower

Actual:
235 ft.

ENVIROSTOR:

Facility ID:	19330385
Status:	Refer: 1248 Local Agency
Status Date:	07/15/2004
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Cypress
Assembly:	53
Senate:	24

MARTIN METALS INC. (Continued) **S106843382**

Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not Applicable
Latitude: 34.02577
Longitude: -118.2351
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: 19330385
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LA Co. Site Mitigation:
Facility ID: FA0017192
Site ID: SD0000111
Jurisdiction: County
Case ID: RO0000115
Abated: Yes
Assigned To: Don Thompson
Entered Date: 07/14/2004

U82 **WILSON STREET CORPORATION** **ENVIROSTOR** **S110494469**
SSW **1321 S. WILSON STREET** **DEED** **N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.786 mi.
4151 ft. **Site 2 of 2 in cluster U**

Relative:
Lower

Actual:
235 ft.

ENVIROSTOR:
Facility ID: 71002216
Status: Certified O&M - Land Use Restrictions Only
Status Date: 08/27/2008
Site Code: 301224
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 0.25
NPL: NO
Regulatory Agencies: TPCAB
Lead Agency: TPCAB
Program Manager: Johnson Abraham

WILSON STREET CORPORATION (Continued) **S110494469**

Supervisor: Shahir Haddad
Division Branch: Southern California Schools & Brownfields Outreach
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.02577
Longitude: -118.2351
APN: NONE SPECIFIED
Past Use: METAL RECLAMATION
Potential COC: Copper and compounds Nickel Zinc
Confirmed COC: Copper and compounds Nickel Zinc
Potential Description: SOIL
Alias Name: Martin Metals
Alias Type: Alternate Name
Alias Name: CAD008377129
Alias Type: EPA Identification Number
Alias Name: 110002633623
Alias Type: EPA (FRS #)
Alias Name: 301224
Alias Type: Project Code (Site Code)
Alias Name: 71002216
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 01/19/2011
Comments: Remedial Action Certification completed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 03/22/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Agreement
Completed Date: 02/06/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Corrective Action Completion Determination
Completed Date: 11/06/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 12/21/1997
Comments: Inspection report sent on 12/21/1997

Completed Area Name: PROJECT WIDE

WILSON STREET CORPORATION (Continued) **S110494469**

Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 11/30/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 12/05/2012
Comments: Mailed out the letter.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Acknowledgement of Satisfaction
Completed Date: 01/09/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction Monitoring Report
Completed Date: 06/03/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction Monitoring Report
Completed Date: 01/30/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction Monitoring Report
Completed Date: 02/06/2015
Comments: DTSC approved the Inspection Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 08/27/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase I Verification
Completed Date: 12/08/2003
Comments: Inspection report sent on 12/8/2003

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

WILSON STREET CORPORATION (Continued) **S110494469**

DEED:
Envirostor ID: 71002216
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: TIERED PERMIT
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 08/27/2008

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83 **AMETEK INC, L A DIE CASTING** **ENVIROSTOR** **1000102043**
NW **340 CROCKER ST** **EMI** **N/A**
1/2-1 **LOS ANGELES, CA 90013** **LA Co. Site Mitigation**
0.834 mi.
4404 ft.

Relative:
Higher

Actual:
263 ft.

ENVIROSTOR:
Facility ID: 71003622
Status: Refer: Other Agency
Status Date: Not reported
Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Not reported
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.04554
Longitude: -118.2408
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD084340272
Alias Type: EPA Identification Number
Alias Name: 71003622
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1 Non-Submittal
Completed Date: 05/24/2001
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported

AMETEK INC, L A DIE CASTING (Continued) **1000102043**

Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

EMI:

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	4197
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	21
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	4197
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	4197
Air District Name:	SC
SIC Code:	3369
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1

AMETEK INC, L A DIE CASTING (Continued) **1000102043**

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: Not reported
Jurisdiction: Not reported
Case ID: Not reported
Abated: Yes
Assigned To: Kim Clark
Entered Date: Not reported

V84 **SOUTHERN CALIFORNIA GAS COMPANY, OLYMPIC BASE SITE** **CA BOND EXP. PLAN** **S100833289**
SSE **2424 EAST OLYMPIC BOULEVARD** **LA Co. Site Mitigation** **N/A**
1/2-1 **LOS ANGELES, CA 90023**
0.835 mi.
4408 ft. **Site 1 of 5 in cluster V**

Relative: Higher

Actual: 254 ft.

CA BOND EXP. PLAN:
Reponsible Party: RESPONSIBLE PARTY-LEAD SITE CLEANUP WORKPLAN
Project Revenue Source Company: Not reported
Project Revenue Source Addr: Not reported
Project Revenue Source City,St,Zip: Not reported
Project Revenue Source Desc: Southern California Gas has entered into a consent order with DHS for oversight/monitoring of its cleanup efforts. DHS has budgeted $50,000 for direct costs related to the project. DHS will recover 100 percent of direct costs plus staff costs and overhead related to the project. The responsible parties will pay all costs associated with site cleanup.
Site Description: The Olympic Base facility, currently owned by Southern California Gas Company, is the site of a former oil gasification "towne gas" plant.
Hazardous Waste Desc: The wastes are generally characterized as polynuclear or polycyclic aromatic hydrocarbons (PNAs or PAHs). Other constituents of concern are cyanide, lead, and semivolatile organics. Soil contamination is present at the site from the surface to a depth of 10 to 15 feet in both the northern and southern portions of the site.
Threat To Public Health & Env: The primary concern is potential contamination of ground water. Usable ground water lies approximately 200 feet below the ground surface and the water table may rise to only 100 feet below the site. Ground water contamination has not been verified. Surface soil contamination may migrate offsite due to airborne particulates.
Site Activity Status: The Southern California Gas Company has completed a remedial investigation/feasibility study.

LA Co. Site Mitigation:
Facility ID: Not reported
Site ID: Not reported
Jurisdiction: Not reported
Case ID: Not reported
Abated: Not reported
Assigned To: Not reported
Entered Date: Not reported

V85 **SOUTHERN CALIFORNIA GAS CO** **ENVIROSTOR** **S101585050**
SSE **2424 E OLYMPIC BLVD** **SWF/LF** **N/A**
1/2-1 **LOS ANGELES, CA 90021** **VCP**
0.835 mi. **CA FID UST**
4408 ft. **Site 2 of 5 in cluster V** **DEED**
EMI
Relative: **NPDES**
Higher **WDS**

Actual: **254 ft.**

ENVIROSTOR:

Facility ID:	19490179
Status:	Active
Status Date:	10/04/2013
Site Code:	300144
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	4.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Patrick Movlay
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	* RCRA 3012 - Past Haz Waste Disp Inven Site
Restricted Use:	YES
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.02559
Longitude:	-118.2265
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	* ORGANIC LIQUIDS WITH METALS * AQUEOUS SOLUTION WITH METALS * UNSPECIFIED ALKALINE SOLUTIONS * UNSPECIFIED OIL CONTAINING WASTE Arsenic Lead Cadmium and compounds Chromium VI
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL, SV
Alias Name:	SOUTHERN CALIF GAS CO- OLYMPIC BASE SITE
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	CAD980636153
Alias Type:	EPA Identification Number
Alias Name:	110000621346
Alias Type:	EPA (FRS #)
Alias Name:	P31041
Alias Type:	PCode
Alias Name:	300144
Alias Type:	Project Code (Site Code)
Alias Name:	19490179
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedy Constructed
Completed Date:	08/05/2011

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Exposure Controlled
Completed Date: 08/05/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/24/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Order
Completed Date: 12/30/1986
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 05/23/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Groundwater Migration Controlled
Completed Date: 08/05/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/26/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/10/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/21/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 06/09/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 09/02/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 05/24/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 12/19/1986
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 05/27/2008
Comments: DTSC has not identified any maintenance deficiencies.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Amended Order/Agreement, Chapter 6.5 transition
Completed Date: 01/05/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 04/13/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Final Remedial Action
Completed Date: 12/16/1991
Comments: 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.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 04/23/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 09/25/2013
Comments: Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 02/19/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 05/15/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/19/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 07/10/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 07/18/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/21/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 01/30/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Investigation Report
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Remedial Investigation Report
Schedule Due Date: 12/02/2015
Schedule Revised Date: Not reported

Facility ID: 80001471
Status: Refer: SMBRP
Status Date: 05/13/2013
Site Code: 300144
Site Type: Corrective Action

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Site Type Detailed: Corrective Action
Acres: 0
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: WM
Program Manager: Not reported
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.02943
Longitude: -118.2410
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD981422017
Alias Type: EPA Identification Number
Alias Name: 110000621346
Alias Type: EPA (FRS #)
Alias Name: 300144
Alias Type: Project Code (Site Code)
Alias Name: 19490179
Alias Type: Envirostor ID Number
Alias Name: 80001471
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Other Instrument
Completed Date: 07/09/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Groundwater Migration Controlled
Completed Date: 09/30/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Human Exposure Controlled
Completed Date: 09/30/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedy Constructed
Completed Date: 09/30/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Completed Sub Area Name: Not reported
Completed Document Type: RCRA Facility Assessment Report
Completed Date: 06/30/1995
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Interim Measures Questionnaire
Completed Date: 06/30/1997
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

LOS ANGELES CO. LF:
Site ID: 184
Alt. Address: N/A
Site Contact: Not reported
Site Contact Phone: (877) 933-4837
Site Email: lcamargo@wm.com
Site Website: http://downtowndiversion.com/
Site Type: Transfer and Processing Facility
Site SWIS Number: 19-AR-1224
Beginning Operation Date: N/A
Ending Operation Date: N/A
Local Enforcement Agency: City of Los Angeles Dept of Building & Safety
Maximun Depth Fill(Ft): Not reported
Permitted Capacity: 1500
Present Use: Transfer/Processing Facility
Remaining Capacity(Million): N/A
Status: Active
Waste Accepted: Construction & Demolition;
Hours of Operation: Monday-Friday: 6am - 6pm; Saturday: 6am - 3pm
Disposal Area (Acre): Not reported

Detail As Of 01/2014:
Operator Name: Waste Management, Inc. - Sun Valley
Operator Address: 9081 Tujunga Avenue
Operator City/State/Zip: Sun Valley, CA 91352-1516
Operator Contact: Debbie Myers
Operator Telephone: (818) 767-6180
Operator Email: dmyer@wm.com
Owner Name: Waste Management, INC.
Owner Address: 9081 Tujunga Avenue
Owner City/State/Zip: Sun Valley, CA 91352
Owner Contact: Debbie Myers
Owner Telephone: (818) 767-6180
Owner Email: Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

VCP:

Facility ID:	19490179
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	4.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Patrick Movlay
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300144
Assembly:	53
Senate:	24
Special Programs Code:	* RCRA 3012 - Past Haz Waste Disp Inven Site
Status:	Active
Status Date:	10/04/2013
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.02559 / -118.2265
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	10061, 10093, 10194, 10196, 30001, 30013, 30108, 30153
Confirmed COC:	NONE SPECIFIED
Potential Description:	OTH, SOIL, SV
Alias Name:	SOUTHERN CALIF GAS CO- OLYMPIC BASE SITE
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	CAD980636153
Alias Type:	EPA Identification Number
Alias Name:	110000621346
Alias Type:	EPA (FRS #)
Alias Name:	P31041
Alias Type:	PCode
Alias Name:	300144
Alias Type:	Project Code (Site Code)
Alias Name:	19490179
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedy Constructed
Completed Date:	08/05/2011
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Human Exposure Controlled
Completed Date:	08/05/2011
Comments:	Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/24/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Order
Completed Date: 12/30/1986
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 05/23/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Groundwater Migration Controlled
Completed Date: 08/05/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/26/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 09/10/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/21/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 06/09/2015
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 09/02/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Completed Date: 05/24/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 12/19/1986
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 05/27/2008
Comments: DTSC has not identified any maintenance deficiencies.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Amended Order/Agreement, Chapter 6.5 transition
Completed Date: 01/05/1999
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 04/13/1993
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Final Remedial Action
Completed Date: 12/16/1991
Comments: 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.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 04/23/1991
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 09/25/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 02/19/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Completed Document Type: Remedial Investigation Workplan
Completed Date: 05/15/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1
Completed Date: 02/19/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 07/10/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 07/18/2014
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 10/21/2013
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 01/30/2015
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Investigation Report
Future Due Date: 2016
Schedule Area Name: PROJECT WIDE
Schedule Sub Area Name: Not reported
Schedule Document Type: Remedial Investigation Report
Schedule Due Date: 12/02/2015
Schedule Revised Date: Not reported

CA FID UST:
Facility ID: 19018935
Regulated By: UTNKA
Regulated ID: 00007477
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132653570
Mail To: Not reported
Mailing Address: P O BOX 3249 TERMINA
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900210000
Contact: Not reported
Contact Phone: Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

DEED:
Envirostor ID: 19490179
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: ACTIVE
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 05/23/1991

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	7433
Air District Name:	SC
SIC Code:	4922
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	7433
Air District Name:	SC
SIC Code:	4925
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

NPDES:

Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Regulatory Measure Id:	422572
Order No:	Not reported
Regulatory Measure Type:	No Exposure Certification
Place Id:	Not reported
WDID:	4 19NEC000128
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	7/21/2015
PROCESSED DATE:	12/13/2011
STATUS CODE NAME:	Active
STATUS DATE:	7/21/2015
PLACE SIZE:	0.2
PLACE SIZE UNIT:	Acres
FACILITY CONTACT NAME:	Glenn Petris
FACILITY CONTACT TITLE:	Facilities Manager
FACILITY CONTACT PHONE:	714-634-5003
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	gpetris@semprautilities.com
OPERATOR NAME:	Southern California Gas Company TSFs
OPERATOR ADDRESS:	555 W 5th Street ML GT17E2
OPERATOR CITY:	LosAngeles
OPERATOR STATE:	California
OPERATOR ZIP:	90013
OPERATOR CONTACT NAME:	Karen Kwan
OPERATOR CONTACT TITLE:	Environmental Field Services Manager
OPERATOR CONTACT PHONE:	213-244-5812
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	kkwan@semprautilities.com
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	Los Angeles County Storm Drain System to Los Angeles River
CERTIFIER NAME:	Jill Tracy
CERTIFIER TITLE:	Director
CERTIFICATION DATE:	21-JUL-15
PRIMARY SIC:	4953-Refuse Systems
SECONDARY SIC:	4953-Refuse Systems
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	422572
Order No:	Not reported
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19NEC000128
Program Type:	No Exposure Certification
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	12/13/2011
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Southern California Gas Company TSFs
Discharge Address:	555 W 5th Street ML GT17E2
Discharge City:	LosAngeles
Discharge State:	California
Discharge Zip:	90013
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

WDS:

Facility ID:	4 19I018883
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	2136125005
Facility Contact:	Mike Hammer
Agency Name:	LOONEY BINS DOWNTOWN DIVERSION
Agency Address:	11616 Sheldon St
Agency City,St,Zip:	Sun Valley 91352
Agency Contact:	Mike Hammer
Agency Telephone:	8187687197
Agency Type:	Private
SIC Code:	4953
SIC Code 2:	5093

SOUTHERN CALIFORNIA GAS CO (Continued) **S101585050**

Primary Waste Type:	Not reported
Primary Waste:	Not reported
Waste Type2:	Not reported
Waste2:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

V86 **SO CA GAS CO OLYMPIC BASE** **CERCLIS-NFRAP** **1000166039**
SSE **2424 E OLYMPIC BLVD** **CORRACTS** **CAD981422017**
1/2-1 **LOS ANGELES, CA 90021** **RCRA-TSDF**
0.835 mi. **RCRA-LQG**
4408 ft. **Site 3 of 5 in cluster V** **US FIN ASSUR**
2020 COR ACTION
Relative: **PADS**
Higher **HWP**

Actual: **254 ft.**

CERCLIS-NFRAP:

Site ID:	0902421
Federal Facility:	Not a Federal Facility
NPL Status:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

CERCLIS-NFRAP Site Contact Details:

Contact Sequence ID:	13288404.00000
Person ID:	13003854.00000
Contact Sequence ID:	13293999.00000
Person ID:	13003858.00000
Contact Sequence ID:	13299857.00000
Person ID:	13004003.00000

CERCLIS-NFRAP Site Alias Name(s):

Alias Name:	PREVIOUS CERCLIS ID CAD980636153
Alias Address:	Not reported
	CA

CERCLIS-NFRAP Assessment History:

Action:	DISCOVERY

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Date Started: / /
Date Completed: 06/01/81
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: 03/01/84
Date Completed: 09/01/84
Priority Level: Low priority for further assessment

Action: ARCHIVE SITE
Date Started: / /
Date Completed: 02/22/89
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 02/22/89
Priority Level: NFRAP-Site does not qualify for the NPL based on existing information

CORRACTS:

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20100709
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: 20100709
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20100709
Action: CA550RC
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: 20100709
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20100709
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: 20100709
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Actual Date: 19950630
Action: CA050 - RFA Completed
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 19970630
Action: CA075LO - CA Prioritization, Facility or area was assigned a low corrective action priority
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 19970630
Action: CA225NR - Stabilization Measures Evaluation, This facility is, not amenable to stabilization activity at the, present time for reasons other than (1) it appears to be technically, infeasible or inappropriate (NF) or (2) there is a lack of technical, information (IN). Reasons for this conclusion may be the status of, closure at the facility, the degree of risk, timing considerations, the status of corrective action work at the facility, or other, administrative considerations
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20110930
Action: CA725YE - Current Human Exposures Under Control, Yes, Current Human Exposures Under Control has been verified
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: 20110930
Schedule end date: Not reported

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20110930
Action: CA750YE - Migration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: 20110930
Schedule end date: Not reported

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

EPA ID: CAD981422017
EPA Region: 9
Area Name: ENTIRE FACILITY
Actual Date: 20110930
Action: CA550RC
NAICS Code(s): 211111
Crude Petroleum and Natural Gas Extraction
Original schedule date: 20110930
Schedule end date: Not reported

RCRA-TSDF:
Date form received by agency: 03/01/2014
Facility name: SOUTHERN CALIFORNIA GAS COMPANY-OLYMPIC
Facility address: 2424 EAST OLYMPIC BOULEVARD
LOS ANGELES, CA 90021
EPA ID: CAD981422017
Mailing address: S. ROSEMEAD BLVD.
NANCY LEE, SC721A
PICO RIVERA, CA 90660
Contact: NANCY B LEE
Contact address: S. ROSEMEAD BLVD. NANCY LEE , SC721A
PICO RIVERA, CA 90660
Contact country: Not reported
Contact telephone: (562) 806-4419
Contact email: NLEE2@SEMPRAUTILITIES.COM
EPA Region: 09
Land type: Private
Classification: TSDF
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: SOUTHERN CALIFORNIA GAS COMPANY
Owner/operator address: S. ROSEMEAD BLVD. NANCY L EE, SC721A
PICO RIVERA, CA 90660
Owner/operator country: Not reported
Owner/operator telephone: (562) 806-4419
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 06/17/1988
Owner/Op end date: Not reported

Owner/operator name: SOUTHERN CALIFORNIA GAS COMPANY

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Owner/operator address: S. ROSEMEAD BLVD. NANCY LEE , SC721A
PICO RIVERA, CA 90660
Owner/operator country: Not reported
Owner/operator telephone: (562) 806-4419
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 06/17/1988
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: No
Transporter of hazardous waste: No
Treater, storer or disposer of HW: Yes
Underground injection activity: No
On-site burner exemption: No
Furnace exemption: No
Used oil fuel burner: No
Used oil processor: No
User oil refiner: No
Used oil fuel marketer to burner: No
Used oil Specification marketer: No
Used oil transfer facility: No
Used oil transporter: No

. Waste code: 133
. Waste name: 133

. Waste code: 134
. Waste name: 134

. Waste code: 151
. Waste name: 151

. Waste code: 181
. Waste name: 181

. Waste code: 261
. Waste name: 261

. Waste code: 611
. Waste name: 611

. Waste code: 731
. Waste name: 731

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D004
. Waste name: ARSENIC

. Waste code: D005
. Waste name: BARIUM

. Waste code: D007

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

. Waste name: CHROMIUM

. Waste code: D008
. Waste name: LEAD

. Waste code: D018
. Waste name: BENZENE

Historical Generators:
Date form received by agency: 06/21/2010
Site name: SOUTHERN CALIFORNIA GAS COMPANY-OLYMPIC
Classification: Large Quantity Generator

. Waste code: 181
. Waste name: 181

. Waste code: 281
. Waste name: 281

. Waste code: 291
. Waste name: 291

. Waste code: 331
. Waste name: 331

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D008
. Waste name: LEAD

Date form received by agency: 07/02/2008
Site name: SOUTHERN CALIFORNIA GAS COMPANY - OLYMPIC
Classification: Small Quantity Generator

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D002
. Waste name: CORROSIVE WASTE

. Waste code: D008
. Waste name: LEAD

Date form received by agency: 03/21/2006
Site name: SOUTHERN CALIFORNIA GAS CO - OLYMPIC
Classification: Large Quantity Generator

. Waste code: 261
. Waste name: 261

. Waste code: 343
. Waste name: 343

. Waste code: 731
. Waste name: 731

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

. Waste code: D001
. Waste name: IGNITABLE WASTE

. Waste code: D018
. Waste name: BENZENE

Date form received by agency: 02/15/2002
Site name: SOUTHERN CALIFORNIA GAS COMPANY OLYMPIC
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Site name: OLYMPIC STORAGE FACILITY
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Site name: OLYMPIC PCB STORAGE FACILITY
Classification: Large Quantity Generator

Date form received by agency: 04/25/1996
Site name: OLYMPIC PCB STORAGE FACILITY
Classification: Large Quantity Generator

Date form received by agency: 03/28/1994
Site name: SOUTHERN CALIFORNIA GAS CO. OLYMPIC BASE
Classification: Large Quantity Generator

Date form received by agency: 12/13/1993
Site name: THE GAS CO OLYMPIC BASE
Classification: Not a generator, verified

Date form received by agency: 07/19/1993
Site name: THE GAS CO OLYMPIC BASE
Classification: Small Quantity Generator

Date form received by agency: 02/27/1992
Site name: SO CA GAS CO OLYMPIC BASE
Classification: Large Quantity Generator

Date form received by agency: 04/16/1990
Site name: SOUTHERN CALIFORNIA GAS COMPANY
Classification: Large Quantity Generator

Corrective Action Summary:
Event date: 06/30/1995
Event: RFA Completed

Event date: 06/30/1997
Event: CA Prioritization, Facility or area was assigned a low corrective action priority.

Event date: 06/30/1997
Event: Stabilization Measures Evaluation,This facility is not amenable to stabilization activity at the present time for reasons other than 1- it appears to be technically infeasible or inappropriate (NF) or 2- there is a lack of technical information (IN). Reasons for this conclusion may be the status of closure at the facility, the degree of risk, timing considerations, the status of corrective action work at

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

the facility, or other administrative considerations.

Event date: 07/09/2010
Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.

Event date: 07/09/2010
Event: CA550RC

Event date: 07/09/2010
Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.

Event date: 09/30/2011
Event: Current Human Exposures under Control, Yes, Current Human Exposures Under Control has been verified. Based on a review of information contained in the EI determination, current human exposures are expected to be under control at the facility under current and reasonably expected conditions. This determination will be re-evaluated when the Agency/State becomes aware of significant changes at the facility.

Event date: 09/30/2011
Event: Igration of Contaminated Groundwater under Control, Yes, Migration of Contaminated Groundwater Under Control has been verified. Based on a review of information contained in the EI determination, it has been determined that migration of contaminated groundwater is under control at the facility. Specifically, this determination indicates that the migration of contaminated groundwater is under control, and that monitoring will be conducted to confirm that contaminated groundwater remains within the existing area of contaminated groundwater. This determination will be re-evaluated when the Agency becomes aware of significant changes at the facility.

Event date: 09/30/2011
Event: CA550RC

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: State Statute or Regulation
Date violation determined: 10/06/2008
Date achieved compliance: 04/13/2010
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Enforcement action date: 10/07/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 10/31/2007
Date achieved compliance: 04/13/2010
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/01/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 06/12/2006
Date achieved compliance: 04/13/2010
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/13/2006
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 06/12/2006
Date achieved compliance: 07/31/2006
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/13/2006
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/20/2014
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Evaluation date: 12/17/2013
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/24/2012
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/27/2012
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/13/2011
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA

Evaluation date: 10/06/2008
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: State Statute or Regulation
Date achieved compliance: 04/13/2010
Evaluation lead agency: State

Evaluation date: 09/16/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 10/31/2007
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 04/13/2010
Evaluation lead agency: State

Evaluation date: 10/29/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/12/2006
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 07/31/2006
Evaluation lead agency: State

Evaluation date: 06/12/2006
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Date achieved compliance: 04/13/2010
Evaluation lead agency: State

Evaluation date: 04/20/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/09/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State Contractor/Grantee

Evaluation date: 02/03/2004
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/30/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/21/2001
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/09/2001
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/23/1996
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

US FIN ASSUR:
EPA ID: CAD981422017
Provider: CALIFORNIA EDISON CO.
EPA region: 9
County: LOS ANGELES
Mechanism type: FINANCIAL TEST
Mechanism ID: FT001
Cost estimate: 2000000
Face value: 2357258
Effective date: 3/24/2008

EPA ID: CAD981422017
Provider: CALIFORNIA EDISON CO.

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

EPA region: 9
County: LOS ANGELES
Mechanism type: FINANCIAL TEST
Mechanism ID: FT002
Cost estimate: 323808
Face value: 386564
Effective date: 3/25/2011

EPA ID: CAD981422017
Provider: CALIFORNIA EDISON CO.
EPA region: 9
County: LOS ANGELES
Mechanism type: FINANCIAL TEST
Mechanism ID: FT003
Cost estimate: 8000000
Face value: 8000000
Effective date: 3/25/2011

2020 COR ACTION:
EPA ID: CAD981422017
Region: 9
Action: Not reported

PADS:
EPAID: CAD981422017
Facility name: SOUTHERN CALIF GAS OLYMPIC BAS
Facility Address: 2424 E OLYMPIC BLVD
LOS ANGELES, CA 90021
Facility country: US
Generator: Yes
Storer: No
Transporter: No
Disposer: No
Research facility: No
Smelter: No
Facility owner name: SOUTHERN CALIFORNIA GAS CO
Contact title: Not reported
Contact name: JONES PATRICIA A
Contact tel: (213)806-4202
Contact extension: Not reported
Mailing address: 8101 S ROSEMEAD BLVD M L 722A
PICO RIVERA, CA 90660
Mailing country: US
Cert. title: Not reported
Cert. name: Not reported
Cert. date: 04/02/1990
Date received: 05/23/1990

HWP:
EPA Id: CAD981422017
Cleanup Status: OPERATING PERMIT
Latitude: 34.02943
Longitude: -118.2410
Facility Type: Permitted - Operating
Facility Size: Small Storage
Team: MICHAEL CHOE

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Supervisor: Not reported
Site Code: 300144
Assembly District: 53
Senate District: 30
Public Information Officer: Not reported

Activities:

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - CALL-IN LETTER ISSUED
Actual Date: 08/19/2005

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - PUBLIC COMMENT (END)
Actual Date: 01/18/2007

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - DRAFT PERMIT RENEWAL
Actual Date: 12/04/2006

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - DRAFT PERMIT
Actual Date: 09/01/1995

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - PUBLIC COMMENT (BEGIN)
Actual Date: 12/04/2006

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - FINAL PART A & PART B RECEIVED
Actual Date: 06/29/1995

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL (EXPIRES)
Actual Date: 05/04/2017

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - FINAL PERMIT (EFFECTIVE)
Actual Date: 05/31/1996

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

Event Description: New Operating Permit - FINAL PERMIT (EXPIRES)
Actual Date: 05/30/2006

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - APPLICATION PART A RECEIVED
Actual Date: 08/09/1994

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - CALL-IN LETTER ISSUED
Actual Date: 05/24/1994

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - PUBLIC COMMENT (BEGIN)
Actual Date: 09/01/1995

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL
Actual Date: 03/29/2007

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - FINAL PART A & PART B RECEIVED
Actual Date: 10/31/2006

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - PUBLIC COMMENT (END)
Actual Date: 10/16/1995

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - FINAL PERMIT RENEWAL (EFFECTIVE)
Actual Date: 05/04/2007

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: Renewal - With Changes - APPLICATION PART B RECEIVED
Actual Date: 01/16/2006

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - APPLICATION PART B RECEIVED
Actual Date: 05/24/1994

SO CA GAS CO OLYMPIC BASE (Continued) **1000166039**

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Unit Names: CONTAIN1 (GPRA Unit), CONTAIN2 (GPRA Unit), CONTAIN3 (GPRA Unit)
Event Description: New Operating Permit - FINAL PERMIT
Actual Date: 05/30/1996

Alias:
EPA Id: CAD981422017
Facility Type: Permitted - Operating
Alias Type: Project Code (Site Code)
Alias: 300144

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Alias Type: Envirostor ID Number
Alias: 19490179

EPA Id: CAD981422017
Facility Type: Permitted - Operating
Alias Type: FRS
Alias: 110000621346

V87 **OLYMPIC BASE** **HIST Cal-Sites S105689611**
SSE **2424 E OLYMPIC BLVD** **WDS N/A**
1/2-1 **LOS ANGELES, CA 90021**
0.835 mi.
4408 ft. **Site 4 of 5 in cluster V**

Relative:
Higher

Actual:
254 ft.

Calsite:
Region: GLENDALE
Facility ID: 19490179
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 12241991
Status: CERTIFIED OPERATION AND MAINTENANCE, ALL PLANNED ACTIVITIES IMPLEMENTED, REMEDIATION CONTINUES
Status Name: CERTIFIED / OPERATION & MAINTENANCE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 49
SIC Name: ELECTRIC, GAS & SANITARY SERVICES
Access: Controlled
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Unknown
Staff Member Responsible for Site: GFARKAS
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported

OLYMPIC BASE (Continued) **S105689611**

Lat/Long Description:	Not reported
State Assembly District Code:	46
State Senate District Code:	22
Facility ID:	19490179
Activity:	DEED
Activity Name:	DEED RESTRICTIONS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	05231991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	DISC
Activity Name:	DISCOVERY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09291983
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported

OLYMPIC BASE (Continued) **S105689611**

Revised Due Date:	Not reported
Comments Date:	12301986
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	PPP
Activity Name:	PUBLIC PARTICIPATION PLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	02281987
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07311990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0

OLYMPIC BASE (Continued) **S105689611**

Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04231991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	DES
Activity Name:	DESIGN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	09051991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0

OLYMPIC BASE (Continued) **S105689611**

Facility ID:	19490179
Activity:	FRA
Activity Name:	FINAL REMEDIAL ACTION
AWP Code:	CAP
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12161991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12241991
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	OM
Activity Name:	OPERATION & MAINTENANCE
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	06302011
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0

OLYMPIC BASE (Continued) **S105689611**

Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19490179
Activity:	CHP65
Activity Name:	AMENDED ORDER/AGREEMENT, CHAPTER 6.5 TRANSITION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01051999
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	COM
Definition of Status:	CERTIFIED / OPERATION & MAINTENANCE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	2424 EAST OLYMPIC BOULEVARD
Alternate City,St,Zip:	LOS ANGELES, CA 90023
Alternate Address:	2424 E OLYMPIC BLVD
Alternate City,St,Zip:	LOS ANGELES, CA 90021
Background Info:	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 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.

OLYMPIC BASE (Continued) **S105689611**

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.

Comments Date: 01141999
Comments: Transition to Chapter 6.5.
Comments Date: 01211997
Comments: Report for repair of asphalt was submitted.
Comments Date: 01311984
Comments: Preliminary Assessment Done (RCRA 3012): Multiple operations
Comments Date: 01311984
Comments: including transmission bases, truck storage, meter reading,
Comments Date: 01311984
Comments: customer service, craft shops, and a training center (1965-
Comments Date: 01311984
Comments: 1980). Waste includes barium. Landfill on southeast end of the
Comments Date: 01311984
Comments: property. Hazardous waste materials include residues from
Comments Date: 01311984
Comments: wash rack activities and caustic cleaning materials. PA
Comments Date: 01311984
Comments: submitted to U.S. EPA.
Comments Date: 01311995
Comments: January-February. Trenching for pipe-line abandonment and
Comments Date: 01311995

OLYMPIC BASE (Continued) **S105689611**

Comments:	reroute another high pressure pipeline was done.
Comments Date:	02132002
Comments:	Site visit for Deed Restriction.
Comments Date:	03042004
Comments:	Site visit for Deed Restriction.
Comments Date:	04092003
Comments:	Site annual visit for updating Deed Restriction for the site.
Comments Date:	04092003
Comments:	Updated (description, photos) was completed, approved and filed
Comments Date:	04092003
Comments:	04/15/03.
Comments Date:	04152003
Comments:	Site visit for Deed Restriction.
Comments Date:	05112000
Comments:	Collection of lampblack samples for an interutility project/
Comments Date:	05112000
Comments:	subject Environmentally Acceptable Endpoints.
Comments Date:	05192004
Comments:	Additional maintenance report was submitted to DTSC.
Comments Date:	05261999
Comments:	SB 47 reauthorized the site under Chapter 6.8.
Comments Date:	06251996
Comments:	The gas company conducted the 4th annual asphalt cap inspection
Comments Date:	06251996
Comments:	at the site.
Comments Date:	07022001
Comments:	Summary of laboratory results was sent to DTSC.
Comments Date:	07061998
Comments:	The Gas Company submitted the yearly monitoring report and the
Comments Date:	07061998
Comments:	5th Annual Asphalt inspection at the site.
Comments Date:	07211991
Comments:	Former gas manufacturing plant (oil converted to gas).
Comments Date:	07211991
Comments:	Contaminant of concern is lamp black.
Comments Date:	08021996
Comments:	The Gas Company submitted the yearly monitoring report. The
Comments Date:	08021996
Comments:	areas of old asphalt will be replaced with new asphalt pavement
Comments Date:	08021996
Comments:	within 90 days.
Comments Date:	09291983
Comments:	Facility Identified: ERRIS.
Comments Date:	12112003
Comments:	Periodic Monitoring Report - Asphalt Cap Inspection was
Comments Date:	12112003
Comments:	submitted to DTSC.
Comments Date:	12161991
Comments:	The Final Remedial Action consisted of placing an asphalt cap
Comments Date:	12161991
Comments:	on the unpaved portions of the Olympic Base Site which would be
Comments Date:	12161991
Comments:	maintained according to the requirements set forth in the RAP.
Comments Date:	12161991
Comments:	A deed restriction was recorded on the property. The design of
Comments Date:	12161991
Comments:	the cap was prepared and included in the RAP workplan.

OLYMPIC BASE (Continued) **S105689611**

ID Name: CALSTARS CODE
ID Value: 300144
ID Name: BEP DATABASE PCODE
ID Value: P31041
ID Name: EPA IDENTIFICATION NUMBER
ID Value: CAD980636153
Alternate Name: SOUTHERN CALIF GAS CO- OLYMPIC BASE SITESO CAL GAS/OLYMPIC BASE MGPSOUTHERN CALIFORNIA GAS COMPANYSOUTHERN CALIFORNIA GAS
Special Programs Code: R3012
Special Programs Name: RCRA 3012

WDS:
Facility ID: 4 19I002596
Facility Type: Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status: Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number: CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion: 4
Facility Telephone: Not reported
Facility Contact: Not reported
Agency Name: SOUTHERN CALIFORNIA GAS CO.
Agency Address: Not reported
Agency City,St,Zip: 0
Agency Contact: Not reported
Agency Telephone: Not reported
Agency Type: Private
SIC Code: 0
SIC Code 2: Not reported
Primary Waste Type: Not reported
Primary Waste: Not reported
Waste Type2: Not reported
Waste2: Not reported
Primary Waste Type: Not reported
Secondary Waste: Not reported
Secondary Waste Type: Not reported
Design Flow: 0
Baseline Flow: 0
Reclamation: Not reported
POTW: Not reported
Treat To Water: Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity: Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

V88
SSE
1/2-1
0.835 mi.
4408 ft.

SO CAL GAS/OLYMPIC BASE MGP
2424 E OLYMPIC BLVD
LOS ANGELES, CA 90021

Site 5 of 5 in cluster V

EDR MGP **1008407709**
N/A

Relative:
Higher

Actual:
254 ft.

Manufactured Gas Plants:

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 weere 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 Domesttic 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 stanndby basis until 1952, when all gas manufacturing operations ceased and the plant was dismantled. SCG has administrative facilities on other portions of the facility

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89
SSW
1/2-1
0.858 mi.
4529 ft.

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.)
2182 EAST 11TH STREET
LOS ANGELES, CA 90021

CERCLIS **1001115052**
RESPONSE **CA0001368091**
ENVIROSTOR
HIST Cal-Sites
DEED
Cortese
LA Co. Site Mitigation

Relative:
Lower

Actual:
233 ft.

CERCLIS:

Site ID:	0905311
EPA ID:	CA0001368091
Facility County:	LOS ANGELES
Short Name:	WESTERN LEAD AND METAL CO
Congressional District:	25
IFMS ID:	Not reported
SMSA Number:	4480
USGC Hydro Unit:	18070104
Federal Facility:	Not a Federal Facility
DMNSN Number:	0.00000
Site Orphan Flag:	N
RCRA ID:	Not reported
USGS Quadrangle:	Not reported
Site Init By Prog:	Not reported
NFRAP Flag:	Not reported
Parent ID:	Not reported
RST Code:	Not reported
EPA Region:	09
Classification:	Not reported
Site Settings Code:	Not reported
NPL Status:	Not on the NPL
DMNSN Unit Code:	Not reported
RBRAC Code:	Not reported
RResp Fed Agency Code:	Not reported
Non NPL Status:	Other Cleanup Activity: State-Lead Cleanup
Non NPL Status Date:	05/01/07
Site Fips Code:	06037
CC Concurrence Date:	/ /
CC Concurrence FY:	Not reported
Alias EPA ID:	Not reported
Site FUDS Flag:	Not reported

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

CERCLIS Site Contact Name(s):

Contact ID:	13003854.00000
Contact Name:	Leslie Ramirez
Contact Tel:	(415) 972-3978
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13003858.00000
Contact Name:	Sharon Murray
Contact Tel:	(415) 972-4250
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported
Contact ID:	13004003.00000
Contact Name:	Carl Brickner
Contact Tel:	Not reported
Contact Title:	Site Assessment Manager (SAM)
Contact Email:	Not reported

CERCLIS Site Alias Name(s):

Alias ID:	101
Alias Name:	QUEMETCO, INC.
Alias Address:	Not reported CA
Alias ID:	201
Alias Name:	WESTERN LEAD PRODUCTS CO.
Alias Address:	Not reported CA
Alias ID:	202
Alias Name:	INTERNATIONAL LEAD CO.
Alias Address:	2182 EAST 11TH STREET LOS ANGELES, CA 90021
Alias ID:	101
Alias ID:	201
Alias Comments:	PREVIOUS EPA ID# AZD 981 416 977PREVIOUS EPA ID# AZD 981 416 977

Site Description: 8/06: CA DTSC I&SED AND CONSENT ORDER;

CERCLIS Assessment History:

Action Code:	001
Action:	DISCOVERY
Date Started:	/ /
Date Completed:	02/15/96
Priority Level:	Not reported
Operable Unit:	SITEWIDE
Primary Responsibility:	State, Fund Financed
Planning Status:	Not reported
Urgency Indicator:	Not reported
Action Anomaly:	Not reported
Action Code:	001
Action:	OTHER CLEANUP ACTIVITY
Date Started:	/ /
Date Completed:	04/28/97
Priority Level:	Higher priority for further assessment
Operable Unit:	SITEWIDE

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

Action Code: 001
Action: PRELIMINARY ASSESSMENT
Date Started: / /
Date Completed: 06/11/98
Priority Level: Higher priority for further assessment
Operable Unit: SITEWIDE
Primary Responsibility: State, Fund Financed
Planning Status: Not reported
Urgency Indicator: Not reported
Action Anomaly: Not reported

AWP:
AWP Facility ID: 19390044
Region Code: 3
Region: GLENDALE
SMBR Branch Code: SA
SMBR Branch Unit: SO CAL - GLENDALE
Site Name.: Not reported
Current Status Date: 04161996
Current Status: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency Code: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: responsible party
Awp Site Type: RESPONSIBLE PARTY
NPL: Not Listed
Tier Of AWP Site: Not reported
Source Of Funding: Not reported
Responsible Staff Member: JFIERRO
Supervisor Responsible: Not reported
SIC Code: 39
Facility SIC: MISCELLANEOUS MANUFACTURING INDUSTRIES
RWQCB Code: LA
RWQCB Associated With Site: LOS ANGELES
Site Access Controlled: Not reported
Site Listed HWS List: Not reported
Hazard Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Of Contamination Sources: 0
Lat/Long: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Description Of Entity: SAN BERNARDINO BASELINE
State Assembly Distt Code: 46
State Senate District: 22

RESPONSE:
Facility ID: 19390044
Site Type: State Response

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Site Type Detail:	State Response or NPL
Acres:	0.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	300591
Site Mgmt. Req.:	NONE SPECIFIED
Assembly:	53
Senate:	24
Special Program Status:	Not reported
Status:	Certified / Operation & Maintenance
Status Date:	12/30/2007
Restricted Use:	YES
Funding:	Responsible Party
Latitude:	34.02421
Longitude:	-118.2338
APN:	5167-009-019, 5167009019
Past Use:	BATTERY RECLAMATION
Potential COC :	Arsenic Lead Antimony and compounds
Confirmed COC:	Antimony and compounds Arsenic Lead
Potential Description:	SOIL
Alias Name:	QUEMETCO
Alias Type:	Alternate Name
Alias Name:	WESTERN LEAD AND METAL CO.
Alias Type:	Alternate Name
Alias Name:	WESTERN LEAD PRODUCTS COMPANY OF LA
Alias Type:	Alternate Name
Alias Name:	5167-009-019
Alias Type:	APN
Alias Name:	5167009019
Alias Type:	APN
Alias Name:	CAO001368091
Alias Type:	EPA Identification Number
Alias Name:	110033615176
Alias Type:	EPA (FRS #)
Alias Name:	300591
Alias Type:	Project Code (Site Code)
Alias Name:	19390044
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	10/05/2006
Comments:	The Site removal activities included placing an asphalt cover on the property and removal of soil containing metals.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Land Use Restriction Monitoring Report
Completed Date:	09/30/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/17/2013
Comments: Site visit for LUC completed. Cap appears intact.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 08/01/2007
Comments: Land Use Covanent signed by DTSC and RSR to restrict property to industrial/commercial use and to maintain asphalt cover.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 10/21/2004
Comments: NOE completed for Removal Action Workplan which describes installation of asphalt cap and soil removal.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/31/2014
Comments: Completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 07/18/1997
Comments: A Notice of Exemption was completed for the RAW focusing on UPRR areas
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 06/27/2011
Comments: Site visit completed. Asphalt cap intact.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/10/2008
Comments: Asphalt cover is in good condition. Pallet company occupies site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 08/01/2007
Comments: The Agreement describes maintenance of the asphalt cover in the former Western Lead and Metal property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/10/2006
Comments: Removal Action included placement of an asphalt cover in the property area and removal of 97 tons of soil contaminated with lead and

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

arsenic.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/21/2004
Comments: The RAW proposes to address the lead & arsenic contaminated soil by placing a four-inch asphalt cap on the property area (15,000 sq.ft.) and removing soil from nine impacted areas at the Site boundary. Implementation is scheduled for end of January 2005.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 04/15/2003
Comments: The Remedial Investigation is approved. The RI involved sampling of lead and other metals, and volatile organic compounds, particularly tetrachlorethene and 1,1,1-trichloroethane.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 06/30/1998
Comments: Completed a Preliminary Assessment (PA) with sampling of the site under contract with U.S. EPA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/18/1997
Comments: Soil removal (excavation) of lead-contaminated soils. The Implementation Report for completion of the Emergency Removal Action by Quemetco at Area 3 (Coast Produce Warehouse) and Area 4 (Residential property at 2151 E. 14th Street) was approved. An estimated 120 tons of contaminated lead was excavated and disposed of off-site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/18/1997
Comments: UPRR: A removal action workplan (RAW-UPRR) was approved for Union Pacific Railroad track areas along Lemon Street (between 10th & 14th Streets). These areas are designated as Areas 1 & 2. A Notice of Exemption was also filed with the OPR as required by the CEQA laws and guidelines. The RAW-UPRR included excavation, treatment and disposal of contaminated soils in the neighboring railroad right-of-way (track) areas of the International Lead Company site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/25/1998
Comments: Excavation, treatment and disposal of 2,500 tons of metal contaminated soil from the UPRR rail track areas. The Implementation Report of Emergency Removal Action by Dames & Moore for Areas 1 and 2 was approved.

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/18/1997
Comments: A removal action workplan (RAW-QUEMETCO) which proposed excavation and disposal of contaminated soils, was approved for Areas 3 and 4 (perimeter of Property and residential property). A Notice of exemption was also filed with the OPR as required by the CEQA laws and guidelines.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1994
Comments: DTSC received an information letter for 3 possible hazardous substance release sites allegedly associated with Quemetco/ RSR Corporation, a lead smelting company.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/10/2006
Comments: Workplan for additional removal of soil is approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 05/26/1998
Comments: Workplan to delineate soil contamination approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/31/2000
Comments: WP approved for further Soil and Soil gas investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/30/2005
Comments: Placed asphalt cover and excavated 9 locations.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 05/12/2006
Comments: Removal of soil and backfill at Wilson Street completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Date: 05/04/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 06/28/2007
Comments: Plan for maintenance of the 4-inch asphalt cover.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/01/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 11/30/2011
Comments: Based on the Cap Maintenance Report, the cap continues to be monitored and maintained.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 12/31/2013
Comments: The Five Year Review has been conducted for this site. DTSC finds that the asphalt cap has been maintained properly.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/06/2013
Comments: O&M report summarized cap inspection and small repairs. DTSC accepted report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/03/2014
Comments: Cap Inspection Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/19/2013
Comments: DTSC accepted Inspection/O&M Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Date: 07/18/1997
Comments: NOE for RAW at Property and residential area

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 04/28/1997
Comments: Execution of Imminent and Substantial Endangerment Determination and Consent Order for investigation at the Western Lead and Metal Company site which includes both the International Lead Co. Site (Site Code 300591) and the Union Pacific Railroad Company track areas (Site Code 300628).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/28/2014
Comments: Updated cost estimate sent to RP.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2019
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

ENVIROSTOR:
Facility ID: 19390044
Status: Certified / Operation & Maintenance
Status Date: 12/30/2007
Site Code: 300591
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.4
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Jessy Fierro
Supervisor: Juli Propes
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Not reported
Restricted Use: YES
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.02421
Longitude: -118.2338
APN: 5167-009-019, 5167009019
Past Use: BATTERY RECLAMATION
Potential COC: Arsenic Lead Antimony and compounds
Confirmed COC: Antimony and compounds Arsenic Lead
Potential Description: SOIL
Alias Name: QUEMETCO

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Alias Type: Alternate Name
Alias Name: WESTERN LEAD AND METAL CO.
Alias Type: Alternate Name
Alias Name: WESTERN LEAD PRODUCTS COMPANY OF LA
Alias Type: Alternate Name
Alias Name: 5167-009-019
Alias Type: APN
Alias Name: 5167009019
Alias Type: APN
Alias Name: CAO001368091
Alias Type: EPA Identification Number
Alias Name: 110033615176
Alias Type: EPA (FRS #)
Alias Name: 300591
Alias Type: Project Code (Site Code)
Alias Name: 19390044
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 10/05/2006
Comments: The Site removal activities included placing an asphalt cover on the property and removal of soil containing metals.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Land Use Restriction Monitoring Report
Completed Date: 09/30/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 10/17/2013
Comments: Site visit for LUC completed. Cap appears intact.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 08/01/2007
Comments: Land Use Covanent signed by DTSC and RSR to restrict property to industrial/commercial use and to maintain asphalt cover.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 10/21/2004
Comments: NOE completed for Removal Action Workplan which describes installation of asphalt cap and soil removal.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 10/31/2014
Comments: Completed

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 07/18/1997
Comments: A Notice of Exemption was completed for the RAW focusing on UPRR areas
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 06/27/2011
Comments: Site visit completed. Asphalt cap intact.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 07/10/2008
Comments: Asphalt cover is in good condition. Pallet company occupies site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operation & Maintenance Order/Agreement
Completed Date: 08/01/2007
Comments: The Agreement describes maintenance of the asphalt cover in the former Western Lead and Metal property.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 10/10/2006
Comments: Removal Action included placement of an asphalt cover in the property area and removal of 97 tons of soil contaminated with lead and arsenic.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 10/21/2004
Comments: The RAW proposes to address the lead & arsenic contaminated soil by placing a four-inch asphalt cap on the property area (15,000 sq.ft.) and removing soil from nine impacted areas at the Site boundary. Implementation is scheduled for end of January 2005.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 04/15/2003
Comments: The Remedial Investigation is approved. The RI involved sampling of lead and other metals, and volatile organic compounds, particularly tetrachlorethene and 1,1,1-trichloroethane.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 06/30/1998
Comments: Completed a Preliminary Assessment (PA) with sampling of the site under contract with U.S. EPA.

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/18/1997
Comments: Soil removal (excavation) of lead-contaminated soils. The Implementation Report for completion of the Emergency Removal Action by Quemetco at Area 3 (Coast Produce Warehouse) and Area 4 (Residential property at 2151 E. 14th Street) was approved. An estimated 120 tons of contaminated lead was excavated and disposed of off-site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/18/1997
Comments: UPRR: A removal action workplan (RAW-UPRR) was approved for Union Pacific Railroad track areas along Lemon Street (between 10th & 14th Streets). These areas are designated as Areas 1 & 2. A Notice of Exemption was also filed with the OPR as required by the CEQA laws and guidelines. The RAW-UPRR included excavation, treatment and disposal of contaminated soils in the neighboring railroad right-of-way (track) areas of the International Lead Company site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 06/25/1998
Comments: Excavation, treatment and disposal of 2,500 tons of metal contaminated soil from the UPRR rail track areas. The Implementation Report of Emergency Removal Action by Dames & Moore for Areas 1 and 2 was approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 07/18/1997
Comments: A removal action workplan (RAW-QUEMETCO) which proposed excavation and disposal of contaminated soils, was approved for Areas 3 and 4 (perimeter of Property and residential property). A Notice of exemption was also filed with the OPR as required by the CEQA laws and guidelines.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1994
Comments: DTSC received an information letter for 3 possible hazardous substance release sites allegedly associated with Quemetco/ RSR Corporation, a lead smelting company.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 02/10/2006
Comments: Workplan for additional removal of soil is approved.

Completed Area Name: PROJECT WIDE

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 05/26/1998
Comments: Workplan to delineate soil contamination approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Workplan
Completed Date: 10/31/2000
Comments: WP approved for further Soil and Soil gas investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/30/2005
Comments: Placed asphalt cover and excavated 9 locations.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 05/12/2006
Comments: Removal of soil and backfill at Wilson Street completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 05/04/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Plan
Completed Date: 06/28/2007
Comments: Plan for maintenance of the 4-inch asphalt cover.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 02/01/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Long Term Monitoring Report
Completed Date: 11/30/2011

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Comments: Based on the Cap Maintenance Report, the cap continues to be monitored and maintained.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 12/31/2013
Comments: The Five Year Review has been conducted for this site. DTSC finds that the asphalt cap has been maintained properly.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/06/2013
Comments: O&M report summarized cap inspection and small repairs. DTSC accepted report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 11/03/2014
Comments: Cap Inspection Report approved.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/19/2013
Comments: DTSC accepted Inspection/O&M Report.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 07/18/1997
Comments: NOE for RAW at Property and residential area

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order
Completed Date: 04/28/1997
Comments: Execution of Imminent and Substantial Endangerment Determination and Consent Order for investigation at the Western Lead and Metal Company site which includes both the International Lead Co. Site (Site Code 300591) and the Union Pacific Railroad Company track areas (Site Code 300628).

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 01/28/2014
Comments: Updated cost estimate sent to RP.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2019
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

Calsite:
Region: GLENDALE
Facility ID: 19390044
Facility Type: RP
Type: RESPONSIBLE PARTY
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 04161996
Status: ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
NPL: Not Listed
SIC Code: 39
SIC Name: MISCELLANEOUS MANUFACTURING INDUSTRIES
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Staff Member Responsible for Site: JFIERRO
Supervisor Responsible for Site: Not reported
Region Water Control Board: LA
Region Water Control Board Name: LOS ANGELES
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: SAN BERNARDINO BASELINE
State Assembly District Code: 46
State Senate District Code: 22
Facility ID: 19390044
Activity: SS
Activity Name: SITE SCREENING
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported
Revised Due Date: Not reported
Comments Date: 11071994
Est Person-Yrs to complete: 0
Estimated Size: Not reported
Request to Delete Activity: Not reported
Activity Status: AWP
Definition of Status: ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals): 0
Liquids Treated (Gals): 0
Action Included Capping: Not reported
Well Decommissioned: Not reported
Action Included Fencing: Not reported
Removal Action Certification: Not reported
Activity Comments: Not reported
For Commercial Reuse: 0
For Industrial Reuse: 0
For Residential Reuse: 0

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Unknown Type:	0
Facility ID:	19390044
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	I&SE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04281997
Est Person-Yrs to complete:	0
Estimated Size:	M
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	QUEM
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07181997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	01302005
Revised Due Date:	Not reported
Comments Date:	Not reported

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	UPRR
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06251998
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	2500
Liquids Treated (Gals):	2500
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	2,500 TONS OF SOIL REMOVED, TREATED AND DISPOSED OF TO A PERMITTEDDISPOSAL FACILITY.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	NOE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07181997
Est Person-Yrs to complete:	0
Estimated Size:	S
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	UPRR
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07181997
Est Person-Yrs to complete:	0
Estimated Size:	S
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	QUEM
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07181997
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	QUEM
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	11181997
Est Person-Yrs to complete:	0
Estimated Size:	S
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	120
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	N
Activity Comments:	Not reported
For Commercial Reuse:	50
For Industrial Reuse:	0
For Residential Reuse:	70
Unknown Type:	0
Facility ID:	19390044
Activity:	PEA
Activity Name:	PRELIMINARY ENDANGERMENT ASSESSMENT
AWP Code:	PEAE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04152003
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	NOE
Proposed Budget:	0
AWP Completion Date:	09302004
Revised Due Date:	Not reported
Comments Date:	10212004
Est Person-Yrs to complete:	0
Estimated Size:	Not reported

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19390044
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	06302005
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	2182 EAST 11TH STREET
Alternate City,St,Zip:	LOS ANGELES, CA 90021
Background Info:	The Site is also known as the Western Lead and Metal Company Site. The Site is located in an industrial area near downtown Los Angeles and is surrounded by warehouses, food distributors, light manufacturing, and scrap metal recyclers. The Site is roughly bounded by 11th Street (Property), to the north, the Union Pacific Railroad right-of-way to the east, 14th Street, to the south, and Wilson Street to the west. The Site includes the property at 2182 East 11th Street, which was occupied by several different companies as a lead smelter from 1946 to 1965. The Western Lead Products Company operated a lead smelter on the Property from 1954 to 1960 under the name of Western Lead and Metal Company. After 1965, the Property was used for die-cast manufacturing operations. The Property is approximately 110 feet by 140 feet and is currently devoid of any buildings, and is secured by fencing. The other areas of the Site include: portions of the Union Pacific Railroad right-of-way, between 14th and 10th Streets; a narrow strip of the property occupied

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

by Coast Produce; and a residencial property at the corner of Wilson and 14th Streets. Since 1991, several site assessments have been conducted. These assessments involved mostly surface soil sampling and analyses for metals including lead, antimony, and arsenic. In 1996, the Property was paved with three inches of asphalt to prevent exposure of the public to contaminated soil. In addition, DTSC collected several surface soil samples in the areas surrounding the Property. Extremely high levels of lead (up to 574,000 ppm), antimony (up to 14,000 ppm), and arsenic (up to 920 ppm) were detected in the narrow strip along the southern and western boundaries of the Property; high levels of lead, copper, and zinc were detected along the railroad right-of-way; and elevated levels of lead (up to 1,450 ppm) were detected on the residential property. A Consent Order (Imminent and Substantial Endangerment) was entered into with Quemetco Inc., (an RSR Subsidiary) and Union Pacific Railroad Company. As required by the Order, in 1977, Quemetco completed an Emergency Removal Action at Areas 3 and 4 which are located at the perimeter of the Property and the residential property. Union Pacific has also conducted an Emergency Removal Action at Areas 1 and 2 (railroad right-of-wau). The Remedial Investigation found the extent of metal contamination. Currently, the Draft RAW, which proposes to place a 4-inch asphalt cover on the Property area and excavate soil, from the Site boundary, has been approved. The 30 day Public Comment Period starts on August 23 and ends September 22, 2004.

Comments Date: 07181997
Comments: International Lead Company site. An emergency removal action
Comments Date: 07181997
Comments: workplan (RAW-QUEMETCO) which proposed excavation and disposal
Comments Date: 07181997
Comments: of contaminated soils, was approved for Areas 3 and 4 (perimeter
Comments Date: 07181997
Comments: of Property and residential property). A Notice of exemption
Comments Date: 07181997
Comments: was also filed with the OPR as required by the CEQA laws and
Comments Date: 07181997
Comments: guidelines.
Comments Date: 08191999
Comments: Remedial Investigation/Feasibility Study (RI/FS) Workplan was
Comments Date: 08191999
Comments: implemented and field remedial investigation work was conducted
Comments Date: 08191999
Comments: in July 1999. DTSC received draft data tables and maps.
Comments Date: 08222002
Comments: DTSC submitted comments on revised RI, which included additional
Comments Date: 08222002
Comments: sampling, and Risk Parameters Memo.
Comments Date: 08232004
Comments: The Draft Removal Action Workplan is approved for public review
Comments Date: 08232004
Comments: and comment. The 30 day Public Comment Period starts on August
Comments Date: 08232004
Comments: 23 and ends September 22, 2004.
Comments Date: 09112003
Comments: DTSC sends comments on Draft Removal Action Workplan (submitted
Comments Date: 09112003

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Comments:	5/30/03), requiring modifications/clarifications.
Comments Date:	09262003
Comments:	Quemetco requested an extension in submitting the revised Draft
Comments Date:	09262003
Comments:	Removal Action Workplan because Quemetco is evaluating the
Comments Date:	09262003
Comments:	remedy options and currently undergoing an appraisal of the
Comments Date:	09262003
Comments:	property.
Comments Date:	10212004
Comments:	The RAW proposes to address the lead & arsenic contaminated soil
Comments Date:	10212004
Comments:	by placing a four-inch asphalt cap on the property area (15,000
Comments Date:	10212004
Comments:	sq.ft.) and removing soil from nine impacted areas at the Site
Comments Date:	10212004
Comments:	boundary. Implementation is scheduled for end of January 2005.
Comments Date:	10312000
Comments:	Supplemental RI Workplan was approved by DTSC.
Comments Date:	11071994
Comments:	DTSC received an information letter for 3 possible hazardous
Comments Date:	11071994
Comments:	substance release sites allegedly associated with Quemetco/
Comments Date:	11071994
Comments:	RSR Corporation, a lead smelting company.
Comments Date:	11181997
Comments:	Soil removal (excavation) of lead-contaminated soils. The
Comments Date:	11181997
Comments:	Implementation Report for completion of the Emergency Removal
Comments Date:	11181997
Comments:	Action by Quemetco at Area 3 (Coast Produce Warehouse) and Area
Comments Date:	11181997
Comments:	4 (Residential property at 2151 E. 14th Street) was approved. An
Comments Date:	11181997
Comments:	estimated 120 tons of contaminated lead was excavated and
Comments Date:	11181997
Comments:	disposed of off-site.
Comments Date:	11292001
Comments:	Revised RI Report submitted to DTSC for review.
Comments Date:	01202004
Comments:	DTSC sends letter to Quemetco requiring a submittal date for
Comments Date:	01202004
Comments:	revised Draft RAW.
Comments Date:	02161996
Comments:	Preliminary Assessment (PA) is being conducted by DTSC under
Comments Date:	02161996
Comments:	contract with U.S. EPA.
Comments Date:	04152003
Comments:	The Remedial Investigation is approved. The RI involved
Comments Date:	04152003
Comments:	sampling of lead and other metals, and volatile organic
Comments Date:	04152003
Comments:	compounds, particularly tetrachlorethene and
Comments Date:	04152003
Comments:	1,1,1-trichloroethane.
Comments Date:	04212004
Comments:	Revised Draft RAW received. Further revisions required by DTSC.

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Comments Date: 04212004
Comments: Draft RAW with additional revision received 7/28/04.
Comments Date: 04281997
Comments: Execution of Imminent and Substantial Endangerment Determination
Comments Date: 04281997
Comments: and Consent Order for investigation at the Western Lead and Metal
Comments Date: 04281997
Comments: Company site which includes both the International Lead Co. Site
Comments Date: 04281997
Comments: (Site Code 300591) and the Union Pacific Railroad Company track
Comments Date: 04281997
Comments: areas (Site Code 300628).
Comments Date: 05261998
Comments: RI/FS Workplan is approved.
Comments Date: 06251998
Comments: Excavation, treatment and disposal of 2,500 tons of metal
Comments Date: 06251998
Comments: contaminated soil from the UPRR rail track areas. The
Comments Date: 06251998
Comments: Implementation Report of Emergency Removal Action by Dames &
Comments Date: 06251998
Comments: Moore for Areas 1 and 2 was approved.
Comments Date: 06301998
Comments: Completed a Preliminary Assessment (PA) with sampling of the
Comments Date: 06301998
Comments: site under contract with U.S. EPA.
Comments Date: 07181997
Comments: An emergency removal action workplan (RAW-UPRR) was approved for
Comments Date: 07181997
Comments: Union Pacific Railroad track areas along Lemon Street (between
Comments Date: 07181997
Comments: 10th & 14th Streets). These areas are designated as Areas 1 &
Comments Date: 07181997
Comments: 2. A notice of Exemption was also filed with the OPR as required
Comments Date: 07181997
Comments: by the CEQA laws and guidelines. The RAW-UPRR included
Comments Date: 07181997
Comments: excavation, treatment and disposal of contaminated soils in the
Comments Date: 07181997
Comments: neighboring railroad right-of-way (track) areas of the
ID Name: CALSTARS CODE
ID Value: 300591
ID Name: EPA IDENTIFICATION NUMBER
ID Value: CAO 001368091
Alternate Name: WESTERN LEAD PRODUCTS COMPANY OF LAQUEMETCOINTERNATIONAL LEAD CO.WESTERN LEAD AND METAL CO.
Special Programs Code: Not reported
Special Programs Name: Not reported

DEED:
Envirostor ID: 19390044
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: CERTIFIED / OPERATION & MAINTENANCE
Agency: Not reported
Covenant Uploaded: Not reported

WESTERN LEAD AND METAL CO (INTERNATIONAL LEAD CO.) (Continued) **1001115052**

Deed Date(s): 08/01/2007

CORTESE:

Region:	CORTESE
Envirostor Id:	19390044
Site/Facility Type:	STATE RESPONSE
Cleanup Status:	CERTIFIED / OPERATION & MAINTENANCE - LAND USE RESTRICTIONS
Status Date:	12/30/2007
Site Code:	300591
Latitude:	34.024214
Longitude:	-118.23383
Owner:	Not reported
Enf Type:	Not reported
Swat R:	Not reported
Flag:	envirostor
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported

LA Co. Site Mitigation:

Facility ID:	Not reported
Site ID:	Not reported
Jurisdiction:	Not reported
Case ID:	Not reported
Abated:	Not reported
Assigned To:	Not reported
Entered Date:	Not reported

---

90 South 1/2-1 0.896 mi. 4733 ft.

EASTERN SMELTING AND REFINING SITE **ENVIROSTOR S106568216**
2220 EAST 11TH STREET **VCP N/A**
LOS ANGELES, CA 90021

Relative: Lower

Actual: 231 ft.

ENVIROSTOR:

Facility ID:	19330382
Status:	Inactive - Action Required
Status Date:	03/25/2010
Site Code:	301006
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	0.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	YES
Site Mgmt Req:	NONE SPECIFIED

EASTERN SMELTING AND REFINING SITE (Continued) **S106568216**

Funding: Responsible Party
Latitude: 34.02378
Longitude: -118.2326
APN: NONE SPECIFIED
Past Use: BATTERY RECLAMATION, METAL RECLAMATION
Potential COC: Lead
Confirmed COC: Lead
Potential Description: SOIL
Alias Name: EASTERN IRON AND METAL CO.
Alias Type: Alternate Name
Alias Name: GROW GROUP
Alias Type: Alternate Name
Alias Name: METALS REFINING COMPANY
Alias Type: Alternate Name
Alias Name: CAO001368067
Alias Type: EPA Identification Number
Alias Name: 110033618752
Alias Type: EPA (FRS #)
Alias Name: 300595
Alias Type: Project Code (Site Code)
Alias Name: 301006
Alias Type: Project Code (Site Code)
Alias Name: 19330382
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 09/19/2000
Comments: 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.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/13/2003
Comments: DTSC approves PEA Report. The PEA investigative activities conducted at the former smelting site 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 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.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 06/30/1998
Comments: Completed a Preliminary Assessment (PA) of the site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 11/07/1994

EASTERN SMELTING AND REFINING SITE (Continued) **S106568216**

Comments:	DTSC received an information letter for 3 possible hazardous substance release sites allegedly associated with Quemetco/RSR Corp, a lead smelter.
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

VCP:

Facility ID:	19330382
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	0.5
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Jessy Fierro
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301006
Assembly:	53
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Inactive - Action Required
Status Date:	03/25/2010
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.02378 / -118.2326
APN:	NONE SPECIFIED
Past Use:	BATTERY RECLAMATION, METAL RECLAMATION
Potential COC:	30013
Confirmed COC:	30013
Potential Description:	SOIL
Alias Name:	EASTERN IRON AND METAL CO.
Alias Type:	Alternate Name
Alias Name:	GROW GROUP
Alias Type:	Alternate Name
Alias Name:	METALS REFINING COMPANY
Alias Type:	Alternate Name
Alias Name:	CAO001368067
Alias Type:	EPA Identification Number
Alias Name:	110033618752
Alias Type:	EPA (FRS #)
Alias Name:	300595
Alias Type:	Project Code (Site Code)
Alias Name:	301006
Alias Type:	Project Code (Site Code)
Alias Name:	19330382
Alias Type:	Envirostor ID Number

EASTERN SMELTING AND REFINING SITE (Continued) **S106568216**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	09/19/2000
Comments:	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.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/13/2003
Comments:	DTSC approves PEA Report. The PEA investigative activities conducted at the former smelting site 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 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.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Assessment Report
Completed Date:	06/30/1998
Comments:	Completed a Preliminary Assessment (PA) of the site.

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	11/07/1994
Comments:	DTSC received an information letter for 3 possible hazardous substance release sites allegedly associated with Quemetco/RSR Corp, a lead smelter.

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

91
West
1/2-1
0.903 mi.
4766 ft.

ACE PLATING CO., INC.
719 TOWNE AVENUE
LOS ANGELES, CA 90021

ENVIROSTOR **S105632824**
SLIC **N/A**
CHMIRS
LA Co. Site Mitigation

Relative:
Higher

Actual:
250 ft.

ENVIROSTOR:

Facility ID:	71002245
Status:	Inactive - Needs Evaluation
Status Date:	05/09/2012

ACE PLATING CO., INC. (Continued) **S105632824**

Site Code: Not reported
Site Type: Tiered Permit
Site Type Detailed: Tiered Permit
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Referred - Not Assigned
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 30
Special Program: Not reported
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Not reported
Latitude: 34.03924
Longitude: -118.2459
APN: NONE SPECIFIED
Past Use: NONE SPECIFIED
Potential COC: NONE SPECIFIED
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: CAD008514648
Alias Type: EPA Identification Number
Alias Name: 71002245
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SLIC:
Region: STATE
Facility Status: **Open - Site Assessment**
Status Date: 06/06/2013
Global Id: T10000004814
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.0392409
Longitude: -118.245909
Case Type: Cleanup Program Site
Case Worker: JL
Local Agency: Not reported

ACE PLATING CO., INC. (Continued) **S105632824**

RB Case Number: 1290
File Location: Regional Board
Potential Media Affected: Aquifer used for drinking water supply, Contaminated Surface / Structure, Soil, Soil Vapor
Potential Contaminants of Concern: Tetrachloroethylene (PCE), Trichloroethylene (TCE), Chromium, Chromium VI
Site History: Plating operations started in the mid-1910s in the southwestern portion of the Site until 2005. Ace Plating owned and conducted plating related operations on the 11 contiguous parcels, specifically electrochemical coating of metal parts. Numerous assessments conducted at the site indicate that the soil is impacted with VOCs and metals. The soil vapor has been sampled throughout the Site with tetrachloroethene (PCE) concentrations at 5 feet below ground surface (bgs) ranging from 7.9 micrograms per liter (a%g/L) to 87 a%g/L. The soil vapor data is limited at depths greater than 30 feet bgs. No soil vapor data exists below 15 feet bgs in Plating Room 2. At 60 feet bgs and below, PCE concentrations range from 39 a%g/L below the Assembly Room to 127 a%g/L offsite on Crocker Street. The lateral extent of shallow PCE greater than 12 a%g/L is only defined on the east side. The source of the PCE is unknown but slightly higher concentrations exist in the central portions of the Plating Rooms. Chromium concentrations ranged from 1.5 mg/kg to 4,300 mg/kg for total chromium and from 0.92 to 840 mg/kg for hexavalent chromium. The maximum concentrations were both collected from SSVW-2 at 1 foot bgs located in the alley between the Crocker Street and Towne Avenue buildings and is adjacent to the location of the former chromium tanks. The impacted soil at the former chromium tanks have not been delineated either vertically or laterally to the southeast. Outside of the area impacted by the former chromium tanks, the maximum chromium concentration is 4200 mg/kg for total chromium and 94 mg/kg for hexavalent chromium at MW-1. The chromium impacted soil to the southwest of monitoring well MW-1 has not been delineated laterally. Degreasers that contained PCE were utilized in Plating Rooms 1 and 2 from 1993 to 2001. The maximum PCE concentration is 0.150 mg/kg and was sampled 4 feet deep in the vicinity of the former nickel dip tank in Plating Room 2. PCE was only detected in five sampling locations at depths greater than five feet bgs with a maximum concentration of 36 mg/kg. Two groundwater monitoring wells have been installed. Hexavalent chromium was not detected above the laboratory detection limits in any of the groundwater samples collected. Tetrachloroethylene (PCE) was the only VOC detected in groundwater, with the maximum concentration detected in MW-3 at a concentration of 11 ug/L.

Click here to access the California GeoTracker records for this facility:

CHMIRS:
OES Incident Number: 351
OES notification: Not reported
OES Date: 11/23/1994
OES Time: 06:35:17 AM
Date Completed: **Not reported**
Property Use: Not reported
Agency Id Number: Not reported
Agency Incident Number: Not reported
Time Notified: Not reported
Time Completed: Not reported

ACE PLATING CO., INC. (Continued) **S105632824**

Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	YES
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	discharger/county health
Containment:	Not reported
What Happened:	Not reported
Type:	CHEMICAL
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	1994
Agency:	la cy fd
Incident Date:	11/23/94 0400
Admin Agency:	Not reported
Amount:	150 gal
Contained:	NO
Site Type:	Not reported
E Date:	Not reported
Substance:	stripping compound "B -9 nickel iron stripper"
Unknown:	Not reported
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	NO
Number of Injuries:	NO
Number of Fatalities:	NO
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	heater in tank left on overnight - substance became overheated and meltetank causing small fire. drained into containment area -

ACE PLATING CO., INC. (Continued) **S105632824**

LA Co. Site Mitigation:
- Facility ID: Not reported
- Site ID: SD0000375
- Jurisdiction: County
- Case ID: RO0001376
- Abated: No
- Assigned To: Shahin Nourishad
- Entered Date: 10/05/2011

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92 SSW 1/2-1 0.906 mi. 4782 ft.

NATIONAL AEROSOL
2193 EAST 14TH STREET
LOS ANGELES, CA 90021

ENVIROSTOR **1005997347**
CHMIRS **N/A**

Relative: Lower

Actual: 231 ft.

ENVIROSTOR:
- Facility ID: 19220018
- Status: Inactive - Needs Evaluation
- Status Date: 01/09/2006
- Site Code: 300870
- Site Type: Evaluation
- Site Type Detailed: Evaluation
- Acres: 0
- NPL: NO
- Regulatory Agencies: DTSC
- Lead Agency: DTSC
- Program Manager: Not reported
- Supervisor: Emad Yemut
- Division Branch: Cleanup Cypress
- Assembly: 53
- Senate: 24
- Special Program: Not reported
- Restricted Use: NO
- Site Mgmt Req: NONE SPECIFIED
- Funding: EPA Grant
- Latitude: 34.02374
- Longitude: -118.2333
- APN: NONE SPECIFIED
- Past Use: NONE SPECIFIED
- Potential COC: * ORGANIC LIQUIDS WITH METALS
- Confirmed COC: NONE SPECIFIED
- Potential Description: NONE SPECIFIED
- Alias Name: AD - 1 CUTTING SERVICE
- Alias Type: Alternate Name
- Alias Name: NATIONAL AEROSOL
- Alias Type: Alternate Name
- Alias Name: CAD008252355
- Alias Type: EPA Identification Number
- Alias Name: 110000886435
- Alias Type: EPA (FRS #)
- Alias Name: 300870
- Alias Type: Project Code (Site Code)
- Alias Name: 19220018
- Alias Type: Envirostor ID Number

Completed Info:
- Completed Area Name: PROJECT WIDE
- Completed Sub Area Name: Not reported

NATIONAL AEROSOL (Continued) **1005997347**

Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	03/16/2001
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

CHMIRS:

OES Incident Number:	2-2159
OES notification:	04/19/2002
OES Date:	Not reported
OES Time:	Not reported
Date Completed:	**Not reported**
Property Use:	Not reported
Agency Id Number:	Not reported
Agency Incident Number:	Not reported
Time Notified:	Not reported
Time Completed:	Not reported
Surrounding Area:	Not reported
Estimated Temperature:	Not reported
Property Management:	Not reported
More Than Two Substances Involved?:	Not reported
Resp Agncy Personel # Of Decontaminated:	Not reported
Responding Agency Personel # Of Injuries:	Not reported
Responding Agency Personel # Of Fatalities:	Not reported
Others Number Of Decontaminated:	Not reported
Others Number Of Injuries:	Not reported
Others Number Of Fatalities:	Not reported
Vehicle Make/year:	Not reported
Vehicle License Number:	Not reported
Vehicle State:	Not reported
Vehicle Id Number:	Not reported
CA DOT PUC/ICC Number:	Not reported
Company Name:	Not reported
Reporting Officer Name/ID:	Not reported
Report Date:	Not reported
Facility Telephone:	Not reported
Waterway Involved:	No
Waterway:	Not reported
Spill Site:	Not reported
Cleanup By:	Contractor
Containment:	Not reported
What Happened:	Not reported
Type:	Not reported
Measure:	Not reported
Other:	Not reported
Date/Time:	Not reported
Year:	2002
Agency:	UPRR
Incident Date:	4/19/200212:00:00 AM

NATIONAL AEROSOL (Continued) **1005997347**

Admin Agency:	Los Angeles City Fire Department
Amount:	Not reported
Contained:	Yes
Site Type:	Rail Road
E Date:	Not reported
Substance:	waste oil
Gallons:	300
Unknown:	0
Substance #2:	Not reported
Substance #3:	Not reported
Evacuations:	0
Number of Injuries:	0
Number of Fatalities:	0
#1 Pipeline:	Not reported
#2 Pipeline:	Not reported
#3 Pipeline:	Not reported
#1 Vessel >= 300 Tons:	Not reported
#2 Vessel >= 300 Tons:	Not reported
#3 Vessel >= 300 Tons:	Not reported
Evacs:	Not reported
Injuries:	Not reported
Fatals:	Not reported
Comments:	Not reported
Description:	Several drums of mixed waste oil was found on railroad property. The oil was contained in the drums.

W93 **SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R** **ENVIROSTOR** **S107737358**
North **SOUTHEAST AND SOUTHWEST CORNERS OF JACKSON AND CENTER STREET** **VCP** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.924 mi.
4877 ft. **Site 1 of 2 in cluster W**

Relative:
Higher

Actual:
270 ft.

ENVIROSTOR:

Facility ID:	60000172
Status:	Active
Status Date:	07/15/2010
Site Code:	300999
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	2
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05056
Longitude:	-118.2316
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	Benzene Lead Polynuclear aromatic hydrocarbons (PAHs 1,3-Butadiene

SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R (Continued) **S107737358**

Hexachlorobutadiene Styrene Toluene Xylenes Zinc
Confirmed COC: 30525-NO 30550-NO 30019-NO 30100-NO 30312-NO 30003-NO 30013-NO 30593-NO 30594-NO
Potential Description: OTH, SOIL
Alias Name: 110033609469
Alias Type: EPA (FRS #)
Alias Name: 300999
Alias Type: Project Code (Site Code)
Alias Name: 60000172
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 09/24/2001
Comments: Work Plan is satisfactory.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 01/27/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 03/06/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 04/26/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 02/25/2014
Comments: DTSC comments are addressed and report approved with deed restriction.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/03/2001
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2017
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2018
Schedule Area Name: Not reported

SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R (Continued) **S107737358**

Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 60000172
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Site Code: 300999
Assembly: 53
Senate: 24
Special Programs Code: Voluntary Cleanup Program
Status: Active
Status Date: 07/15/2010
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.05056 / -118.2316
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: 30003, 30013, 30019, 30100, 30312, 30525, 30550, 30593, 30594
Confirmed COC: 30525-NO,30550-NO,30019-NO,30100-NO,30312-NO,30003-NO,30013-NO, 30593-NO,30594-NO
Potential Description: OTH, SOIL
Alias Name: 110033609469
Alias Type: EPA (FRS #)
Alias Name: 300999
Alias Type: Project Code (Site Code)
Alias Name: 60000172
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 09/24/2001
Comments: Work Plan is satisfactory.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 01/27/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 03/06/2012

SO CAL GAS/ALISO SECTOR C, BLOCKS Q&R (Continued) **S107737358**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 04/26/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 02/25/2014
Comments: DTSC comments are addressed and report approved with deed restriction.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/03/2001
Comments: Not reported

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2017
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2018
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

W94 **ALISO SECTOR C BLOCK R** **ENVIROSTOR** **S113804690**
North **820 EAST JACKSON STREET** **VCP** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.934 mi.
4929 ft. **Site 2 of 2 in cluster W**

Relative:
Higher

Actual:
272 ft.

ENVIROSTOR:
Facility ID: 60001890
Status: Active
Status Date: 04/01/2013
Site Code: 301617
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 16
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 24
Special Program: Not reported

ALISO SECTOR C BLOCK R (Continued) **S113804690**

Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.05056
Longitude: -118.2316
APN: NONE SPECIFIED
Past Use: MANUFACTURED GAS PLANT
Potential COC: Benzene Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
Confirmed COC: Benzene Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride
Potential Description: OTH, SOIL
Alias Name: 301617
Alias Type: Project Code (Site Code)
Alias Name: 60001890
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 11/04/2013
Comments: completed

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2020
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2016
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2016
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 60001890
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 16
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program
Project Manager: Chand Sultana
Supervisor: Allan Plaza
Division Branch: Cleanup Chatsworth
Site Code: 301617
Assembly: 53

ALISO SECTOR C BLOCK R (Continued) **S113804690**

Senate:	24
Special Programs Code:	Not reported
Status:	Active
Status Date:	04/01/2013
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05056 / -118.2316
APN:	NONE SPECIFIED
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30019, 30022, 30026, 30027, 30028
Confirmed COC:	30003,30019,30022,30026,30027,30028
Potential Description:	OTH, SOIL
Alias Name:	301617
Alias Type:	Project Code (Site Code)
Alias Name:	60001890
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	11/04/2013
Comments:	completed
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	5 Year Review Reports
Future Due Date:	2020
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2016
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Certification
Future Due Date:	2016
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

95
SW
1/2-1
0.961 mi.
5072 ft.

Relative:
Lower

Actual:
236 ft.

ALCO CAD-NICKEL PLATING CORPORATION **ENVIROSTOR** **U001560836**
1400 LONG BEACH AVENUE **VCP** **N/A**
LOS ANGELES, CA 90021 **HIST UST**
EMI
NPDES
LA Co. Site Mitigation

ENVIROSTOR:

Facility ID:	19340751
Status:	Inactive - Action Required
Status Date:	10/07/2013
Site Code:	300806
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.2
NPL:	NO

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Javier Hinojosa
Division Branch: Cleanup Chatsworth
Assembly: 53
Senate: 30
Special Program: Voluntary Cleanup Program
Restricted Use: NO
Site Mgmt Req: NONE SPECIFIED
Funding: Responsible Party
Latitude: 34.02567
Longitude: -118.2409
APN: 5130-021-001, 5130-021-018, 5130021001, 5130021018
Past Use: DEGREASING FACILITY, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, METAL RECLAMATION, WASTE - INDUSTRIAL TREATMENT FACILITY
Potential COC: * LIQUIDS WITH PH <= 2 * Metals - Sludge * AQUEOUS SOLUTION WITH METALS * CONTAMINATED SOIL * ACID SOLUTION 2>PH WITH METALS * ACID SOLUTION WITHOUT METALS * ALKALINE SOLUTION WITHOUT METALS * TANK BOTTOM WASTES * UNSPECIFIED ACID SOLUTION * UNSPECIFIED ALKALINE SOLUTIONS * UNSPECIFIED AQUEOUS SOLUTION * ALKALINE SOLUTION 2<PH<12.5, WITH METALS * AQUEOUS SOLUTION 2<PH<12.5, WITH REACTIVE ANIONS * OTHER INORGANIC SOLID WASTE * OTHER SPENT CATALYST * FCC WASTE * LIQUIDS WITH PH <= 2 WITH METALS Lead Cadmium and compounds Chromium VI Cyanide (free Nickel Arsenic Total Chromium (1:6 ratio Cr VI:Cr III Lead Tetrachloroethylene (PCE 1,1,1-Trichloroethane (TCA Trichloroethylene (TCE Vinyl chloride Cadmium and compounds Chromium VI Cobalt Mercury and compounds Nickel (soluble salts Nickel
Confirmed COC: 30001-NO 30005-NO 30013-NO 30022-NO 30026-NO 30027-NO 30028-NO 30108-NO 30153-NO 30154-NO 30357-NO 30406-NO 30407-NO
Potential Description: OTH, SOIL, SV, IA
Alias Name: ALCO CAD NICKEL PLATING
Alias Type: Alternate Name
Alias Name: ALCO CAD-NICKEL PLATING CORPORATION
Alias Type: Alternate Name
Alias Name: CADMIUM NICKEL PLATING COMPANY
Alias Type: Alternate Name
Alias Name: 5130-021-001
Alias Type: APN
Alias Name: 5130-021-018
Alias Type: APN
Alias Name: 5130021001
Alias Type: APN
Alias Name: 5130021018
Alias Type: APN
Alias Name: 110000473345
Alias Type: EPA (FRS #)
Alias Name: 300806
Alias Type: Project Code (Site Code)
Alias Name: 19340751
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Annual Oversight Cost Estimate
Completed Date: 11/09/2011

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	05/12/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	05/17/2004
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	09/09/2013
Comments:	Conducted a Site visit of the facility
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	05/12/2003
Comments:	Potential release as a result of Preliminary Assessment (PA). Further Action recommended.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/06/2000
Comments:	06/06/2000: Based on review of the PEA, DTSC determines that "Further Action is necessary. In addition, DTSC provides comments to be incorporated in subsequent investigation.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	04/04/1997
Comments:	The site has been occupied by metal plating companies since 1943. Site soil and possibly groundwater is contaminated with heavy metals and cyanides. Also, there are four under- ground abandoned storage tanks at the site. The tanks were closed without proper regulatory involvement. site, staff recommends a PEA.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Characterization Workplan
Completed Date:	07/26/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fieldwork
Completed Date:	02/08/2008
Comments:	Completed field investigation consisting of borehole drilling for soil gas probe installation and continuous coring for soil

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

stratigraphy logging and sampling and soil gas probe installation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/18/2007
Comments: RP's consultant will schedule equipment for field work after the holidays.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 10/07/2013
Comments: VCA terminated effective 10/07/2013. The Site is listed as Inactive - Action Required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/16/2012
Comments: Project Inactivity correspondence letter sent 08/16/2012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/16/2004
Comments: VCA agreement for additional work is signed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/03/2000
Comments: DTSC enters into a Voluntary Cleanup Agreement with Alco Cad-Nickel Plating Corporation to review and comment on a Preliminary Endangerment Assessment (PEA) Report. The PEA was conducted without DTSC oversight.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 19340751
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.2
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Project Manager:	Not reported
Supervisor:	Javier Hinojosa
Division Branch:	Cleanup Chatsworth
Site Code:	300806
Assembly:	53
Senate:	30
Special Programs Code:	Voluntary Cleanup Program
Status:	Inactive - Action Required
Status Date:	10/07/2013
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.02567 / -118.2409
APN:	5130-021-001, 5130-021-018, 5130021001, 5130021018
Past Use:	DEGREASING FACILITY, METAL FINISHING, METAL PLATING - CHROME, METAL PLATING - OTHER, METAL RECLAMATION, WASTE - INDUSTRIAL TREATMENT FACILITY
Potential COC:	10015, 10037, 10093, 10097, 10119, 10120, 10124, 10185, 10193, 10194, 10195, 20001, 20002, 20011, 20013, 20021, 20024, 30013, 30108, 30153, 30160, 30407, 30001, 30005, 30013, 30022, 30026, 30027, 30028, 30108, 30153, 30154, 30357, 30406, 30407
Confirmed COC:	30001-NO,30005-NO,30013-NO,30022-NO,30026-NO,30027-NO,30028-NO, 30108-NO,30153-NO,30154-NO,30357-NO,30406-NO,30407-NO
Potential Description:	OTH, SOIL, SV, IA
Alias Name:	ALCO CAD NICKEL PLATING
Alias Type:	Alternate Name
Alias Name:	ALCO CAD-NICKEL PLATING CORPORATION
Alias Type:	Alternate Name
Alias Name:	CADMIUM NICKEL PLATING COMPANY
Alias Type:	Alternate Name
Alias Name:	5130-021-001
Alias Type:	APN
Alias Name:	5130-021-018
Alias Type:	APN
Alias Name:	5130021001
Alias Type:	APN
Alias Name:	5130021018
Alias Type:	APN
Alias Name:	110000473345
Alias Type:	EPA (FRS #)
Alias Name:	300806
Alias Type:	Project Code (Site Code)
Alias Name:	19340751
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Annual Oversight Cost Estimate
Completed Date:	11/09/2011
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Correspondence
Completed Date:	05/12/2006
Comments:	Not reported
Completed Area Name:	PROJECT WIDE

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 05/17/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 09/09/2013
Comments: Conducted a Site visit of the facility

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 05/12/2003
Comments: Potential release as a result of Preliminary Assessment (PA). Further Action recommended.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/06/2000
Comments: 06/06/2000: Based on review of the PEA, DTSC determines that "Further Action is necessary. In addition, DTSC provides comments to be incorporated in subsequent investigation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 04/04/1997
Comments: The site has been occupied by metal plating companies since 1943. Site soil and possibly groundwater is contaminated with heavy metals and cyanides. Also, there are four under- ground abandoned storage tanks at the site. The tanks were closed without proper regulatory involvement. site, staff recommends a PEA.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 07/26/2006
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/08/2008
Comments: Completed field investigation consisting of borehole drilling for soil gas probe installation and continuous coring for soil stratigraphy logging and sampling and soil gas probe installation.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 12/18/2007
Comments: RP's consultant will schedule equipment for field work after the holidays.

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement Termination Notification
Completed Date: 10/07/2013
Comments: VCA terminated effective 10/07/2013. The Site is listed as Inactive - Action Required.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 08/16/2012
Comments: Project Inactivity correspondence letter sent 08/16/2012

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/16/2004
Comments: VCA agreement for additional work is signed.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 04/03/2000
Comments: DTSC enters into a Voluntary Cleanup Agreement with Alco Cad-Nickel Plating Corporation to review and comment on a Preliminary Endangerment Assessment (PEA) Report. The PEA was conducted without DTSC oversight.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

HIST UST:
File Number: 0002626E
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002626E.pdf
Region: STATE
Facility ID: 00000016805
Facility Type: Other
Other Type: ELECTROPLATING
Contact Name: DAVE CULP
Telephone: 2137497561
Owner Name: ALCO PLATING CORPORATION
Owner Address: 1400 LONG BEACH AVENUE
Owner City,St,Zip: LOS ANGELES, CA 90021
Total Tanks: 0014

Tank Num: 001
Container Num: A1
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: WASTE

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Type of Fuel:	Not reported
Container Construction Thickness:	3
Leak Detection:	Visual

Tank Num:	002
Container Num:	B1
Year Installed:	Not reported
Tank Capacity:	00009600
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor

Tank Num:	003
Container Num:	A2
Year Installed:	Not reported
Tank Capacity:	00002000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	004
Container Num:	A3
Year Installed:	Not reported
Tank Capacity:	00000700
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	005
Container Num:	A4
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	006
Container Num:	A5
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	007
Container Num:	A6
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Tank Num:	008
Container Num:	A7
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	009
Container Num:	A8
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	010
Container Num:	A9
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Not reported

Tank Num:	011
Container Num:	A10
Year Installed:	Not reported
Tank Capacity:	00000115
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	012
Container Num:	A11
Year Installed:	Not reported
Tank Capacity:	00001500
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	013
Container Num:	A12
Year Installed:	Not reported
Tank Capacity:	00000136
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	014
Container Num:	B2
Year Installed:	Not reported

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Tank Capacity:	00001200
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2002
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	2003
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

NOX - Oxides of Nitrogen Tons/Yr:	1
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0
Year:	2004
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.0984
Reactive Organic Gases Tons/Yr:	0.04
Carbon Monoxide Emissions Tons/Yr:	0.208
NOX - Oxides of Nitrogen Tons/Yr:	0.772
SOX - Oxides of Sulphur Tons/Yr:	0.00493
Particulate Matter Tons/Yr:	0.1727
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.06
Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.02646
Reactive Organic Gases Tons/Yr:	.011171412
Carbon Monoxide Emissions Tons/Yr:	.3838
NOX - Oxides of Nitrogen Tons/Yr:	.4814
SOX - Oxides of Sulphur Tons/Yr:	.002835
Particulate Matter Tons/Yr:	1.033885
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.22549315
Year:	2006
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.0450023685457129322
Reactive Organic Gases Tons/Yr:	.019
Carbon Monoxide Emissions Tons/Yr:	.283
NOX - Oxides of Nitrogen Tons/Yr:	.355
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.352
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.08865
Year:	2007

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.0450023685457129322
Reactive Organic Gases Tons/Yr:	.019
Carbon Monoxide Emissions Tons/Yr:	.283
NOX - Oxides of Nitrogen Tons/Yr:	.355
SOX - Oxides of Sulphur Tons/Yr:	.002
Particulate Matter Tons/Yr:	.352
Part. Matter 10 Micrometers & Smllr Tons/Yr:	.08865

Year:	2008
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.0274138623874940786
Reactive Organic Gases Tons/Yr:	.0115741327
Carbon Monoxide Emissions Tons/Yr:	.3078706635
NOX - Oxides of Nitrogen Tons/Yr:	.37
SOX - Oxides of Sulphur Tons/Yr:	.00228842766
Particulate Matter Tons/Yr:	4.5692980201765
Part. Matter 10 Micrometers & Smllr Tons/Yr:	3.180648417603535

Year:	2009
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2.6504026527711898E-2
Reactive Organic Gases Tons/Yr:	0.01119
Carbon Monoxide Emissions Tons/Yr:	0.22592999999999999
NOX - Oxides of Nitrogen Tons/Yr:	0.28999999999999998
SOX - Oxides of Sulphur Tons/Yr:	0.001722
Particulate Matter Tons/Yr:	0.43706840000000002
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.28890819600000001

Year:	2010
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	3.6072951207958302E-2
Reactive Organic Gases Tons/Yr:	0.01523
Carbon Monoxide Emissions Tons/Yr:	0.22112000000000001
NOX - Oxides of Nitrogen Tons/Yr:	0.27744000000000002
SOX - Oxides of Sulphur Tons/Yr:	1.6199999999999999E-3
Particulate Matter Tons/Yr:	0.45135999999999998
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.29141230000000001

Year:	2011
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.035504500237
Reactive Organic Gases Tons/Yr:	0.01499
Carbon Monoxide Emissions Tons/Yr:	0.2177
NOX - Oxides of Nitrogen Tons/Yr:	0.27315
SOX - Oxides of Sulphur Tons/Yr:	0.0016
Particulate Matter Tons/Yr:	0.46028
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.2928489

Year:	2012
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.03737565135
Reactive Organic Gases Tons/Yr:	0.01578
Carbon Monoxide Emissions Tons/Yr:	0.22918
NOX - Oxides of Nitrogen Tons/Yr:	0.28755
SOX - Oxides of Sulphur Tons/Yr:	0.00168
Particulate Matter Tons/Yr:	1.02735
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.4014559

Year:	2013
County Code:	19
Air Basin:	SC
Facility ID:	4346
Air District Name:	SC
SIC Code:	3471
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0.043036475604
Reactive Organic Gases Tons/Yr:	0.01817
Carbon Monoxide Emissions Tons/Yr:	0.26378
NOX - Oxides of Nitrogen Tons/Yr:	0.33095

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

SOX - Oxides of Sulphur Tons/Yr:	0.00194
Particulate Matter Tons/Yr:	1.0214
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0.3953821

NPDES:

Npdes Number:	CAS000001
Facility Status:	Active
Agency Id:	0
Region:	4
Regulatory Measure Id:	189187
Order No:	97-03-DWQ
Regulatory Measure Type:	Enrollee
Place Id:	Not reported
WDID:	4 19I003553
Program Type:	Industrial
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	04/03/1992
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	ALCO CAD NICKEL PLATING CORP
Discharge Address:	1400 LONG BEACH AVE
Discharge City:	LOS ANGELES
Discharge State:	California
Discharge Zip:	90021
RECEIVED DATE:	Not reported
PROCESSED DATE:	Not reported
STATUS CODE NAME:	Not reported
STATUS DATE:	Not reported
PLACE SIZE:	Not reported
PLACE SIZE UNIT:	Not reported
FACILITY CONTACT NAME:	Not reported
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	Not reported
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	Not reported
OPERATOR NAME:	Not reported
OPERATOR ADDRESS:	Not reported
OPERATOR CITY:	Not reported
OPERATOR STATE:	Not reported
OPERATOR ZIP:	Not reported
OPERATOR CONTACT NAME:	Not reported
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	Not reported
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	Not reported
OPERATOR TYPE:	Not reported
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	Not reported
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	Not reported
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	Not reported
RECEIVING WATER NAME:	Not reported
CERTIFIER NAME:	Not reported
CERTIFIER TITLE:	Not reported
CERTIFICATION DATE:	Not reported
PRIMARY SIC:	Not reported
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported
Npdes Number:	Not reported
Facility Status:	Not reported
Agency Id:	Not reported
Region:	4
Regulatory Measure Id:	189187
Order No:	Not reported
Regulatory Measure Type:	Industrial
Place Id:	Not reported
WDID:	4 19I003553
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Discharge Name:	Not reported
Discharge Address:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported
RECEIVED DATE:	5/9/2008
PROCESSED DATE:	4/3/1992
STATUS CODE NAME:	Active
STATUS DATE:	4/3/1992
PLACE SIZE:	54136
PLACE SIZE UNIT:	SqFt
FACILITY CONTACT NAME:	David Manzetti
FACILITY CONTACT TITLE:	Not reported
FACILITY CONTACT PHONE:	213-749-7561
FACILITY CONTACT PHONE EXT:	Not reported
FACILITY CONTACT EMAIL:	DAVIDMPC@HOTMAIL.COM
OPERATOR NAME:	ALCO CAD NICKEL PLATING CORP
OPERATOR ADDRESS:	1400 LONG BEACH AVE
OPERATOR CITY:	LOS ANGELES

ALCO CAD-NICKEL PLATING CORPORATION (Continued) **U001560836**

OPERATOR STATE:	California
OPERATOR ZIP:	90021
OPERATOR CONTACT NAME:	David Manzetti
OPERATOR CONTACT TITLE:	Not reported
OPERATOR CONTACT PHONE:	213-749-7561
OPERATOR CONTACT PHONE EXT:	Not reported
OPERATOR CONTACT EMAIL:	DAVIDMPC@HOTMAIL.COM
OPERATOR TYPE:	Private Business
DEVELOPER NAME:	Not reported
DEVELOPER ADDRESS:	Not reported
DEVELOPER CITY:	Not reported
DEVELOPER STATE:	California
DEVELOPER ZIP:	Not reported
DEVELOPER CONTACT NAME:	Not reported
DEVELOPER CONTACT TITLE:	Not reported
CONSTYPE LINEAR UTILITY IND:	Not reported
EMERGENCY PHONE NO:	213-749-7561
EMERGENCY PHONE EXT:	Not reported
CONSTYPE ABOVE GROUND IND:	Not reported
CONSTYPE BELOW GROUND IND:	Not reported
CONSTYPE CABLE LINE IND:	Not reported
CONSTYPE COMM LINE IND:	Not reported
CONSTYPE COMMERTIAL IND:	Not reported
CONSTYPE ELECTRICAL LINE IND:	Not reported
CONSTYPE GAS LINE IND:	Not reported
CONSTYPE INDUSTRIAL IND:	Not reported
CONSTYPE OTHER DESRIPTION:	Not reported
CONSTYPE OTHER IND:	Not reported
CONSTYPE RECONS IND:	Not reported
CONSTYPE RESIDENTIAL IND:	Not reported
CONSTYPE TRANSPORT IND:	Not reported
CONSTYPE UTILITY DESCRIPTION:	Not reported
CONSTYPE UTILITY IND:	Not reported
CONSTYPE WATER SEWER IND:	Not reported
DIR DISCHARGE USWATER IND:	N
RECEIVING WATER NAME:	La River
CERTIFIER NAME:	DAVID MANZETTI
CERTIFIER TITLE:	AGENT
CERTIFICATION DATE:	12-MAY-15
PRIMARY SIC:	3471-Electroplating, Plating, Polishing, Anodizing, and Coloring
SECONDARY SIC:	Not reported
TERTIARY SIC:	Not reported

LA Co. Site Mitigation:

Facility ID:	FA0016486
Site ID:	SD0010914
Jurisdiction:	County
Case ID:	RO0010914
Abated:	Not reported
Assigned To:	Not reported
Entered Date:	05/11/2004

96
West
1/2-1
0.961 mi.
5075 ft.

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL
8TH ST./TOWNE AVE./9TH ST./STANFORD AVE.
LOS ANGELES, CA 90021

ENVIROSTOR SCH
S109821375
N/A

Relative:
Lower

Actual:
245 ft.

ENVIROSTOR:

Facility ID:	60001149
Status:	Certified
Status Date:	06/12/2012
Site Code:	304626
Site Type:	School Cleanup
Site Type Detailed:	School
Acres:	3.76
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Angela Garcia
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Assembly:	53
Senate:	30
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	34.0361
Longitude:	-118.247
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS, FUEL - VEHICLE STORAGE/ REFUELING, MANUFACTURING - CERAMICS, OFFICE BUILDING, RESIDENTIAL AREA, SCHOOL - ELEMENTARY, RESIDENTIAL AREA, RETAIL - SERVICE STATION, SCHOOL - MIDDLE
Potential COC:	Arsenic Benzene DDD DDE DDT Lead Methane Polychlorinated biphenyls (PCBs Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Trichloroethylene (TCE Benzene Polychlorinated biphenyls (PCBs Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Trichloroethylene (TCE
Confirmed COC:	30001-NO Benzene Lead 30015-NO 30006-NO 30007-NO 30008-NO Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Polychlorinated biphenyls (PCBs Trichloroethylene (TCE Benzene Polynuclear aromatic hydrocarbons (PAHs Tetrachloroethylene (PCE Polychlorinated biphenyls (PCBs Trichloroethylene (TCE
Potential Description:	IA, SOIL, SV, SOIL, SV
Alias Name:	304626
Alias Type:	Project Code (Site Code)
Alias Name:	60001149
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/12/2012
Comments:	Not reported
Completed Area Name:	Area B
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	06/11/2012

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/17/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Other Report
Completed Date: 09/17/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/04/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 11/04/2009
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 06/28/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 07/16/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 11/08/2010
Comments: SSI Adequacy letter completed. Comments to be addressed in RAW.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 12/07/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/25/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 03/14/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/12/2011
Comments: Not reported

Completed Area Name: Area B
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/07/2011
Comments: DTSC approved Area B Removal action Completion Report with a no further action determination

Completed Area Name: Area B
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Date:	05/25/2012
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

SCH:

Facility ID:	60001149
Site Type:	School Cleanup
Site Type Detail:	School
Site Mgmt. Req.:	NONE SPECIFIED
Acres:	3.76
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Angela Garcia
Supervisor:	Shahir Haddad
Division Branch:	Southern California Schools & Brownfields Outreach
Site Code:	304626
Assembly:	53
Senate:	30
Special Program Status:	Voluntary Cleanup Program
Status:	Certified
Status Date:	06/12/2012
Restricted Use:	NO
Funding:	School District
Latitude:	34.0361
Longitude:	-118.247
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ROW CROPS, FUEL - VEHICLE STORAGE/ REFUELING, MANUFACTURING - CERAMICS, OFFICE BUILDING, RESIDENTIAL AREA, SCHOOL - ELEMENTARY, RESIDENTIAL AREA, RETAIL - SERVICE STATION, SCHOOL - MIDDLE
Potential COC:	Arsenic, Benzene, DDD, DDE, DDT, Lead, Methane, Polychlorinated biphenyls (PCBs, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Trichloroethylene (TCE, Benzene, Polychlorinated biphenyls (PCBs, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Trichloroethylene (TCE
Confirmed COC:	30001-NO, Benzene, Lead, 30015-NO, 30006-NO, 30007-NO, 30008-NO, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Polychlorinated biphenyls (PCBs, Trichloroethylene (TCE, , Benzene, Benzene, Polynuclear aromatic hydrocarbons (PAHs, Tetrachloroethylene (PCE, Polychlorinated biphenyls (PCBs, Trichloroethylene (TCE
Potential Description:	IA, SOIL, SV, SOIL, SV
Alias Name:	304626
Alias Type:	Project Code (Site Code)
Alias Name:	60001149
Alias Type:	Envirostor ID Number

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	06/12/2012
Comments:	Not reported
Completed Area Name:	Area B
Completed Sub Area Name:	Not reported
Completed Document Type:	Certification
Completed Date:	06/11/2012
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/17/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Other Report
Completed Date:	09/17/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	11/04/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Public Notice
Completed Date:	11/04/2009
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	06/28/2010
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Tech Memo
Completed Date:	07/16/2010
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	11/08/2010
Comments:	SSI Adequacy letter completed. Comments to be addressed in RAW.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Document Type: Removal Action Workplan
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Tech Memo
Completed Date: 12/07/2010
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Supplemental Site Investigation Report
Completed Date: 01/25/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Public Notice
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/09/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 02/04/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Community Profile
Completed Date: 03/08/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 4.15 Request
Completed Date: 03/14/2011
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 07/12/2011
Comments: Not reported

CENTRAL REGION 9TH STREET K-8 SPAN SCHOOL (Continued) **S109821375**

Completed Area Name:	Area B
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Completion Report
Completed Date:	11/07/2011
Comments:	DTSC approved Area B Removal action Completion Report with a no further action determination

Completed Area Name:	Area B
Completed Sub Area Name:	Not reported
Completed Document Type:	Supplemental Site Investigation Report
Completed Date:	05/25/2012
Comments:	Not reported

Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

X97 **SO CAL GAS/ALISO SECTOR C, BLOCK O** **ENVIROSTOR** **S107737357**
North **SOUTHWEST CORNER OF DUCOMMUN AND CENTER STREETS** **VCP** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.984 mi.
5194 ft. **Site 1 of 2 in cluster X**

Relative:
Higher

Actual:
272 ft.

ENVIROSTOR:

Facility ID:	60000169
Status:	Active
Status Date:	01/19/2001
Site Code:	300885
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.5
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05138
Longitude:	-118.2323
APN:	5173-016-008, 5173016008
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Not reported
Confirmed COC:	30525-NO 30550-NO 30019-NO 30024-NO 30025-NO 30100-NO 30312-NO 30003-NO 30013-NO 30593-NO 30594-NO

SO CAL GAS/ALISO SECTOR C, BLOCK O (Continued) **S107737357**

Potential Description: OTH, SOIL
Alias Name: Aliso Sector C, Block O
Alias Type: Alternate Name
Alias Name: 5173-016-008
Alias Type: APN
Alias Name: 5173016008
Alias Type: APN
Alias Name: 110033609450
Alias Type: EPA (FRS #)
Alias Name: 300885
Alias Type: Project Code (Site Code)
Alias Name: 60000169
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/19/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 03/19/2008
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 03/04/2002
Comments: Remedial Investigation Master Work Plan approved.

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2017
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2017
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 60000169
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED
Acres: 1.5
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Cleanup Program

SO CAL GAS/ALISO SECTOR C, BLOCK O (Continued) **S107737357**

Project Manager:	Chand Sultana
Supervisor:	Allan Plaza
Division Branch:	Cleanup Chatsworth
Site Code:	300885
Assembly:	53
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	01/19/2001
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.05138 / -118.2323
APN:	5173-016-008, 5173016008
Past Use:	MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594
Confirmed COC:	, ,30525-NO,30550-NO,30019-NO,30024-NO,30025-NO,30100-NO,30312-NO, 30003-NO,30013-NO,30593-NO,30594-NO
Potential Description:	OTH, SOIL
Alias Name:	Aliso Sector C, Block O
Alias Type:	Alternate Name
Alias Name:	5173-016-008
Alias Type:	APN
Alias Name:	5173016008
Alias Type:	APN
Alias Name:	110033609450
Alias Type:	EPA (FRS #)
Alias Name:	300885
Alias Type:	Project Code (Site Code)
Alias Name:	60000169
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	01/19/2001
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	03/19/2008
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Workplan
Completed Date:	03/04/2002
Comments:	Remedial Investigation Master Work Plan approved.
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Land Use Restriction
Future Due Date:	2017
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported

SO CAL GAS/ALISO SECTOR C, BLOCK O (Continued) **S107737357**

Future Document Type:	Certification
Future Due Date:	2017
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

X98 **MANLEY OIL COMPANY** **ENVIROSTOR** **1000283260**
North **410 CENTER ST** **VCP** **N/A**
1/2-1 **LOS ANGELES, CA 90012** **SWEEPS UST**
0.984 mi. **CA FID UST**
5196 ft. **Site 2 of 2 in cluster X** **DEED**

Relative:
Higher

Actual:
272 ft.

ENVIROSTOR:

Facility ID:	60000170
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	12/05/2007
Site Code:	301333
Site Type:	Voluntary Cleanup
Site Type Detailed:	Voluntary Cleanup
Acres:	1.4
NPL:	NO
Regulatory Agencies:	SMBRP
Lead Agency:	SMBRP
Program Manager:	Folashade Simpson
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Assembly:	53
Senate:	24
Special Program:	Voluntary Cleanup Program
Restricted Use:	YES
Site Mgmt Req:	NONE SPECIFIED
Funding:	Responsible Party
Latitude:	34.05131
Longitude:	-118.2309
APN:	5173-021-002, 5173-021-003, 5173021002, 5173021003
Past Use:	MANUFACTURED GAS PLANT, MACHINE SHOP, MANUFACTURED GAS PLANT
Potential COC:	Benzene Lead Polynuclear aromatic hydrocarbons (PAHs TPH-diesel TPH-gas 1,3-Butadiene Hexachlorobutadiene Styrene Toluene Xylenes Zinc Tetrachloroethylene (PCE Naphthalene
Confirmed COC:	30525-NO 30550-NO 30019-NO 30024-NO 30025-NO 30100-NO 30312-NO 30003-NO 30013-NO 30593-NO 30594-NO Naphthalene Tetrachloroethylene (PCE
Potential Description:	OTH, SOIL, OTH, SV
Alias Name:	Aliso Sector C, Block N
Alias Type:	Alternate Name
Alias Name:	Manley Oil
Alias Type:	Alternate Name
Alias Name:	5173-021-002
Alias Type:	APN
Alias Name:	5173-021-003
Alias Type:	APN
Alias Name:	5173021002
Alias Type:	APN
Alias Name:	5173021003
Alias Type:	APN
Alias Name:	110033612892

MANLEY OIL COMPANY (Continued) **1000283260**

Alias Type: EPA (FRS #)
Alias Name: 301001
Alias Type: Project Code (Site Code)
Alias Name: 301333
Alias Type: Project Code (Site Code)
Alias Name: 60000170
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 02/06/2004
Comments: Block N - The Site Investigation Report was approved for the Site.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 09/09/2005
Comments: RAW approved

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/03/2006
Comments: Completion Report dated 30 Oct 06 accepted by DTSC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/09/2006
Comments: Fieldwork completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/23/2007
Comments: Proposed work was performed without opportunity for DTSC review of document. No determination was made regarding the submitted work plan. Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/19/2007
Comments: Supplemental soil gas field work performed 15-19 Feb 07

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 04/27/2007
Comments: No change in site conditions

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/11/2008
Comments: Annual Inspection Report accepted.

MANLEY OIL COMPANY (Continued) **1000283260**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 09/12/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 12/05/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 04/09/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/14/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 12/06/2013
Comments: Inspection completed and documented

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2017
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

VCP:
Facility ID: 60000170
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Site Mgmt. Req.: NONE SPECIFIED

MANLEY OIL COMPANY (Continued) **1000283260**

Acres:	1.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Cleanup Program
Project Manager:	Folashade Simpson
Supervisor:	Juli Propes
Division Branch:	Cleanup Chatsworth
Site Code:	301333
Assembly:	53
Senate:	24
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified O&M - Land Use Restrictions Only
Status Date:	12/05/2007
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.05131 / -118.2309
APN:	5173-021-002, 5173-021-003, 5173021002, 5173021003
Past Use:	MANUFACTURED GAS PLANT, MACHINE SHOP, MANUFACTURED GAS PLANT
Potential COC:	30003, 30013, 30019, 30024, 30025, 30100, 30312, 30525, 30550, 30593, 30594, 30022, 30484
Confirmed COC:	30525-NO,30550-NO,30019-NO,30024-NO,30025-NO,30100-NO,30312-NO, 30003-NO,30013-NO,30593-NO,30594-NO,, ,30484,30022
Potential Description:	OTH, SOIL, OTH, SV
Alias Name:	Aliso Sector C, Block N
Alias Type:	Alternate Name
Alias Name:	Manley Oil
Alias Type:	Alternate Name
Alias Name:	5173-021-002
Alias Type:	APN
Alias Name:	5173-021-003
Alias Type:	APN
Alias Name:	5173021002
Alias Type:	APN
Alias Name:	5173021003
Alias Type:	APN
Alias Name:	110033612892
Alias Type:	EPA (FRS #)
Alias Name:	301001
Alias Type:	Project Code (Site Code)
Alias Name:	301333
Alias Type:	Project Code (Site Code)
Alias Name:	60000170
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation Report
Completed Date:	02/06/2004
Comments:	Block N - The Site Investigation Report was approved for the Site.
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan
Completed Date:	09/09/2005
Comments:	RAW approved

MANLEY OIL COMPANY (Continued) **1000283260**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 11/03/2006
Comments: Completion Report dated 30 Oct 06 accepted by DTSC

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 01/09/2006
Comments: Fieldwork completed

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Report
Completed Date: 01/23/2007
Comments: Proposed work was performed without opportunity for DTSC review of document. No determination was made regarding the submitted work plan.
Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 02/19/2007
Comments: Supplemental soil gas field work performed 15-19 Feb 07

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Report
Completed Date: 04/27/2007
Comments: No change in site conditions

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Operations and Maintenance Report
Completed Date: 12/11/2008
Comments: Annual Inspection Report accepted.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: 5 Year Review Reports
Completed Date: 09/12/2012
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 12/05/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consultative Service Agreement
Completed Date: 04/09/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE

MANLEY OIL COMPANY (Continued) **1000283260**

Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 12/14/2007
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 01/01/2001
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 08/20/2004
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction - Site Inspection/Visit
Completed Date: 12/06/2013
Comments: Inspection completed and documented

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: 5 Year Review Reports
Future Due Date: 2017
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SWEEPS UST:
Status: Not reported
Comp Number: 1030
Number: Not reported
Board Of Equalization: 44-011544
Referral Date: Not reported
Action Date: Not reported
Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001030-000001
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: 2

Status: Not reported
Comp Number: 1030
Number: Not reported
Board Of Equalization: 44-011544
Referral Date: Not reported
Action Date: Not reported

MANLEY OIL COMPANY (Continued) **1000283260**

Created Date: Not reported
Owner Tank Id: Not reported
SWRCB Tank Id: 19-050-001030-000002
Tank Status: Not reported
Capacity: 10000
Active Date: Not reported
Tank Use: CHEMICAL
STG: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 19024686
Regulated By: UTNKI
Regulated ID: 00016899
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2136285674
Mail To: Not reported
Mailing Address: 410 CENTER ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

DEED:
Envirostor ID: 60000170
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: VOLUNTARY CLEANUP
Status: CERTIFIED O&M - LAND USE RESTRICTIONS ONLY
Agency: Not reported
Covenant Uploaded: Not reported
Deed Date(s): 12/05/2007

Count: 7 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LA	S107736331	CALIFORNIA RECLAMATION/US BRASS (F	1331-61 WILSON ST./1346-50 ELW	90021	ENVIROSTOR
LOS ANGELES	S101481079	CALTRANS I-105 FRWY PROJ 2,PCLS 10	BETWEEN HAWTHORNE BLVD & LONG	90012	RESPONSE, ENVIROSTOR
LOS ANGELES	S105628628	DENA NEW PRIMARY CENTER	HOSTETTER STREET/ORME AVENUE	90023	ENVIROSTOR, SCH
LOS ANGELES	1003878453	PUREX CORP TURCO PRODS	INDUSTRIAL ST	90021	CERCLIS-NFRAP
LOS ANGELES	S107770251	CENTRAL REGION HIGH SCHOOL #15	MARENGO STREET / CHICAGO STREE	90033	ENVIROSTOR, SCH
LOS ANGELES	S106387114	ACTA NORTH - PARCEL NE-009-SFGS	2056 &2058 SANTA FE	90021	SLIC
LOS ANGELES COUNTY	S107537787		BARSTOW & SANTA FE		CDL

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/30/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: EPA
Telephone: N/A
Last EDR Contact: 01/26/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/30/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: EPA
Telephone: N/A
Last EDR Contact: 01/26/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/30/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: EPA
Telephone: N/A
Last EDR Contact: 01/26/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 03/26/2015
Date Data Arrived at EDR: 04/08/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 01/06/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Varies

CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System

CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed to or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site List

CERCLIS-NFRAP: CERCLIS No Further Remedial Action Planned

Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 11/11/2013
Date Made Active in Reports: 02/13/2014
Number of Days to Update: 94

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 06/09/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 06/09/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/09/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 06/09/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 06/09/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Varies

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/28/2015
Date Data Arrived at EDR: 05/29/2015
Date Made Active in Reports: 06/11/2015
Number of Days to Update: 13

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 02/16/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 09/11/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 53

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/22/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 12/29/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Annually

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/03/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/03/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/16/2015
Date Data Arrived at EDR: 11/18/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 64

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 02/17/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 9: Leaking Underground Storage Tank Report
Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Geotracker's Leaking Underground Fuel Tank Report

Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state. For more information on a particular leaking underground storage tank sites, please contact the appropriate regulatory agency.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 01/08/2015
Date Data Arrived at EDR: 01/08/2015
Date Made Active in Reports: 02/09/2015
Number of Days to Update: 32

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 01/27/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land

Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 11/04/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 52

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 118

Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 03/30/2015
Date Data Arrived at EDR: 04/28/2015
Date Made Active in Reports: 06/22/2015
Number of Days to Update: 55

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 08/20/2015
Date Data Arrived at EDR: 10/30/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 111

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 11/24/2015
Date Data Arrived at EDR: 12/01/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 34

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 10/27/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

SLIC: Statewide SLIC Cases
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/01/2010
Date Data Arrived at EDR: 02/16/2010
Date Made Active in Reports: 04/12/2010
Number of Days to Update: 55

Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 01/08/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/23/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

INDIAN UST R6: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 08/20/2015
Date Data Arrived at EDR: 10/30/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 111

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Semi-Annually

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 09/23/2014
Date Data Arrived at EDR: 11/25/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 65

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/29/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 67

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 12/14/2014
Date Data Arrived at EDR: 02/13/2015
Date Made Active in Reports: 03/13/2015
Number of Days to Update: 28

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 01/27/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 01/07/2016
Date Data Arrived at EDR: 01/08/2016
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 41

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 11/05/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 52

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 11/24/2015
Date Data Arrived at EDR: 12/01/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 34

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Semi-Annually

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 10/13/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 118

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

State and tribal voluntary cleanup sites

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 12/28/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Varies

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/03/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Quarterly

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 12/04/2015
Date Data Arrived at EDR: 12/08/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 44

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 12/22/2015
Date Data Arrived at EDR: 12/23/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 57

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/21/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/17/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 53

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 11/23/2015
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 58

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 02/14/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: No Update Planned

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/17/2015
Date Data Arrived at EDR: 12/04/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 76

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/31/2015
Next Scheduled EDR Contact: 12/14/2015
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 11/07/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 02/03/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 03/10/2015
Date Made Active in Reports: 03/18/2015
Number of Days to Update: 8

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 01/11/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/17/2015
Date Data Arrived at EDR: 12/04/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 76

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/25/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 11/25/2015
Date Data Arrived at EDR: 12/01/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 16

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 12/17/2015
Date Data Arrived at EDR: 12/22/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 48

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 02/18/2014
Date Data Arrived at EDR: 03/18/2014
Date Made Active in Reports: 04/24/2014
Number of Days to Update: 37

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 12/07/2015
Date Data Arrived at EDR: 12/08/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 44

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/08/2015
Next Scheduled EDR Contact: 12/21/2015
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 06/24/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/02/2015
Number of Days to Update: 68

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 12/30/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Annually

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 09/25/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 20

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 01/27/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

LDS: Land Disposal Sites Listing

The Land Disposal program regulates of waste discharge to land for treatment, storage and disposal in waste management units.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing

The State Water Resources Control Board and nine Regional Water Quality Control Boards partner with the Department of Defense (DoD) through the Defense and State Memorandum of Agreement (DSMOA) to oversee the investigation and remediation of water quality issues at military facilities.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 06/09/2015
Date Data Arrived at EDR: 06/26/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Varies

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 12/11/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 03/07/2011
Date Data Arrived at EDR: 03/09/2011
Date Made Active in Reports: 05/02/2011
Number of Days to Update: 54

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/19/2015
Next Scheduled EDR Contact: 02/29/2016
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/01/2015
Date Data Arrived at EDR: 09/03/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 61

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 02/16/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 02/09/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013
Date Data Arrived at EDR: 03/03/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 6

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 02/12/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2012
Date Data Arrived at EDR: 01/15/2015
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 14

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 12/23/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/12/2015
Date Made Active in Reports: 06/02/2015
Number of Days to Update: 110

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 11/25/2013
Date Data Arrived at EDR: 12/12/2013
Date Made Active in Reports: 02/24/2014
Number of Days to Update: 74

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 12/11/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2015
Date Data Arrived at EDR: 08/26/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013
Date Data Arrived at EDR: 10/17/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 3

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 02/12/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 10/15/2014
Date Made Active in Reports: 11/17/2014
Number of Days to Update: 33

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 01/12/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 01/23/2015
Date Data Arrived at EDR: 02/06/2015
Date Made Active in Reports: 03/09/2015
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 01/08/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25
Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 06/26/2015
Date Data Arrived at EDR: 07/10/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 95
Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 01/13/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/11/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 02/01/2011
Date Data Arrived at EDR: 10/19/2011
Date Made Active in Reports: 01/10/2012
Number of Days to Update: 83
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 01/29/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/07/2015
Date Data Arrived at EDR: 07/09/2015
Date Made Active in Reports: 09/16/2015
Number of Days to Update: 69

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 01/07/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 02/03/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/02/2015
Number of Days to Update: 46

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 12/23/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 02/24/2015
Date Made Active in Reports: 09/30/2015
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 12/08/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 34

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Semi-Annually

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 09/14/2010
Date Data Arrived at EDR: 10/07/2011
Date Made Active in Reports: 03/01/2012
Number of Days to Update: 146

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 11/19/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 11/25/2014
Date Data Arrived at EDR: 11/26/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 64

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 01/26/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 69

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/22/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/20/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 69

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 12/22/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Annually

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/18/2015
Date Data Arrived at EDR: 09/01/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 125

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 12/03/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/20/2015
Date Data Arrived at EDR: 09/09/2015
Date Made Active in Reports: 11/03/2015
Number of Days to Update: 55

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 12/28/2015
Date Data Arrived at EDR: 12/29/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 23

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 12/29/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/10/2015
Date Data Arrived at EDR: 08/27/2015
Date Made Active in Reports: 10/01/2015
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 02/05/2016
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Annually

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 09/25/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 41

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 12/23/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/18/2015
Date Data Arrived at EDR: 11/23/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 59

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 11/02/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 40

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/18/2015
Date Data Arrived at EDR: 11/23/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 59

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 02/16/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 10/14/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 58

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 01/11/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Annually

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/23/2015
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 58

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/24/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 10/14/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 36

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 01/13/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/17/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 53

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Varies

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/10/2015
Date Data Arrived at EDR: 12/08/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 44

Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/08/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 11/16/2015
Date Data Arrived at EDR: 11/18/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 64

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 02/17/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/07/2015
Date Data Arrived at EDR: 12/08/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 44

Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/08/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Quarterly

PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 09/14/2015
Date Data Arrived at EDR: 09/15/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 29

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/10/2015
Date Data Arrived at EDR: 01/05/2016
Date Made Active in Reports: 02/12/2016
Number of Days to Update: 38

Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: No Update Planned

UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 07/23/2015
Date Data Arrived at EDR: 09/15/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 28

Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/18/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board?s review found that more than one-third of the region?s active disposal pits are operating without permission.

Date of Government Version: 04/15/2015
Date Data Arrived at EDR: 04/17/2015
Date Made Active in Reports: 06/23/2015
Number of Days to Update: 67

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Quarterly

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 12/23/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historic Gas Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historic Dry Cleaners
EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 10/13/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 34

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/11/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/09/2015
Date Data Arrived at EDR: 10/13/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 37

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 01/11/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA Facility List
Cupa Facility List

Date of Government Version: 11/16/2015
Date Data Arrived at EDR: 12/10/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 42

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA Facility Listing
Cupa facility list.

Date of Government Version: 11/20/2014
Date Data Arrived at EDR: 11/24/2014
Date Made Active in Reports: 01/07/2015
Number of Days to Update: 44

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 01/29/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 10/22/2015
Date Data Arrived at EDR: 10/23/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 24

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 12/28/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 06/08/2015
Date Data Arrived at EDR: 09/22/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 22

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Varies

CONTRA COSTA COUNTY:

Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 12/01/2015
Date Data Arrived at EDR: 12/04/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 48

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA Facility List
Cupa Facility list

Date of Government Version: 11/16/2015
Date Data Arrived at EDR: 11/17/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 24

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/30/2015
Date Data Arrived at EDR: 12/03/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 49

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/15/2015
Date Data Arrived at EDR: 10/15/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 32

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 01/04/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Semi-Annually

HUMBOLDT COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 12/02/2015
Date Data Arrived at EDR: 12/04/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 48

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/12/2015
Next Scheduled EDR Contact: 12/07/2015
Data Release Frequency: Varies

IMPERIAL COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 10/30/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 34

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

INYO COUNTY:

CUPA Facility List
Cupa facility list.

Date of Government Version: 09/10/2013
Date Data Arrived at EDR: 09/11/2013
Date Made Active in Reports: 10/14/2013
Number of Days to Update: 33

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 05/19/2015
Date Data Arrived at EDR: 06/18/2015
Date Made Active in Reports: 07/22/2015
Number of Days to Update: 34

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/19/2015
Date Data Arrived at EDR: 11/23/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 18

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

LAKE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 08/11/2015
Date Data Arrived at EDR: 08/14/2015
Date Made Active in Reports: 09/03/2015
Number of Days to Update: 20

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 01/19/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Varies

LOS ANGELES COUNTY:

San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 11/24/2014
Date Data Arrived at EDR: 01/30/2015
Date Made Active in Reports: 03/04/2015
Number of Days to Update: 33
Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 01/08/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/19/2015
Date Data Arrived at EDR: 10/20/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 30
Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 01/20/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2015
Date Data Arrived at EDR: 07/27/2015
Date Made Active in Reports: 08/10/2015
Number of Days to Update: 14
Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 01/19/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/15/2015
Date Data Arrived at EDR: 01/29/2015
Date Made Active in Reports: 03/10/2015
Number of Days to Update: 40
Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 01/19/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 03/30/2015
Date Data Arrived at EDR: 04/02/2015
Date Made Active in Reports: 04/13/2015
Number of Days to Update: 11
Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 02/16/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Semi-Annually

City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 11/04/2015
Date Data Arrived at EDR: 11/13/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 34
Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Annually

City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/12/2016
Date Data Arrived at EDR: 01/15/2016
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 24
Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 01/11/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 09/15/2015
Date Data Arrived at EDR: 09/17/2015
Date Made Active in Reports: 10/14/2015
Number of Days to Update: 27

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 10/05/2015
Date Data Arrived at EDR: 10/08/2015
Date Made Active in Reports: 10/15/2015
Number of Days to Update: 7

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 01/19/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA Facility List

CUPA facility list.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/18/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 34

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

MONO COUNTY:

CUPA Facility List

CUPA Facility List

Date of Government Version: 11/24/2015
Date Data Arrived at EDR: 12/01/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 51

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 12/10/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/12/2016
Number of Days to Update: 60

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

NAPA COUNTY:

Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 12/05/2011
Date Data Arrived at EDR: 12/06/2011
Date Made Active in Reports: 02/07/2012
Number of Days to Update: 63
Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: No Update Planned

Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 01/15/2008
Date Data Arrived at EDR: 01/16/2008
Date Made Active in Reports: 02/08/2008
Number of Days to Update: 23
Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA Facility List
CUPA facility list.

Date of Government Version: 11/16/2015
Date Data Arrived at EDR: 11/17/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 24
Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Varies

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 11/01/2015
Date Data Arrived at EDR: 11/17/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 65
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/09/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 08/03/2015
Date Data Arrived at EDR: 08/10/2015
Date Made Active in Reports: 09/11/2015
Number of Days to Update: 32
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/09/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/01/2015
Date Data Arrived at EDR: 11/11/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 36
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 02/10/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 12/11/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 41
Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Semi-Annually

RIVERSIDE COUNTY:

Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/26/2015
Date Data Arrived at EDR: 10/28/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 22
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/26/2015
Date Data Arrived at EDR: 10/28/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 22
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 11/02/2015
Date Data Arrived at EDR: 01/05/2016
Date Made Active in Reports: 02/12/2016
Number of Days to Update: 38
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/02/2015
Date Data Arrived at EDR: 01/05/2016
Date Made Active in Reports: 02/12/2016
Number of Days to Update: 38
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 01/05/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Quarterly

SAN BERNARDINO COUNTY:

Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/18/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 52

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 09/23/2013
Date Data Arrived at EDR: 09/24/2013
Date Made Active in Reports: 10/17/2013
Number of Days to Update: 23

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Quarterly

Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015
Date Data Arrived at EDR: 11/07/2015
Date Made Active in Reports: 01/04/2016
Number of Days to Update: 58

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/29/2010
Date Data Arrived at EDR: 03/10/2011
Date Made Active in Reports: 03/15/2011
Number of Days to Update: 5

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 12/18/2015
Date Data Arrived at EDR: 12/22/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 48
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 04/04/2016
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA Facility List
Cupa Facility List.

Date of Government Version: 12/07/2015
Date Data Arrived at EDR: 12/10/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 42
Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

SAN MATEO COUNTY:

Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 10/14/2015
Date Data Arrived at EDR: 10/15/2015
Date Made Active in Reports: 11/16/2015
Number of Days to Update: 32
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/14/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/14/2015
Date Data Arrived at EDR: 12/17/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 53
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28
Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

SANTA CLARA COUNTY:

Cupa Facility List
Cupa facility list

Date of Government Version: 11/18/2015
Date Data Arrived at EDR: 11/24/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 17

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/23/2015
Next Scheduled EDR Contact: 03/14/2016
Data Release Frequency: Annually

Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/17/2015
Date Data Arrived at EDR: 11/23/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 59

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 02/08/2016
Next Scheduled EDR Contact: 05/23/2016
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA Facility List

CUPA facility listing.

Date of Government Version: 11/18/2015
Date Data Arrived at EDR: 11/23/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 18

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA Facility List

Cupa Facility List.

Date of Government Version: 12/09/2015
Date Data Arrived at EDR: 12/10/2015
Date Made Active in Reports: 01/21/2016
Number of Days to Update: 42

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/18/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Varies

SOLANO COUNTY:

Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 10/30/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/10/2015
Next Scheduled EDR Contact: 12/28/2015
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 10/30/2015
Date Data Arrived at EDR: 12/14/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 56

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 12/10/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

SONOMA COUNTY:

Cupa Facility List
Cupa Facility list

Date of Government Version: 09/28/2015
Date Data Arrived at EDR: 09/30/2015
Date Made Active in Reports: 11/05/2015
Number of Days to Update: 36

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 01/11/2016
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Varies

Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/05/2016
Date Data Arrived at EDR: 01/07/2016
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 32

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 12/23/2015
Next Scheduled EDR Contact: 04/11/2016
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 12/07/2015
Date Data Arrived at EDR: 12/08/2015
Date Made Active in Reports: 12/17/2015
Number of Days to Update: 9

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 12/04/2015
Next Scheduled EDR Contact: 03/21/2016
Data Release Frequency: Semi-Annually

TUOLUMNE COUNTY:

CUPA Facility List
Cupa facility list

Date of Government Version: 10/29/2015
Date Data Arrived at EDR: 10/30/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 42

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Varies

VENTURA COUNTY:

Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 08/17/2015
Date Made Active in Reports: 09/03/2015
Number of Days to Update: 17

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/30/2015
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Annually

Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 02/14/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: Quarterly

Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/28/2015
Date Data Arrived at EDR: 10/28/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 22

Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 01/25/2016
Next Scheduled EDR Contact: 05/09/2016
Data Release Frequency: Quarterly

Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/30/2015
Date Data Arrived at EDR: 12/17/2015
Date Made Active in Reports: 02/08/2016
Number of Days to Update: 53

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/17/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 10/19/2015
Date Data Arrived at EDR: 10/27/2015
Date Made Active in Reports: 11/19/2015
Number of Days to Update: 23

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 04/18/2016
Data Release Frequency: Annually

YUBA COUNTY:

CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 11/13/2015
Date Data Arrived at EDR: 11/17/2015
Date Made Active in Reports: 12/11/2015
Number of Days to Update: 24

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 02/01/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 07/30/2013
Date Data Arrived at EDR: 08/19/2013
Date Made Active in Reports: 10/03/2013
Number of Days to Update: 45

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 02/18/2016
Next Scheduled EDR Contact: 05/30/2016
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 07/17/2015
Date Made Active in Reports: 08/12/2015
Number of Days to Update: 26

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 01/15/2016
Next Scheduled EDR Contact: 04/25/2016
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 11/02/2015
Date Data Arrived at EDR: 11/08/2015
Date Made Active in Reports: 12/09/2015
Number of Days to Update: 31

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 02/03/2016
Next Scheduled EDR Contact: 05/16/2016
Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/24/2015
Date Made Active in Reports: 08/18/2015
Number of Days to Update: 25

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 01/19/2016
Next Scheduled EDR Contact: 05/02/2016
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2013
Date Data Arrived at EDR: 06/19/2015
Date Made Active in Reports: 07/15/2015
Number of Days to Update: 26

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/19/2015
Next Scheduled EDR Contact: 03/07/2016
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 03/19/2015
Date Made Active in Reports: 04/07/2015
Number of Days to Update: 19

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/09/2015
Next Scheduled EDR Contact: 03/28/2016
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

VALUE PRODUCE
640 SOUTH SANTA FE AVENUE
LOS ANGELES, CA 90021

TARGET PROPERTY COORDINATES

Latitude (North):	34.036872 - 34° 2' 12.74''
Longitude (West):	118.229783 - 118° 13' 47.22''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	386475.5
UTM Y (Meters):	3766731.8
Elevation:	248 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5630795 LOS ANGELES, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

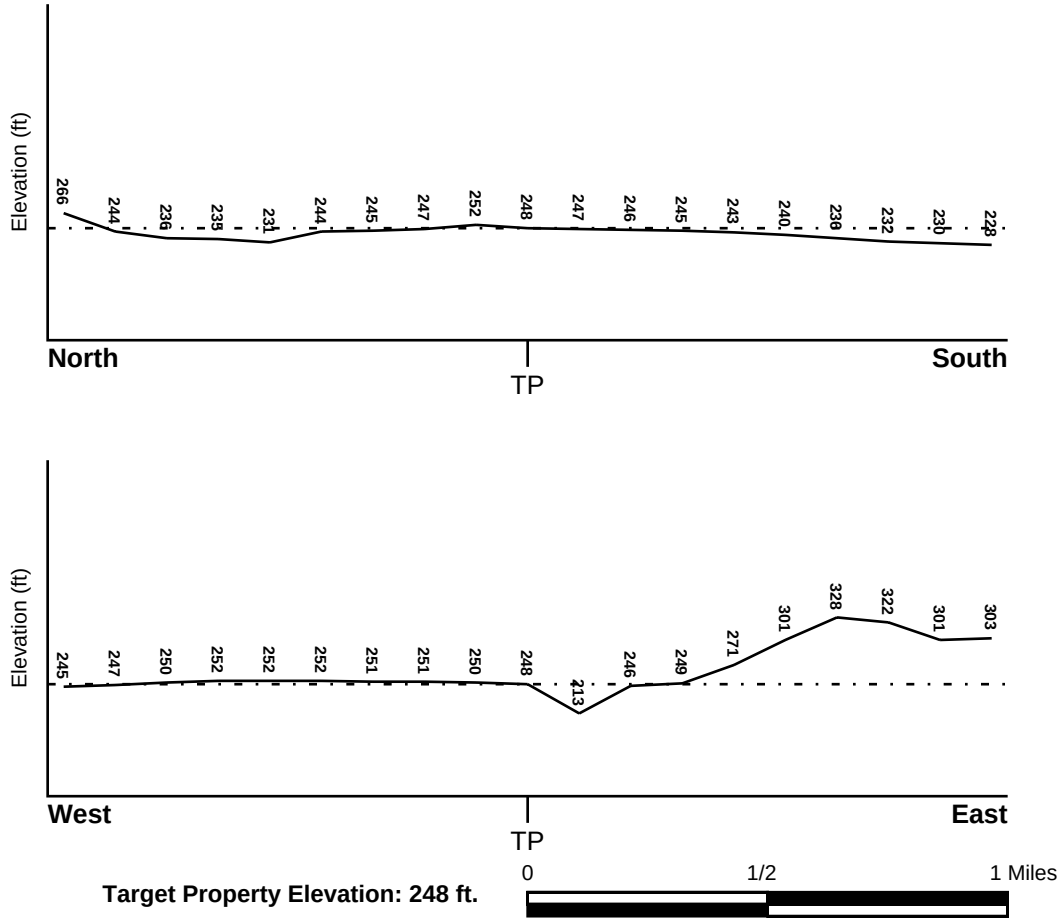
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General East

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Target Property Elevation: 248 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property: 06037C - FEMA DFIRM Flood data

Additional Panels in search area: Not Reported

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
LOS ANGELES	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
1	1/2 - 1 Mile ENE	SW
2	1/2 - 1 Mile South	Not Reported

For additional site information, refer to Physical Setting Source Map Findings.

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Surficial Soil Types:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Shallow Soil Types:
fine sandy loam
gravelly - loam
sandy clay
sandy clay loam
clay
silty clay
sand

Deeper Soil Types:
gravelly - sandy loam
sandy loam
very gravelly - sandy loam
stratified
very fine sandy loam
weathered bedrock
sand
gravelly - fine sandy loam
silty clay loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

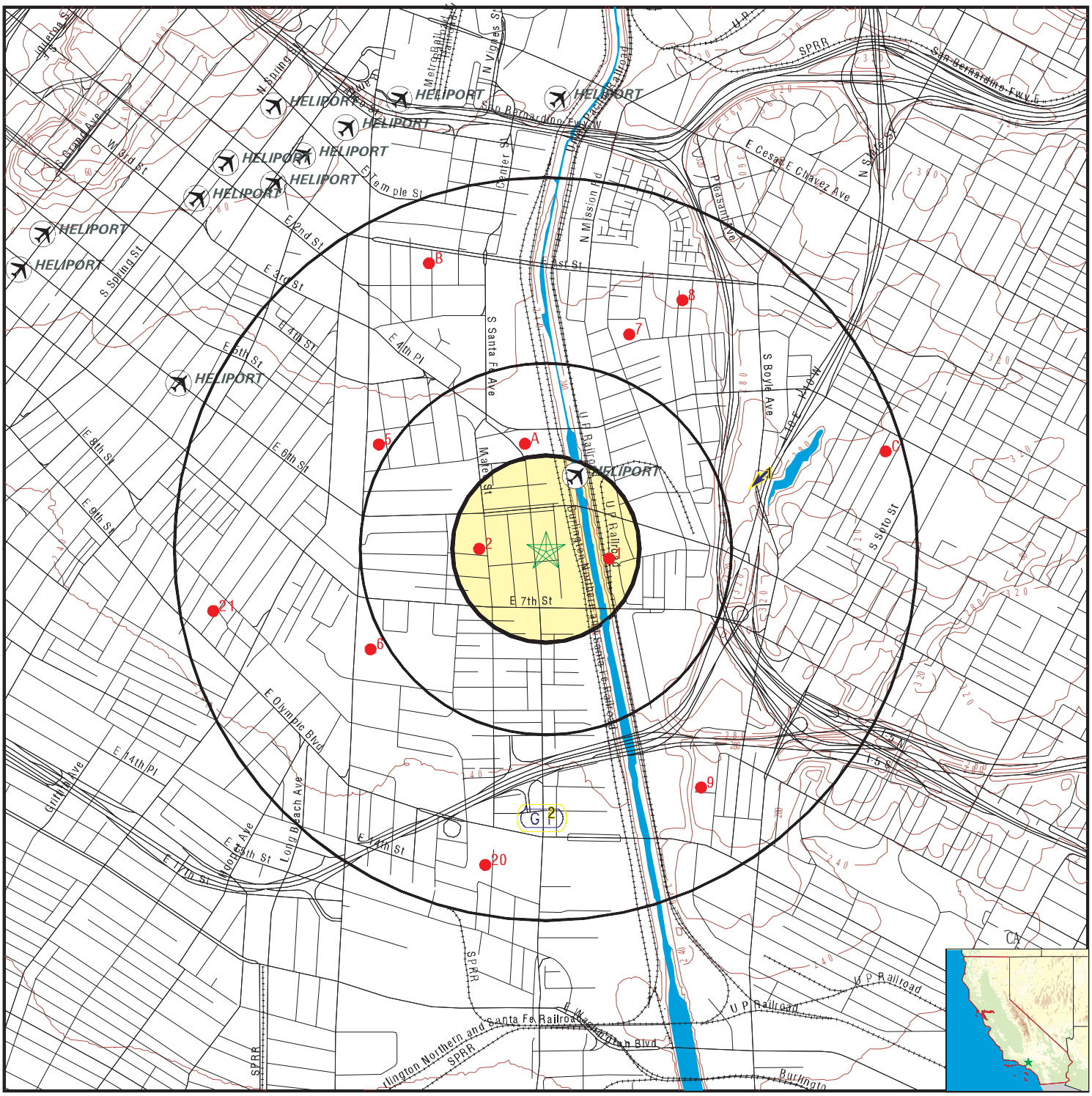
MAP ID	WELL ID	LOCATION FROM TP
1	CAOG11000204489	1/8 - 1/4 Mile East
2	CAOG11000214140	1/8 - 1/4 Mile West
A3	CAOG11000193109	1/4 - 1/2 Mile North
A4	CAOG11000193155	1/4 - 1/2 Mile NNW
5	CAOG11000204490	1/2 - 1 Mile WNW
6	CAOG11000205061	1/2 - 1 Mile WSW
7	CAOG11000205253	1/2 - 1 Mile NNE
8	CAOG11000200864	1/2 - 1 Mile NNE
9	CAOG11000204706	1/2 - 1 Mile SSE
B10	CAOG11000193058	1/2 - 1 Mile NNW
B11	CAOG11000193245	1/2 - 1 Mile NNW
B12	CAOG11000193171	1/2 - 1 Mile NNW
B13	CAOG11000214107	1/2 - 1 Mile NNW
B14	CAOG11000301686	1/2 - 1 Mile NNW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
B15	CAOG11000193164	1/2 - 1 Mile NNW
B16	CAOG11000301685	1/2 - 1 Mile NNW
B17	CAOG11000193154	1/2 - 1 Mile NNW
B18	CAOG11000301684	1/2 - 1 Mile NNW
B19	CAOG11000193156	1/2 - 1 Mile NNW
20	CAOG11000215412	1/2 - 1 Mile South
21	CAOG11000205250	1/2 - 1 Mile West
C22	CAOG11000201099	1/2 - 1 Mile ENE
C23	CAOG11000201101	1/2 - 1 Mile ENE
C24	CAOG11000201102	1/2 - 1 Mile ENE

PHYSICAL SETTING SOURCE MAP - 4543185.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Value Produce	CLIENT:	Ninyo & Moore
ADDRESS:	640 South Santa Fe Avenue Los Angeles CA 90021	CONTACT:	Patrick Cullip
LAT/LONG:	34.036872 / 118.229783	INQUIRY #:	4543185.2s
		DATE:	February 19, 2016 1:45 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 **ENE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330161 SW 25 25 Not Reported 09/19/1996	**AQUIFLOW**	**38082**
2 **South** **1/2 - 1 Mile** **Lower**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900570061 Not Reported 8.37 12 Not Reported 08/07/1996	**AQUIFLOW**	**55190**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

1
East **OIL_GAS** **CAOG11000204489**
1/8 - 1/4 Mile

District nun:	1	Api number:	03705160
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	L.A. River Community	Wellnumber:	1-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000204489		

2
West **OIL_GAS** **CAOG11000214140**
1/8 - 1/4 Mile

District nun:	1	Api number:	03720600
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Phillips Petroleum Company		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Signal-Standard-Exley	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000214140		

A3
North **OIL_GAS** **CAOG11000193109**
1/4 - 1/2 Mile

District nun:	1	Api number:	03720432
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chalmers-Santa Fe LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	258.076
Locationde:	Not Reported		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	SFRR Unit	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193109		

A4
NNW **OIL_GAS** **CAOG11000193155**
1/4 - 1/2 Mile

District nun:	1	Api number:	03720645
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Chalmers-Santa Fe LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	252.388
Locationde:	Not Reported		
Gissourcec:	gps		
Comments:	80409099.ssf		
Leasename:	SFRR Unit	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193155		

5
WNW **OIL_GAS** **CAOG11000204490**
1/2 - 1 Mile

District nun:	1	Api number:	03705161
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		

Comments:	Not Reported		
Leasename:	L.A. River Fee	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	PDH
Site id:	CAOG11000204490		

6
WSW **OIL_GAS** **CAOG11000205061**
1/2 - 1 Mile

District nun:	1	Api number:	03705996
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Southern Pacific 57	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205061		

7
NNE **OIL_GAS** **CAOG11000205253**
1/2 - 1 Mile

District nun:	1	Api number:	03706327
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Industrial Royalties Co.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Core Hole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205253		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

8
NNE **OIL_GAS** **CAOG11000200864**
1/2 - 1 Mile

District nun:	1	Api number:	03700508
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	34
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Dept. Of Recreation/Parks Core	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000200864		

9
SSE **OIL_GAS** **CAOG11000204706**
1/2 - 1 Mile

District nun:	1	Api number:	03705484
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	D. Herbert Hostetter		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	3
Township:	02S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Not Reported	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000204706		

B10
NNW **OIL_GAS** **CAOG11000193058**
1/2 - 1 Mile

District nun:	1	Api number:	03720207
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	276’ DF
Locationde:	DF=9’		
Gissourcec:	opr		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	1-C
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193058		

B11
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000193245**

District nun:	1	Api number:	03721078
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	277’ DF
Locationde:	DF = 11’		
Gissourcec:	opr		
Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	7
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193245		

B12
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000193171**

District nun:	1	Api number:	03720787
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	277’ DF
Locationde:	DF = 10’		
Gissourcec:	opr		

Comments:	80409099.ssf		
Leasename:	Garey	Wellnumber:	6
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193171		

B13
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000214107**

District nun:	1	Api number:	03720537
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	St. James Oil Corp.		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	2
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000214107		

B14
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000301686**

District nun:	1	Api number:	03730256
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	C
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	254.24
Locationde:	Not Reported		
Gissourcec:	opr		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	10
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000301686		

Map ID
Direction
Distance

Database EDR ID Number

B15
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000193164**

District nun:	1	Api number:	03720722
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	277' DF
Locationde:	DF=10'		
Gissourcec:	opr		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193164		

B16
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000301685**

District nun:	1	Api number:	03730255
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	254.39
Locationde:	Not Reported		
Gissourcec:	opr		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	9
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000301685		

B17
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000193154**

District nun:	1	Api number:	03720640
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	277’ DF
Locationde:	DF = 10’		
Gissourcec:	opr		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	3
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193154		

B18
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000301684**

District nun:	1	Api number:	03730254
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	254.20
Locationde:	Not Reported		
Gissourcec:	opr		
Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	8
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	POG
Site id:	CAOG11000301684		

B19
NNW
1/2 - 1 Mile

OIL_GAS **CAOG11000193156**

District nun:	1	Api number:	03720646
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Megatoys Property, LLC		
County name:	Los Angeles	Fieldname:	Union Station (ABD)
Area name:	Any Area	Section:	27
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	277’ DF
Locationde:	DF = 10’		
Gissourcec:	opr		

Comments:	Not Reported		
Leasename:	Garey	Wellnumber:	4-A
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000193156		

20
South
1/2 - 1 Mile

OIL_GAS **CAOG11000215412**

District nun:	1	Api number:	03725218
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Dynamic Builders Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	3
Township:	02S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Unknown	Wellnumber:	4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000215412		

21
West
1/2 - 1 Mile

OIL_GAS **CAOG11000205250**

District nun:	1	Api number:	03706324
Blm well:	N	Redrill can:	Not Reported
Dryhole:	Y	Well status:	P
Operator name:	Chevron U.S.A. Inc.		
County name:	Los Angeles	Fieldname:	Any Field
Area name:	Any Area	Section:	33
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Kohler Corehole	Wellnumber:	1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Unknown	Gissymbol:	PDH
Site id:	CAOG11000205250		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

C22
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000201099**

District nun:	1	Api number:	03701125
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	35
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Industrial Community	Wellnumber:	1-1
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000201099		

C23
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000201101**

District nun:	1	Api number:	03701152
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	35
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Industrial Community	Wellnumber:	1-4
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000201101		

C24
ENE
1/2 - 1 Mile

OIL_GAS **CAOG11000201102**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

District nun:	1	Api number:	03701153
Blm well:	N	Redrill can:	Not Reported
Dryhole:	N	Well status:	P
Operator name:	Atlantic Richfield Company		
County name:	Los Angeles	Fieldname:	Boyle Heights (ABD)
Area name:	Any Area	Section:	36
Township:	01S	Range:	13W
Base meridian:	SB	Elevation:	Not Reported
Locationde:	Not Reported		
Gissourcec:	hud		
Comments:	Not Reported		
Leasename:	Industrial Community	Wellnumber:	1A-5
Epawell:	N	Hydraulica:	N
Confidenti:	N	Spuddate:	Not Reported
Welldeptha:	0		
Redrillfoo:	0		
Abandonedd:	Not Reported	Completion:	Not Reported
Directiona:	Directionally drilled	Gissymbol:	POG
Site id:	CAOG11000201102		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
90021	2	0

Federal EPA Radon Zone for LOS ANGELES County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for LOS ANGELES COUNTY, CA

Number of sites tested: 63

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 2003 & 2011 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish & Game
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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DRAFT

APPENDIX F

REGULATORY AGENCY DOCUMENTATION

From:	Patrick J. Cullip
To:	Denisse Hernandez
Subject:	FW: Records Request/Tracking No 2016022207
Date:	Tuesday, March 01, 2016 4:46:41 PM
Attachments:	image001.png image002.png image003.png

From: Gallardo, Laura@Waterboards [mailto:Laura.Gallardo@waterboards.ca.gov] **On Behalf Of** WB-RB4-PublicRecords
Sent: Tuesday, March 01, 2016 4:32 PM
To: Patrick J. Cullip
Cc: Gallardo, Laura@Waterboards
Subject: RE: Records Request/Tracking No 2016022207

The Regional Board has reviewed its files and has concluded that it does not have any records that are responsive to your request.

From: Patrick J. Cullip [mailto:pcullip@ninyoandmoore.com]
Sent: Friday, February 19, 2016 2:11 PM
To: WB-RB4-PublicRecords
Subject: Records Request

I would like to review files that your agency may have regarding the address:

- **640 South Santa Fe Avenue, Los Angeles, CA 90021**

Please contact me to set up an appointment to review any available files.

Sincerely,

Patrick Cullip
Project Engineer
Ninyo & Moore
Geotechnical & Environmental Sciences Consultants
475 Goddard, Suite 200 | Irvine, CA 92618
(949) 753-7070 (**x12286**) | (949) 307-4114 (Cell)
www.ninyoandmoore.com

30 Years of Quality Service



Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

February 22, 2016

Mr. Patrick Cullip
Ninyo & Moore
475 Goddard, Suite 200
Irvine, California 92618

640 South Santa Fe Avenue, Los Angeles, California 90021
PR4-021916-06

Dear Mr. Cullip:

We have received your Public Records Act Request for records from the Department of Toxic Substances Control.

After a thorough review of our files we have found that no such records exist at this office pertaining to the site/facility reference above.

We would like to inform you about EnviroStor, a database that provides information and Documents on over 5,000 DTSC cleanup sites. EnviroStor can be accessed at: **http://www.envirostor.dtsc.ca.gov/public**. Also, a computer is available in the Central Files of each DTSC Regional Office for use by community members to view EnviroStor.

If you have any questions or would like further information regarding your request, please contact our Regional Records Coordinator at: (714) 484-5336.

Sincerely,

Jone Barrio
Regional Records Coordinator
Cypress Administrative Services

brm

Department of Toxic Substances Control

Matthew Rodriquez
Secretary for
Environmental Protection

Barbara A. Lee, Director
9211 Oakdale Avenue
Chatsworth, California 91311

Edmund G. Brown Jr.
Governor

February 23, 2016

Patrick Cullip
Project Engineer
Ninyo & Moore
475 Goddard, Suite 200
Irvine, CA 92618

640 South Santa Fe Ave., Los Angeles, CA 90021

PR3-022216-02

Dear Mr. Cullip:

We have received your Public Records Act Request for records from the Department of Toxic Substances Control.

After a thorough review of our files we have found that no such records exist at this office pertaining to the site/facility referenced above.

We would also like to inform you about Envirostor, a database that provides information and documents on over 5,000 DTSC cleanup sites. Envirostor can be accessed at: http://www.envirostor.dtsc.ca.gov/public. Also, a computer is available in the Central Files of each DTSC Regional Office for use by community members to view Envirostor.

If you have any questions or would like further information regarding your request, please contact me at (818) 717-6522.

Sincerely,

Glenn Castillo/rh
Regional Records Coordinator

Printed on Recycled Paper

LOS ANGELES FIRE DEPARTMENT
UNDERGROUND TANKS REQUEST FOR FIRE PREVENTION RECORDS

ADDRESS: 200 NORTH MAIN ST., 17TH FLR.RM.1700

NEW OFFICE# - 213-978-3700 NEW EMAIL lafd.usttestnotify@lacity.org

PLEASE GIVE US 7 TO 10 BUSINESS DAYS TO HONOR YOUR REQUEST.

ONE ADDRESS ONLY - PER SHEET

↓ COMPLETE THIS BOX. ONE FOR EACH PROPERTY CONCERNED ↓

PHONE NO: (949) 753-7070 EMAIL: pcullip@ninyoandmoore.com

NAME OF REQUESTER (PLEASE PRINT): Patrick Cullip

REPRESENTING (COMPANY NAME): Ninyo & Moore

SIGNATURE: _____ DATE: 2/19/2016

DRIVER LIC NO: _____ EXP: _____

ADDRESS FOR WHICH RECORDS ARE REQUESTED: 640 South Santa Fe Avenue, Los Angeles, CA 90021

REASON FOR REQUEST: Phase I Environmental Site Assessment

NO COPY SERVICES ALLOWED

FOR OFFICE USE ONLY:

☐ REVIEW ONLY (NO COPIES)

☐ REQUEST COPIES

NUMBER OF PAGES: _____

X .10 ¢

= _____

+ $11.00

TOTAL FEE AMOUNT: _____

BILLING & ACCOUNTS RECEIVABLE
16TH FL, Rm. 1620, 200 N. MAIN (REV CODE #3887)

NO FILE FOUND

City of LOS ANGELES
CALIFORNIA

LOS ANGELES FIRE DEPARTMENT
200 NORTH MAIN STREET
LOS ANGELES, CA 90012
(213) 978-3680

Business No.: FA0039045
Business Name: VALUE PRODUCE/ VALUE COLD ST
Business Mailing Address: PO BOX 861389
LOS ANGELES, CA 90086
Storage Address: 640 S SANTA FE AVE

Date:
Last Inspection Date:
Permit Date: 07/01/2015
RFI Request No:
RFI Requestor Name:

Chemical & Ingredients	Haz. Mat. Type	Max. Qnt on hand:	Yearly Qnt	Product Storage Type	Physical State
CLEANING SOAP	b	55			
- -		0	0		
FREON	a	270			c
- -		0	0		
UREA	a	330			
- -		0	0		

Los Angeles Fire Department - Official Inspection Report

HAZARDOUS MATERIALS BUSINESS PLAN (HMBP)

200 N. Main Street
Los Angeles, CA 90012
(213) 978-3680
www.lafd.org

INSPECTOR NAME:	DISTRICT:	FIRE STATION:	APN:	NOTICE#:	INSPECTION DATE:
Inspector HAMILTON					8/19/15

CERS ID:

FACILITY ID:

NVO = No Violation OUT = Out of Compliance UD = Undetermined NA = Not Applicable COS = Corrected Onsite RPT = VDG =

Permit

1 Regulated facility obtained an annually renewable Unified Program Facility Permit

☐NVO ☒OUT ☐ UD ☐ NA ☐ COS ☐ RPT

COMPLY BY: 8/26/15

Violation Description:
No person shall operate or maintain a new or existing Unified Program Facility without having obtained an annually renewable Unified Program Facility Permit with the appropriate authorization for each applicable unified program element pursuant to this chapter, or other authorized permit. LAMC 57.120.3

2 Unified Program Facility Permit posted in a conspicuous place on the premises

☐NVO ☒OUT ☐ UD ☐ NA ☐ COS ☐ RPT

COMPLY BY: 8/26/15

Violation Description:
Each permit issued pursuant to the provisions of this section shall be posted in a conspicuous place on the premises for which the same is issued. LAMC 57.120.5.3

HMBP

HMBP Established & Submitted

3 Established and adequately implemented a business plan

☐NVO ☒OUT ☐ UD ☐ NA ☐ COS ☐ RPT

CLASS II
COMPLY BY: 9/19/15

Violation Description:
Failed to adequately establish and implement a Hazardous Materials Business Plan (HMBP) when storing and/or handling a hazardous material in reportable quantities. 19 CCR 4 2729.1, 2731, 2732; HSC 6.95 25507 HSC 6.95 25507

4 Adequate completion and electronic submission of a business plan

☐NVO ☒OUT ☐ UD ☐ NA ☐ COS ☐ RPT

CLASS II
COMPLY BY: 9/19/15

Violation Description:
Failed to complete and/or electronically submit a complete Hazardous Materials Business Plan (HMBP) when storing and/or handling hazardous materials or a mixture containing a hazardous material at or above the threshold quantities:
(1) equal to or greater than 500 pounds for a solid, 55 gallons for a liquid, or 200 cubic feet for a compressed gas, or
(2) equal to or greater than the applicable federal threshold planning quantity (TPQ) for an extremely hazardous substance (EHS) listed in Appendix A, Part 355, Title 40, of the Code of Federal Regulations.
(3) radioactive materials that are handled in quantities for which an emergency plan is required to be adopted pursuant to Part 30 (commencing with Section 30.1), Part 40 (commencing with Section 40.1), or Part 70 (commencing with Section 70.1), of Chapter 10 of Title 10 of the Code of Federal Regulations (54 Federal Register 14051), or pursuant to any regulations adopted by the state in accordance with those regulations. HSC 6.95 25505, 25508(a)(1), 25508(d)

Facility Information

6 Adequate completion and electronic submission of Owner/Operator and Business Activities Forms

☐NVO ☒OUT ☐ UD ☐ NA ☐ COS ☐ RPT

COMPLY BY: 9/19/15

Violation Description:
Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page. HSC 25508(a)(1), 19 CCR 4 2729.2(a)(1)

BUSINESS:	FACILITY ID:	NOTICE#:	INSPECTION DATE:
Value produce			8/19/15

NVO = No Violation OUT = Out of Compliance UD = Undetermined NA = Not Applicable COS = Corrected Onsite RPT = VDG =

HMBP

Chemical Inventory

7 Adequate completion and electronic submission of hazardous materials inventory information

☐NVO ☒OUT ☐UD ☐NA ☐COS ☐RPT

COMPLY BY: 9/19/15

Violation Description:
Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site. HSC 6.95 25506, 25505(a)(1), 25508(a)(1)

Site Map

8 Adequate completion and electronic submission of annotated Site Map with all required content

☐NVO ☒OUT ☐UD ☐NA ☐COS ☐RPT

COMPLY BY: 9/19/15

Violation Description:
Failure to complete and electronically submit an annotated site map with all required content (north orientation, loading areas, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shutoffs, evacuation staging areas, hazardous material handling and storage areas, and emergency response equipment). Updates to existing maps to meet these requirements shall be completed by January 1, 2015. HSC 25505(a)(2), 25508(a)(1)

Emergency Response Plan

9 Adequate completion and electronic submission of Emergency Response Plan and procedures

☐NVO ☒OUT ☐UD ☐NA ☐COS ☐RPT

CLASS II
COMPLY BY: 9/19/15

Violation Description:
Failure to establish and electronically submit an adequate Emergency Response Plan and procedures in the event of a reportable release or threatened release of a hazardous material, including, but not limited to, all of the following:
(A) Immediate notification to the appropriate local emergency rescue personnel and to the unified program agency.
(B) Procedures for the mitigation of a release or threatened release to minimize any potential harm or damage to persons, property, or the environment.
(C) Evacuation plans and procedures, including immediate notice, for the business site. HSC 6.95 25505(a)(3), 25508(a)(1)

10 Actual or threatened release reported to the CUPA and the California OES Warning Center

☐NVO ☒OUT ☐UD ☐NA ☐COS ☐RPT

CLASS I
COMPLY BY: 9/19/15

Violation Description:
Failure of business to provide an immediate, verbal report of a release or threatened release of a hazardous material to the CUPA and the California Office of Emergency Services (OES) Warning Center. HSC 6.95 25510(a)

Training

11 Training program submitted and adequate for the size of the business and materials handled

☐NVO ☒OUT ☐UD ☐NA ☐COS ☐RPT

COMPLY BY: 9/19/15

Violation Description:
Failure to include and electronically submit an adequate training program in the Hazardous Materials Business Plan (HMBP), which is reasonable and appropriate for the size of the business and the nature of the hazardous material handled. HSC 6.95 25505(a)(4), 25508(a)(1)

Los Angeles Fire Department - Official Inspection Report
HAZARDOUS MATERIALS BUSINESS PLAN (HMBP)
200 N. Main Street
Los Angeles, CA 90012
(213) 978-3680
www.lafd.org

BUSINESS: Value Produce | **FACILITY ID:** | **NOTICE#:** | **INSPECTION DATE:** 9/19/15

NVO = No Violation OUT = Out of Compliance UD = Undetermined NA = Not Applicable COS = Corrected Onsite RPT = VDG =

HMBP

12 Initial and annual employee training completed, documented and records made available for 3 years

☐NVO ☑OUT ☐UD ☐NA ☐COS ☐RPT — COMPLY BY: 9/19/15

Violation Description:
Failure to (1) provide initial training and annual training, including refresher courses, to all employees in safety procedures in the event of a release or threatened release of a hazardous material, including, but not limited to, the Emergency Response Plan, and (2) document electronically or by hard copy and make available for a minimum of three years. HSC 6.95 25505(a)(4)

Annual Certification - Updates

13 Annually reviewed and electronically certified that HMBP is complete, accurate and up-to-date

☐NVO ☑OUT ☐UD ☐NA ☐COS ☐RPT — COMPLY BY: 9/19/15

Violation Description:
Failure to annually review and electronically certify that the Hazardous Materials Business Plan (HMBP) is complete, accurate, and up-to-date. HSC 6.95 25508(c), 25508.2

14 HMBP updated within 30 days: chemical inventory, change of address, ownership, or business name

☐NVO ☑OUT ☐UD ☐NA ☐COS ☐RPT — COMPLY BY: 9/19/15

Violation Description:
Failure to electronically update the Hazardous Materials Business Plan (HMBP) information within 30 days of:
(a) A 100 percent or more increase in the quantity of a previously disclosed material.
(b) Any handling of a previously undisclosed hazardous material
(c) Change of business address.
(d) Change of business ownership.
(e) Change of business name. HSC 6.95 25508.1(a)-(e)

15 Business plan electronically updated within 30 days of substantial changes in operations

☐NVO ☑OUT ☐UD ☐NA ☐COS ☐RPT — COMPLY BY: 9/19/15

Violation Description:
Failure to electronically update the Hazardous Materials Business Plan (HMBP) information within 30 days of a substantial change in the handler's operations that requires modification to any portion of the HMBP. HSC 6.95 25508.1(f)

Property Owner Notification

16 Notified property owner in writing that bsuiness is subject to HMBP program and has complied

☐NVO ☑OUT ☐UD ☐NA ☐COS ☐RPT — COMPLY BY: 9/19/15

Violation Description:
Failure to notify property owner in writing that the business is subject to the business plan program and has complied with its provisions. HSC 6.95 25505.1

17 Facility on leased site notified property owner of HMBP and if requested provided copy within 5 days

☐NVO ☑OUT ☐UD ☐NA ☐COS ☐RPT — COMPLY BY: 9/19/15

Violation Description:
Failure to notify the property owner or provide a copy of the Hazardous Materials Business Plan (HMBP) to the owner or the owners agent within five working days after receiving a request for a copy from the owner or the owners agent. HSC 6.95 25505.1

As Applicable

BUSINESS:	FACILITY ID:	NOTICE#:	INSPECTION DATE:
Valve produce			8/19/15

NVO = No Violation OUT = Out of Compliance UD = Undetermined NA = Not Applicable COS = Corrected Onsite RPT = VDG =

****As Applicable****

Agricultural Handlers

18 Agricultural handler exemption requirements are met when not submitting an emergency response plan

☐NVO ☐ OUT ☐ UD ☒ NA ☐ COS ☐ RPT

CLASS II
COMPLY BY: 9/19/15

Violation Description:

Failure to meet one or more of the
following ro comply with the agricultural handler exemption of electronically submitting an emergency response plan and procedures:
(1) The agricultural handler annually submits the inventory of information required by Section 25505 to the statewide information management system.
(2) Each building in which hazardous materials subject to this article are stored is posted with signs, in accordance with regulations that the office shall adopt, that provide notice of the storage of any of the following:
(A) Pesticides.
(B) Petroleum fuels and oil.
(C) Types of fertilizers.
(3) The agricultural handler provides the training programs specified in paragraph (4) of subdivision (a) of Section 25505.
HSC 6.95 25508(a)(1). 25507.1, 19 CCR 2733, 2734

19 Agricultural handler exemption requirements are met when not submitting a training program

☐NVO ☐ OUT ☐ UD ☒ NA ☐ COS ☐ RPT

CLASS II
COMPLY BY: 9/19/15

Violation Description:

Failure to meet one or more of the
following to comply with the agricultural handler exemption of electronically submitting a training program in safety procedures:
(1) The agricultural handler annually submits the inventory of information required by Section 25505 to the statewide information management system.
(2) Each building in which hazardous materials subject to this article are stored is posted with signs, in accordance with regulations that the office shall adopt, that provide notice of the storage of any of the following:
(A) Pesticides.
(B) Petroleum fuels and oil.
(C) Types of fertilizers.
(3) The agricultural handler provides the training programs specified in paragraph (4) of subdivision (a) of Section 25505.
HSC 6.95 25508(a)(1). 25507.1, 19 CCR 2733, 2734

Los Angeles Fire Department - Official Inspection Report
HAZARDOUS MATERIALS BUSINESS PLAN (HMBP)
200 N. Main Street
Los Angeles, CA 90012
(213) 978-3680
www.lafd.org

BUSINESS:	FACILITY ID:	NOTICE#:	INSPECTION DATE:
Value produce			8/19/15

NVO = No Violation OUT = Out of Compliance UD = Undetermined NA = Not Applicable COS = Corrected Onsite RPT = VDG =

****As Applicable****

Remote Unstaffed Facility

20 Remote unstaffed facility exemption requirements are met when not submitting a business plan

☐NVO ☐OUT ☐UD ☒NA ☐COS ☐RPT

CLASS II
COMPLY BY: 9/19/15

Violation Description:

Failure to meet one or more of the
following to comply with the remote unstffed facility exemption of electronically submitting a business plan:
(1) The types and quantities of materials onsite are limited to one or more of the following:
(A) One thousand standard cubic feet of compressed inert gases (asphyxiation and pressure hazards only).
(B) Five hundred gallons of combustible liquid used as a fuel source.
(C) Two hundred gallons of corrosive liquids used as electrolytes in closed containers.
(D) Five hundred gallons of lubricating and hydraulic fluids.
(E) One thousand two hundred gallons of flammable gas used as a fuel source.
(F) Any quantity of mineral oil contained within electrical equipment, such as transformers, bushings, electrical switches, and voltage regulators, if the spill prevention control and countermeasure plan has been prepared for quantities that meet or exceed 1,320 gallons.
(2) The facility is secured and not accessible to the public.
(3) Warning signs are posted and maintained for hazardous materials pursuant to the California Fire Code.
(4) A one-time notification and inventory are provided to the unified program agency along with a processing fee in lieu of the existing fee. The fee shall not exceed the actual cost of processing the notification and inventory, including a verification inspection, if necessary.
(5) If the information contained in the initial notification or inventory changes and the time period of the change is longer than 30 days, the notification or inventory shall be resubmitted within 30 days to the unified program agency to reflect the change, along with a processing fee, in lieu of the existing fee, that does not exceed the actual cost of processing the amended notification or inventory, including a verification inspection, if necessary.
HSC 6.95 25505, 25506, 25507, 25508(a)(1)

Overall Inspection Comments

This report shall serve as a "NOTICE TO COMPLY" for Minor Violations, and a "NOTICE OF VIOLATION" for Major violations. Formal enforcement and/or penalty assessment may be initiated for any violations noted, and for those not corrected in a timely manner. You are, hereby, ordered by the Fire Chief to correct the above noted violations **WITHIN 30 DAYS, OR FORTHWITH IF INDICATED IN THE CORRECTION SUMMARIES PROVIDED.**

Signatures

Inspector Hamilton

Ricardo Ruiz

Los Angeles Fire Department - Official Inspection Report
HAZARDOUS MATERIALS BUSINESS PLAN (HMBP)
200 N. Main Street
Los Angeles, CA 90012
(213) 978-3680
www.lafd.org

BUSINESS:	FACILITY ID:	NOTICE#:	INSPECTION DATE:

Inspector Hamilton

Ricardo Ruiz

FIRE PREVENTION BUREAU TECHNICAL SECTION
200 NORTH MAIN STREET, RM 1780
LOS ANGELES, CA 90012

LOS ANGELES FIRE DEPARTMENT
Los Angeles Certified Unified Program Agency
(213) 978-3680

Los Angeles Fire Department
Data Entry Instruction Form (DEIF)

FOR INTERNAL USE ONLY

Date:
~~Default~~ Inspector: Hamilton
Facility ID;
Facility Name: Valley Produce
Site Address: 640 Santa Fe Ave

New Business: N
Fire Station/Census:
Insp District:

[ ] VERIFIED FACILITY PHONE NUMBER
PHONE NO:

Account Info
Account Outstanding Balance:
Number of Outstanding Invoices:

[ ] VERIFIED MAILING ADDRESS
MAILING ADDRESS:

ACTIVE PROGRAMS:

PE	PE DESCRIPTION	UNITS
MAIN_SITE		

[ ] VERIFIED OWNER INFO
OWNER NAME:
OWNER MAILING ADDRESS:
PHONE: (213) 833-7784

DATA ENTRY INSTRUCTION(S): Check Appropriate Boxes

- [ ] **Changes On BP 01**
- [ ] **UST Abandon Sheets**
- [ ] **Changes On Attached CUPA Form(s)**
- [ ] **Changes On BP 08**
- [ ] **UST Installation Sheets**
- [ ] **Enter Inventory on Attached CUPA Forms**

[ ] **Inactive Business** *Journal Entry should Be Included*

Reason:

[A] **Other Instruction:**

New business

w/3 Chemicals

Data Entry Name: _____ Date: _____

CITY OF LOS ANGELES
CALIFORNIA

LOS ANGELES FIRE DEPARTMENT
200 NORTH MAIN STREET
LOS ANGELES, CA 90012
(213) 978-3880

BUSINESS INFORMATION

Printed on:

INSTRUCTIONS: Please complete and sign this form; your signature indicates that the information, as supplied, is accurate.
Business Number: Value Produce This is your current business plan number. This number must appear on all business plan forms!
Business Name : ~~Valley~~

Business Site Address: 640 Santa Fe Avenue, LA, CA 90021

Mailing Address P.O. Box 861389, LA CA 90086

Other On-Site Addresses:

Briefly describe the nature of the hazardous materials operations:

cold food storage

CONTACT	WORK #	24 HOUR #	
Owner Name: ~~Jessie~~ Jesse martin	(213) 833-7784	[redacted]	-
On-Site Manager:		-	-
Emergency Contact: ~~BARBARA LUNGER~~ Ricardo Ruiz	(562) 489-8253	[redacted]	
2nd Emergency Contact:			

Signature of Legal Business Owner/Authorized Representative — IT manager **Title** — 8/19/15 **Date**

Business Plan has been reviewed and approved: _____

OFFICE USE ONLY Insp. ID: _____ Date: _____ D/E ID: _____ Date: _____ TS: _____

CITY OF LOS ANGELES
CALIFORNIA

LOS ANGELES FIRE DEPARTMENT
200 NORTH MAIN STREET
LOS ANGELES, CA 90012
(213) 978-3880

Business No :
First In :
District # :

Hazardous Materials System
BP-8: Computer Listing of Inventory
SubmittedInspection Responsibility: VIU

Printed on:

Business Name	:	**Business Address**	:
Business Owner	:		
On-Site Manager	:	**Phone #**	:
Emergency Contact	:	**Phone #**	:
Alt Emergency Contact	:	**Phone #**	:
Next Inspection Date:	:	**SIC Code**	:
# of Employees	:	**Permit Date**	:

Total Chemicals:

LOCATION: **Chemicals at Location:**

Chemical Name	*HM Type*	*Max Quantity on Hand*	*State*	*Fed Haz Catg.*
- Urea	pure	330 gallons	[redacted]	
- cleaning ~~Soap~~	pure	55 gallons	[redacted]	
- Freon	pure	270 gallons	[redacted]	

signature indicates that I have verified and agreed with the types and quantities of hazadous materials at this address.

[ ] **CHEMICAL COUNT:**

INSP SIG: _____ INSP. DATE: 8/19/15

BUS. REP. SIG: _____ DATE: _____

COUNTY OF LOS ANGELES
Public Health

CYNTHIA A. HARDING, M.P.H.
Interim Director

JEFFREY D. GUNZENHAUSER, M.D., M.P.H.
Interim Health Officer

Public Health Investigation Administration
LEOLA MERCADEL
Chief, Public Health Investigation

5555 Ferguson Drive, Suite 120-04
Commerce, California 90022
TEL (323) 890-7801 • FAX (323) 728-0217

www.publichealth.lacounty.gov

BOARD OF SUPERVISORS

Hilda Solis
First District

Mark Ridley-Thomas
Second District

Sheila Kuehl
Third District

Don Knabe
Fourth District

Michael D. Antonovich
Fifth District

March 01, 2016

NINYO & MOORE
PATRICK CULLIP
475 GODDARD, SUITE 200
IRVINE, CA 92618

RE: 640 SOUTH SANTA FE AVENUE, LOS ANGELES, CA 90021

I, the undersigned, being the Custodian or the Keeper of Records, certify that a thorough search for the records you requested was carried out under my direction and control.

This search revealed no records.

It should be understood that this does not mean that the records you requested do not exist. It is possible that such records may be misfiled; exist under another spelling, another name, or under another classification. However, with the information furnished to our office, and to the best of our knowledge, no records were located.

If you have any questions regarding your request, please contact our office at (323) 890-7806.

Sincerely,

Robert Flora, Deputy Health Officer
Public Health Investigation

COR ID No.161401

DRAFT

APPENDIX G

VAPOR ENCROACHMENT SCREENING

Phase I Environmental Site Assessment (ESA) Vapor Encroachment Conditions (VEC) matrix includes a (1) Search Radius Test, (2) Chemicals of Concern (COC) Test, and (3) a Critical Distance Test [1].

(1) Search Radius Test: Are there known or suspect contaminated properties in the primary area of concern within the corresponding search radii?

☒ Yes ☐ No — If ***No***, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If ***Yes***, then:

(2) Chemicals of Concern Test: Are COCs likely to be present within the area of concern for those known or suspect contaminated sites identified based on the Search Distance Test?

☐ Yes ☒ No — If ***No***, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If ***Yes***, then:

(3) Critical Distance Test: A plume test to determine whether or not COCs in the contaminated plume(s) may be within the critical distance.

☐ Yes ☐ No — (3a) Is information related to the contaminated plume(s) available (i.e. isoconcentration maps, site drawings, etc.)?
(3b) If ***No***, then a VEC cannot be ruled out; check ***Yes*** in #4 below indicating it is likely a VEC exists. If ***Yes***, then:

☐ Yes ☐ No — (3c) Is the site less than 100 feet to the nearest edge of a contaminated [non-petroleum hydrocarbon] plume(s)? If ***Yes***, then check ***Yes*** in #4 below indicating it is likely a VEC exists.

☐ Yes ☐ No — (3d) Is the site less than 30 feet to the nearest edge of a dissolved petroleum hydrocarbon plume(s)? If ***Yes***, then check ***Yes*** in #4 below indicating it is likely a VEC exists.

If the distance from the nearest edge of a contaminated plume to the nearest existing or planned structure on the site is less than 100 feet for non-petroleum hydrocarbon COC, or less than 30 feet for dissolved petroleum hydrocarbons, then it is presumed that a VEC *currently* exists beneath the site. If the distance from the nearest edge of the contaminated plume is greater than or equal to 100 feet for non-petroleum hydrocarbons, or 30 feet for dissolved petroleum hydrocarbon chemicals of concern, then it is presumed unlikely that a VEC *currently* exists beneath the site.

(4) Is it likely that a VEC *currently* exists beneath the site?

☐ Yes ☒ No — If ***No***, then the VEC screening is complete and no further investigation is recommended at this time. If ***Yes***, Ninyo & Moore recommends performing additional assessment, such as a Tier 2 VEC assessment according to ASTM E 2600-10.

[1] Based on guidance presented in the ASTM E 2600-10 Standard.

DRAFT

E.2: EFI Global**,**

Phase II Environmental Site Assessment Report,

June 30, 2016

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EFI Global

Engineering, Fire & Environmental Services

PHASE II ENVIRONMENTAL SITE ASSESSMENT REPORT

Performed at:

640 South Santa Fe Avenue
Los Angeles, California 90021
Assessor's Parcel Number: 5164-015-022

Prepared for:

Continuum Development Company, LLC
1400 16th Street, Suite 320
Denver, Colorado 80202

EFI Global Project No. 98360001145

June 30, 2016

5261 West Imperial Highway, Los Angeles, California 90045
Toll Free: 888-705-6300 Phone: 310-854-6300 Fax: 310-854-0199 Web: www.AndersenEnviro.com

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APPENDICES

Appendix A Boring Logs with Borehole Completion Diagrams
Appendix B Soil Vapor Sampling Field Log
Appendix C Laboratory Reports and Chain-of-Custody Documentation
Appendix D Johnson-Ettinger Model

1.0 INTRODUCTION

EFI Global has performed a Phase II Environmental Site Assessment (ESA) for the property located at 640 South Santa Fe Avenue in the City of Los Angeles, California (the Site). This assessment was based on the findings of Ninyo & Moore's (N&M) Phase I ESA (dated November 4, 2014) performed at the Site, which identified *recognized environmental conditions* (RECs) associated with the Site. Specifically, the Site has been used for a variety of commercial and industrial purposes warranting RECs as follows:

- The former use of the Site as a machine and metal stamping shop with paint booths from at least 1950 through at least 1960; and
- The former presence of railroad tracks on the southeast portion of the Site from at least 1923 through 1989.

EFI Global conducted this Phase II ESA to evaluate whether the former on-site operations and features have significantly impacted the subsurface of the Site. Seventeen (17) borings were advanced to a maximum depth of 15 feet below ground surface (bgs) throughout the Site, and select soil samples were collected and analyzed. Soil vapor probes were installed at depths of 5 feet bgs in each of these locations, select soil vapor probes were sampled, and a soil vapor survey was conducted. In addition, Andersen Environmental, an EFI Global company, conducted methane testing at the Site, which included the advancement of four borings to depths of 40 feet bgs and soil vapor probe installation at depths of 15-, 20-, 25-, 30-, and 40-feet bgs in each of the deeper boring. The results of the methane testing are provided under separate cover. Select soil vapor probes in the locations advanced as part of Andersen Environmental's methane testing investigation were sampled and analyzed as part of the soil vapor survey for this investigation. Contaminants of potential concern included volatile organic compounds (VOCs) in soil vapor, and VOCs, petroleum hydrocarbons, Title-22 Metals, polychlorinated biphenyls (PCBs), and organochlorine pesticides (OCPs) in soil.

2.0 SITE INFORMATION

This section provides pertinent Site information, including location, description and geologic and hydrogeologic setting.

2.1 SITE LOCATION AND BACKGROUND

The Site is located on the northeast corner of the intersection of Jesse Street and South Santa Fe Avenue, in the City of Los Angeles (Figure 1). The Site is approximately 1.61 acres in size and is developed with a two-story warehouse structure that is approximately 37,084 square feet. The Site is currently occupied by Value Produce Inc. and utilized for cold food storage and shipping. The remaining portions of the Site include concrete-paved loading docks along the southern boundary of the structure, and asphalt paved parking areas in the south portion of the Site. The surrounding area is developed for commercial and industrial purposes.

2.2 REGIONAL GEOLOGIC AND HYDROGEOLOGIC SETTING

The Site is located in the northern portion of the Coastal Plain of Los Angeles, which is part of the Peninsular Ranges Geomorphic Province. The Peninsular Range province, which is characterized by northwest-trending topographic and structural features, is bound by the Transverse Range province to the north and the Colorado Desert Province to the east. The inland part of the Peninsular Range province consists of numerous mountain ranges that are composed predominantly of igneous and metamorphic rocks of Mesozoic and Paleozoic age. An irregular coastal plain is located on the western edge of the province (including the Los Angeles Coastal Plain and Basin), which is composed predominantly of

marine and non-marine clastic deposits of Upper Cretaceous, Tertiary and Quaternary age (*California Geomorphic Provinces Note 36,* California Geological Survey, December 2002).

The Site is underlain with Quaternary-aged surficial sediment deposits of Holocene and Pleistocene age. These deposits are generally characterized as unconsolidated floodplain deposits of silt, sand, and gravel (*Geologic Map of the Los Angeles Quadrangle*, Dibblee Geological Foundation, 1989).

The Site is located within the Central Subbasin, a subbasin of the Coastal Plain of Los Angeles Groundwater Basin. This subbasin is commonly referred to as the "Central Basin" and is bounded on the north by a surface divide called the La Brea high, and on the northeast and east by emergent less permeable Tertiary rocks of the Elysian, Repetto, Merced and Puente Hills. The southeast boundary between the Central Basin and the Orange County Groundwater Basin roughly follows Coyote Creek, which is a regional drainage province boundary. The southwest boundary is formed by the Newport Inglewood fault system and the associated folded rocks of the Newport Inglewood uplift. The Los Angeles and San Gabriel Rivers drain inland basins and pass across the surface of the Central Basin on their way to the Pacific Ocean (*Bulletin 118,* California Department of Water Resources, February, 2004).

Based on a review of groundwater data presented in the State Water Resources Control Board (SWRCB) GeoTracker website, groundwater was detected at a leaking underground storage tank site (536 Seaton Street) located approximately 0.4 mile northwest of the Site at approximately 97 feet bgs (*Groundwater Monitoring Report Second Quarter 2009,* Ami Adini & Associates, July 22, 2009). However, perched and semi-perched aquifers may be present beneath the site. Based on regional groundwater data, regional groundwater flow direction is estimated to be to the south/southeast; however, local groundwater flow direction may vary.

2.3 LOCAL GEOLOGIC AND HYDROGEOLOGIC SETTING

The elevation of the Site is approximately 246 feet above mean sea level (USGS Los Angeles, California 7.5 minute topographic quadrangle; Figure 1). Based on a review of the GeoCheck Section of the EDR Radius report provided in the N&M Phase I ESA, the Site is not situated within a 100-year FEMA Flood Zone. No wetlands were identified at the Site or adjoining/immediately surrounding properties.

The current subsurface investigation at the Site has been conducted to a maximum soil sampling depth of 15 feet below ground surface (bgs). Soils encountered during this investigation consists primarily of silty clays and silty sands in the upper 5 feet, with silty sands and poorly-graded sands extending to the maximum exploration depth.

3.0 FIELD ACTIVITIES

All field activities pertaining to the Phase II ESA were completed between April 26, 2016 and April 29, 2016. On April 26, 2016, 17 borings (EF1 through EF17; Figure 2) were advanced to a maximum depth of 15 feet bgs. One soil vapor probe was installed at a depth of 5 feet bgs in each location. On April 27, 2016, four additional borings (MP1 through MP4) were advanced to a depth of 40 feet bgs as part of Andersen Environmental's methane testing investigation. On April 29, 2016, select soil vapor probes were sampled and a soil vapor survey was conducted. Select soil and soil vapor samples were analyzed to assess the subsurface of the Site for potential impacts from previous on-site operations.

3.1 FIELD PREPARATION

Prior to conducting field activities, EFI Global personnel marked the work 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 which may have been encountered during fieldwork. No conflicts with utilities were identified in the chosen boring locations.

3.2 GEOPHYSICAL SURVEY

On April 26, 2016, EFI Global field personnel directed Ground Penetrating Radar Systems, Inc. (GPRS) in performing a geophysical survey at the Site. The objective of the geophysical survey was to clear borehole locations of underground utilities or other underground obstructions.

The geophysical survey was conducted using ground penetrating radar (GPR) equipment, electromagnetics (EM), and various utility line tracers. GPR uses electromagnetic pulses that are broadcasted into the ground and reflect back to an antenna located at the surface at different rates (depending on depth and materials encountered). EM uses a primary magnetic field that induces an electrical current into soils. These primary induced currents interact with secondary magnetic fields in the earth, and the characteristics of this secondary magnetic field can be interpreted to reveal metallic features in the subsurface. No conflicts with utilities or subsurface features were identified in the chosen boring locations.

3.3 SOIL SAMPLING

On April 26, 2016, EFI Global field personnel directed Kehoe Testing & Engineering (Kehoe) in the advancement of 17 borings at the Site (EFI1 through EFI17) to assess subsurface conditions. Soil vapor sampling probes were installed in locations EFI1 through EFI17 at depths of 5 feet bgs. On April 27, 2016, Andersen Environmental directed the advancement of four additional borings (MP1 through MP4) to depths of approximately 40 feet bgs. Temporary, nested soil vapor probes were installed at depths of 15, 20, 25, 30, 35, and 40 feet bgs in each of the deeper borings. Soil samples were not collected from these borings.

3.3.1 BORING LOCATIONS, SAMPLING INTERVALS AND INVESTIGATIVE OBJECTIVES

Boring locations, sampling depths and investigative rationale were as follows:

Boring ID	Location and Investigative Objectives	Terminal Depth (ft bgs)	Soil Sampling Depths (ft bgs)	Soil Vapor Probe Depths (ft bgs)
EFI1 through EFI3	Interior of the Site structure to assess the former machine shop and industrial operations in this portion of the Site.	15	5, 10, 15	5
EFI4 through EFI9	Throughout north and west portions of the existing parking lot and loading docks to assess the former machine shop and metal stamping operations.	10	5, 10	5
EFI10 through EFI17	Southeast portion of Site to assess the railroads formerly located in these portions of the Site.	5	2, 5	5
MP1 through MP4	Central/south portion of the parking lot as part of Andersen Environmental's Methane Testing investigation and for collection of deeper soil vapor samples.	40	Not sampled	15, 20, 25, 30, 40

Notes:
ft bgs = feet below ground surface

3.3.2 BOREHOLE ADVANCEMENT AND SOIL SAMPLING METHODOLOGY

Borings were advanced using a hydraulic direct-push technology (DPT) drill rig equipped with a 1.5-inch-diameter 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 above 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 Unified Soil Classification System (USCS) and observed for color, moisture content, texture, discoloration, and physical evidence of contaminant impact or fill material. Incidental odors were also noted, if any. Each sample was immediately sub-sampled via EPA Method 5035 to preserve samples for VOC analysis. Remaining soil from the recovered interval was used for lithologic description and headspace analysis. The samples were labeled, logged in a chain-of-custody and immediately placed in a chilled ice chest for transport to Positive Lab Service (Positive) of Los Angeles, California, a State-certified 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 observed and recorded.

3.4 LITHOLOGIC CONDITIONS

Soil lithology was logged in the field in general accordance with the USCS. Soil samples were observed for color, moisture content, texture, plasticity, discoloration, odor and physical evidence of contaminant impact or fill material.

Soils encountered during this assessment were classified as follows:

Shallow soils (approximately 0 to 5 feet bgs): Silty clay, silty sand, and poorly graded sand (USCS soil type classifications "CL," "SM," and "SP," respectively); fine sand; medium brown to dark brown; moist

Deeper soils (approximately 5 feet bgs to 15 feet bgs): Silty sand (SM) and poorly-graded sand (SP), with or without slate gravel; fine sand; tan/light brown; moist

Groundwater was not encountered during this assessment. Boring logs with borehole completion diagrams are included as Appendix A.

3.5 SOIL VAPOR PROBE INSTALLATION

Soil vapor sampling was incorporated into the investigative program to assess soil vapor conditions. Soil vapor probe construction and sampling generally adhered to guidelines established in the Department of Toxic Substances Control (DTSC) *Advisory; Active Soil Gas Investigations* (DTSC, 2015; the Advisory) document.

Upon completion of soil sampling, borings EFI1 through EFI17 were immediately converted into soil vapor sampling probes with each probe set at 5 feet bgs. The probes in EFI1 through EFI9 were constructed, purged, sampled, and analyzed to assess the subsurface conditions of the Site for potential impacts from the former industrial operations. The probes in locations EFI4 through EFI17 were sampled and analyzed by Andersen Environmental as part of the Methane Testing report. Based on the initial results of the methane testing, Andersen Environmental returned to the Site on April 27, 2016 and directed the advancement of four borings (MP1 through MP4) to depths of 40 feet bgs. Nested soil vapor probes were installed in borings MP1 through MP4 at depths of 15, 20, 25, 30, and 40 feet bgs in each boring.

Soil vapor probes were constructed in accordance with the typical soil vapor probe construction diagram from the Advisory as follows:

1. The borehole was initially backfilled with approximately 6 inches of Number 3 Monterey sand from the terminal depth to approximately 6 inches below the deepest target soil vapor sampling depth (5 feet bgs in locations EFI1 through EFI17; 40 feet bgs in locations MP1 through MP4).
2. A 1-inch porous probe tip, connected to ¼-inch outer diameter (O.D.) Nylaflow® tubing, was lowered into the borehole.
3. An additional 6 inches of sand was deposited around the probe tip, embedding the lower probe near the center of an approximately 1-foot thick sand pack.
4. Approximately 12 inches of dry bentonite granules were then deposited into the borehole.
5. In locations EFI through EFI17, each borehole was backfilled with hydrated bentonite to grade and the probe tubing was immediately cut near the surface, labelled, and capped with a gas-tight valve. In borings MP1 through MP4, each borehole was backfilled to approximately 6 inches below the targeted shallow sampling depth with hydrated bentonite granules in 6-inch lifts, and the above process was repeated with soil vapor probes installed at depths of 30-, 25-, 20-, and 15-feet bgs.
6. Probe tubing was immediately cut near the surface, labelled and capped with a gas-tight valve.

Construction of each probe was continuously verified by measuring deposited probe materials within the borehole to ensure that no bridging occurred and that the probes were constructed to specification. Soil vapor construction diagrams are provided as part of the field boring logs in Appendix A.

3.6 SOIL VAPOR SAMPLING

On April 29, 2016, all 5-foot vapor probes in locations EFI1 through EFI9, the 15-, 30-, and 40-foot probes in location MP1, the 15-foot probe in location MP2, and the 15- and 30-foot probes in location MP4 were sampled.

The probes were purged, sampled and analyzed with the on-site mobile analytical laboratory provided and operated by Positive of Los Angeles, California. As with the vapor probe installation, purging, sampling and analysis were in conformance of the Advisory.

3.6.1 PURGE AND SAMPLE TRAIN

The apparatus utilized to conduct both purging and sampling was constructed by securing an on/off valve to the soil vapor sampling probe head, routing the vapor stream through a 250-milliliter (ml) glass sampling bulb wrapped in tin foil (with valves on both ends), to a calibrated vacuum gauge and finally through a calibrated sampling pump set at a flow rate of approximately 200 ml/min.

3.6.2 PURGE VOLUME CALCULATIONS

Prior to purging and sampling, the internal volume of each probe was calculated. Probe volume calculations accounted for the glass bulb volume (0.25 liters), probe tubing, tip, sand pack (assumed at 40% porosity) and dry bentonite (assumed at 50% porosity).

Calculated purge volumes are presented in the soil vapor sampling field log provided in Appendix B. In accordance with the Advisory, all soil vapor probes were purged of three probe volumes prior to sampling.

3.6.2.1 Shut-In Testing

Upon securing the purge and sample train to each vapor probe, a shut-in test was conducted to check for leaks in the above-ground sampling system. The above-ground valves, lines and fittings downstream from the top of the probe were assembled, and the system was evacuated to establish a vacuum in the sampling train. The sample train was observed for approximately one minute to verify that no observable reduction in vacuum was observed. In the event a loss in vacuum was observed, the sample train was re-adjusted and the test repeated.

Upon verification of sample train integrity, efforts were made to minimize disturbance and alteration to the apparatus until completion of purging and vapor sample collection.

3.6.2.2 Leak Testing

Leakage during soil-gas sampling may dilute samples with ambient air and produce results that underestimate actual site concentrations and/or contaminate the sample with external contaminants. A leak test was conducted at every probe location during the collection of each soil vapor sample.

1,1-Diflouroethane (1,1-DFA) was selected as the leak check compound. During purging and sampling at each location, 1,1-DFA was applied to rags and placed near locations where ambient air could enter the sampling system or where cross-contamination may occur immediately before sampling (i.e., the location of vapor probe surface completion and along the sampling train). 1,1-DFA was reported in the analyte list at a reporting limit of 0.150 micrograms per liter (µg/l).

3.6.3 PROBE PURGE AND SAMPLING

Upon verification of the shut-in test, each probe was purged for 3 probe volumes. All probes were purged at a rate of 200 milliliters per minute (mL/min). Vacuum in the sample train did not exceed 100 inches of water column (in. WC) in any sample locations. The vapor field sampling log is provided in Appendix B.

Upon completion of the probe purge, the soil vapor sample was collected in the glass syringe, logged in a chain-of-custody and immediately transferred to the on-site mobile laboratory for analysis.

4.0 CHEMICAL ANALYSIS

Select soil samples and all soil vapor samples were submitted for chemical analysis. Soil chemical analysis was conducted off-site by Positive Lab Service of Los Angeles, California. Soil vapor chemical analysis was conducted on-site by Positive Lab Service in a mobile laboratory. Laboratory reports and chain-of-custody documentation are provided as Appendix C.

4.1 SOIL VAPOR ANALYTICAL SCHEDULE

All soil vapor samples were analyzed for VOCs by EPA Method 8260B.

4.2 SOIL ANALYTICAL SCHEDULE

Based on the analytical results of the soil vapor survey, the 5-foot soil samples from the locations of highest VOC concentrations (EFI3 and EFI4) were analyzed for VOCs by EPA Method 8260B, Extractable Range Petroleum Hydrocarbons (ERPH) by EPA Method 8015, and Title-22 Metals by EPA Method/7471A in order to assess the Site for potential impacts resulting from the former on-site industrial operations.

Each of the 2- and 5-foot bgs samples from locations EFI10 through EFI17 were analyzed to assess the area of the Site formerly occupied by railroad tracks for lead and arsenic by EPA Method 6010B. Additionally, the 2-foot samples from locations EFI10, EFI12, EFI15, and EFI17 were analyzed for PCBs and organochlorine pesticides by EPA Method 8082/8081A.

5.0 ANALYTICAL RESULTS

This section presents chemical analytical results of soil vapor and soil analysis.

5.1 SOIL VAPOR ANALYTICAL RESULTS

This 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 are presented in Table 1. Tetrachloroethylene (PCE), trichloroethene (TCE), 1,1,1-trichloroethane (1,1,1-TCA), and trichlorofluoromethane (FC-11) were detected in soil vapor. Detections are summarized as follows:

- PCE was detected in 14 of 16 samples (including the duplicate sample), at a maximum concentration of 1.23 micrograms per liter (µg/l) in location EFI3-SV-5'.
- TCE was detected in 13 of 16 samples (including the duplicate sample), at a maximum concentration of 0.576 µg/l in location EFI3-SV-5'.
- 1,1,1-TCA and FC-11 were additionally detected in several locations at trace to low concentrations.

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) established by the Office of Environmental Health Hazard Assessment (OEHHA) in 2010 to evaluate if the detections may pose a significant risk to human receptors. CHHSLs have been developed, using default exposure and toxicity criteria, to provide a conservative screening level where concentrations of contaminants below such levels are not considered to represent a significant risk to human receptors. However, concentrations exceeding CHHSLs may not necessarily present a risk that is unacceptable for commercial site use.

With the exception of PCE, none of the detected VOCs were present at concentrations exceeding CHHSLs. One of the PCE concentrations exceeded the commercial scenario CHHSL of 0.60 µg/l (1.23 µg/l in sample EFI3-SV-5'). Detections of TCE and 1,1,1-TCA did not exceed respective commercial scenario CHHSLs. No CHHSL has been established for FC-11, however, in EFI Global's experience, FC-11 is a low-priority pollutant and is not typically a driver in vapor intrusion investigation or response.

To address the exceedances of PCE over the CHHSLs and determine if a significant risk to building occupants from vapor intrusion exists, EFI Global performed a Johnson-Ettinger (J&E) model run to quantify the potential vapor intrusion risk (detailed in Section 6.0, Johnson – Ettinger Vapor Intrusion Modelling).

5.1.1 LEAK TESTING RESULTS

1,1-DFA, the leak check compound utilized during soil vapor purging and sampling, was not detected in any samples above the reporting limit of 0.150 µg/l.

Non-detections of 1,1-DFA verify the integrity of the soil vapor purging and sampling protocol, and provide support that soil vapor samples collected and analyzed are representative of subsurface conditions.

5.2 SOIL ANALYTICAL RESULTS

The section presents analytical results for soil chemical analysis. Select soil samples were analyzed for Title-22 metals, TPHcc and VOCs.

5.2.1 PETROLEUM HYDROCARBONS IN SOIL

A summary of ERPH analytical results in soil are presented in Table 2.

Diesel- or oil-range petroleum hydrocarbons were not detected in any soil samples analyzed. Therefore, petroleum hydrocarbons in soil do not appear to be of concern at this Site.

5.2.2 VOLATILE ORGANIC COMPOUNDS IN SOIL

A summary of VOC analytical results in soil are presented in Table 2. VOCs were not detected in any soil samples. Therefore, VOCs in soil are not considered a significant concern in this area of the Site.

5.2.3 TITLE-22 METALS IN SOIL

A summary of Title-22 metals analytical results in soil are presented in Table 3. Metals in soil were compared to CHHSLs to evaluate if the detections represented a significant risk to human receptors.

In general, exposure to contaminants in soil through dermal contact, inhalation of particulate matter and ingestion may pose risks to human health (including carcinogenic and non-carcinogenic risks). CHHSLs have been developed, using default exposure and toxicity criteria, to provide a conservative screening level where concentrations of contaminants below such levels are not considered to represent a significant risk to human receptors.

Detected metals were evaluated against commercial CHHSL scenarios. With the exception of arsenic, all metals were below respective commercial CHHSLs. As detailed in Section 5.1, exceedances of constituents above CHHSLs may not necessarily present a risk that is unacceptable for commercial site use.

Arsenic in soils was detected in six samples analyzed to a maximum concentration of 7.34 micrograms per kilogram (mg/kg) in sample EFI12-S-2'. The commercial CHHSL for arsenic is 0.24 mg/kg; however, it is well documented that natural background concentrations of arsenic in California soils commonly exceed this screening criterion. A statistical analysis of data from 14 Air Force installations in California was completed in 2005 (*Inorganic Chemicals in Ground Water and Soil: Background Concentrations at California Air Force Bases*, Hunter, et al., March 2005). The results of this analysis indicated that, for soil in the upper 3 feet, 12.7 mg/kg is considered to be a good estimation of background arsenic concentrations. Detected concentrations of arsenic at the Site did not exceed this screening criteria, thus such detections are considered background and not of concern for the Site.

5.2.4 PCBS IN SOIL

A summary of PCBs and pesticides analytical results are presented in Table 4. PCBs were not detected in any soil samples. Therefore, such compounds are not considered a significant concern in this area of the Site.

5.2.5 ORGANOCHLORINE PESTICIDES IN SOIL

A summary of OCP analytical results is presented in Table 4. Alpha-chlordane, gamma-chlordane, 4,4'-DDD, 4,4'DDE, 4,4'-DDT, endrin aldehyde, and toxaphene were detected in soil. Detections of OCPs were compared to the commercial CHHSLs for OCPs for soil. All detections were significantly less than their respective commercial CHHSLs. Therefore, OCPs are not considered a significant concern in this area of the Site.

6.0 JOHNSON – ETTINGER VAPOR INTRUSION MODELLING

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

the United States Environmental Protection Agency (EPA) and modified by DTSC for use in dedicated commercial or residential settings. The J&E 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 J&E 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.

In instances where multiple compounds are detected in soil vapor, the risk from each compound is computed individually and summed to produce a cumulative risk.

6.1 JOHNSON - ETTINGER MODEL INPUT

There are several versions of the J&E 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 is available, it can be directly input into the model, providing the most direct and reliable calculation. The pertinent model for this exercise is named USEPA SG-SCREEN Version 2.0, which allows input of parameters for the soil gas concentrations, sampling depth and the soil permeability characteristics.

The DTSC offers two versions of the USEPA SG-SCREEN Version 2.0 model, one for dedicated commercial and one for residential applications. In this case, the current structure has been evaluated for the commercial scenario based on current site use.

6.1.1 SOIL VAPOR CONCENTRATIONS

To build a conservative model for the Site, the maximum detected concentration of each detected VOC was used to calculate the chemical-specific risk, and the calculated risks for all detected VOCs were summed to estimate the cumulative risk for the Site, consistent with the *Vapor Intrusion Guidance*.

6.1.2 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 described as silty clays, silty sands, and poorly-graded sands, and poorly graded sands. To build a conservative model, the soil type of Sand (S under the Natural Resources Conservation Service classification system) was used.

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. In this case, the detected concentration of PCE exceeding CHHSLs was detected at a depth of 5 feet bgs. Therefore, a depth of 5 feet was inputted into the model.

6.1.3 STRUCTURE DIMENSION

The model assumes default structural dimensions and ceiling heights, thus applies to both the current structure and a future hypothetical structure. The J&E model inputs and calculations are presented in Appendix D.

6.2 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. For cancer risk the acceptable carcinogenic exposure risk is 1E-06, and for non-cancer risk the acceptable Hazard Quotient is 1.

In instances where multiple compounds are present in soil vapor, the cancer risk and hazard quotient for each compound is calculated individually and summed to derive a cumulative risk.

The calculated cancer risk and hazard quotient results are presented below:

Calculated Carcinogenic and Hazard Risk from Soil Vapor Intrusion – Commercial Scenario

Compound	Input Concentration (µg/L)	Carcinogenic Risk	Hazard Quotient
PCE	1.23	3.0E-07	4.1E-03
TCE	0.576	1.2E-07	4.0E-02
1,1,1-TCA	0.0495	NA	6.7E-06
FC-11	0.0287	NA	5.5E-06
Cumulative Risk		**4.2E-07**	**4.4E-02**
Acceptable Risk for Commercial Use		**1.0E-06**	**1.00**

Notes:
PCE = Tetrachloroethylene
TCE = Trichloroethylene
1,1,1-TCA = 1,1,1-Trichloroethane
FC-11 = Trichlorofluoromethane
NA = Not Applicable (i.e. Not Carcinogenic)
µg/L = micrograms per liter

Results of the dedicated commercial analysis indicate a carcinogen risk and hazard quotient of 4.2E-07 and 4.4E-01, respectively, below the acceptable thresholds for carcinogen risk of 1.00E-06 and hazard quotient of 1.00 for commercial-use properties. Based on this analysis, it is EFI Global's opinion that the detected soil vapor levels do not represent an unacceptable risk to human health to the existing structure or future Site structures assuming continued commercial use of the Site.

7.0 CONCLUSIONS AND RECOMMENDATIONS

EFI Global has performed a Phase II ESA for the property located at 640 South Santa Fe Avenue in the City of Los Angeles, California. This assessment was based on the findings of N&M Phase I ESA performed at the Site, which reported that the Site was historically used as a machine and metal stamping shop with paint booths from at least 1950 through at least 1960. Additionally, the southeast portion of the Site contained railroad tracks from at least 1923 through 1989.

EFI Global conducted this Phase II ESA to evaluate whether the former site operations and features have significantly impacted the subsurface of the Site, as follows:

- A total of 17 borings (EF1 through EFI17) were advanced to a maximum depth of 15 feet bgs throughout the Site, and select soil samples were collected and analyzed.
- A soil vapor probe was installed in each boring at a depth of 5 feet bgs. Select soil vapor probes were sampled and a soil vapor survey was conducted.
- Four additional borings (MP1 through MP4) were advanced to depths of 40 feet bgs and soil vapor probes were installed at 15-, 20-, 25-, 30-, and 40-feet bgs as part of Andersen Environmental's methane testing investigation. Soil vapor samples were collected from the 15-, 30-, and 40-foot soil vapor probes in location MP1, the 15-foot soil vapor probe in location MP2, and the 15- and 30-foot soil vapor probes in location MP4, and results were incorporated as part of the soil vapor survey. All soil vapor samples were analyzed for VOCs.
- Based on the analytical results of the soil vapor survey, the 5 foot soil samples from the locations of highest VOC concentrations were analyzed for ERPH, VOCs, and Title-22 metals to assess the Site for potential impacts from the former on-site industrial operations.
- Each of the 2- and 5-foot bgs samples from locations EFI10 through EFI17 were analyzed to assess the area of the Site formerly occupied by railroad tracks for lead and arsenic by EPA Method 6010B. Additionally, the 2-foot samples from locations EFI10, EFI12, EFI15, and EFI17 were analyzed for PCBs and organochlorine pesticides by EPA Method 8082/8081A.

A summary of the assessment results is presented below, along with EFI Global's conclusions based on the results:

- PCE, TCE, 1,1,1-TCA, and FC-11 were detected in soil vapor. One of the PCE concentrations exceeded the commercial scenario CHHSL of 0.60 µg/l (1.23 µg/l in sample EFI3-SV-5'). Detections of TCE and 1,1,1-TCA did not exceed respective commercial scenario CHHSLs. A CHHSL has not been established for FC-11, however, in EFI Global's experience, FC-11 is a low-priority pollutant and is not typically a driver in vapor intrusion investigation or response.
- EFI Global performed a J&E model run to quantify the potential vapor intrusion risk to current and/or future building occupants from vapor-phase VOCs. Using the maximum detected VOC vapor concentrations and the dedicated commercial analysis, indicate that the current or a future commercial/industrial building have a calculated carcinogen risk and hazard quotient of 4.2E-07 and 4.4E-01, respectively, below the acceptable thresholds for carcinogen risk of 1.00E-06 and hazard quotient of 1.00 for commercial-use properties. Based on this analysis, it is EFI Global's

opinion that the detected soil vapor levels do not represent an unacceptable risk to human health to the existing structure or future Site structures assuming continued commercial use of the Site.

- Diesel-range petroleum hydrocarbons, oil-range petroleum hydrocarbons, VOCs, and PCBs were not detected in any soil samples analyzed. Therefore, such compounds are not considered to be of concern in the areas assessed.
- Metals detected in soil were compared to CHHSLs to evaluate if the detections represented a significant risk to human receptors. With the exception of arsenic, all compounds were below both the commercial CHHSLs. Concentrations of arsenic were well within background concentrations and thus, such detections are not of concern for the Site.
- Alpha-chlordane, gamma-chlordane, 4,4'-DDD, 4,4'-DDE, 4,4'-DDT, endrin aldehyde, and toxaphene were detected in soil. Detections of OCPs were compared to the commercial CHHSLs for OCPs for soil. All detections were significantly less than their respective commercial CHHSLs. Therefore, OCPs are not considered a significant concern in this area of the Site.

Based on the results of this investigation, a threat to human health or groundwater beneath the Site was not identified as a result of the former site operations. Thus, it is EFI Global's opinion that further investigation in the areas of the former machine shop and railroads is not warranted at this time, assuming continued commercial use of the Site.

8.0 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 EFI Global'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. EFI Global 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 EFI Global'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. EFI Global's opinions cannot be extended to portions of the site that were unavailable for direct access and observation reasonably beyond the control of EFI Global 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 EFI Global.

This report has been prepared for the sole use of Continuum Development Company, LLC. The contents should not be relied upon by any other parties without the express written consent of Continuum Development Company, LLC and EFI Global.

9.0 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: June 30, 2016

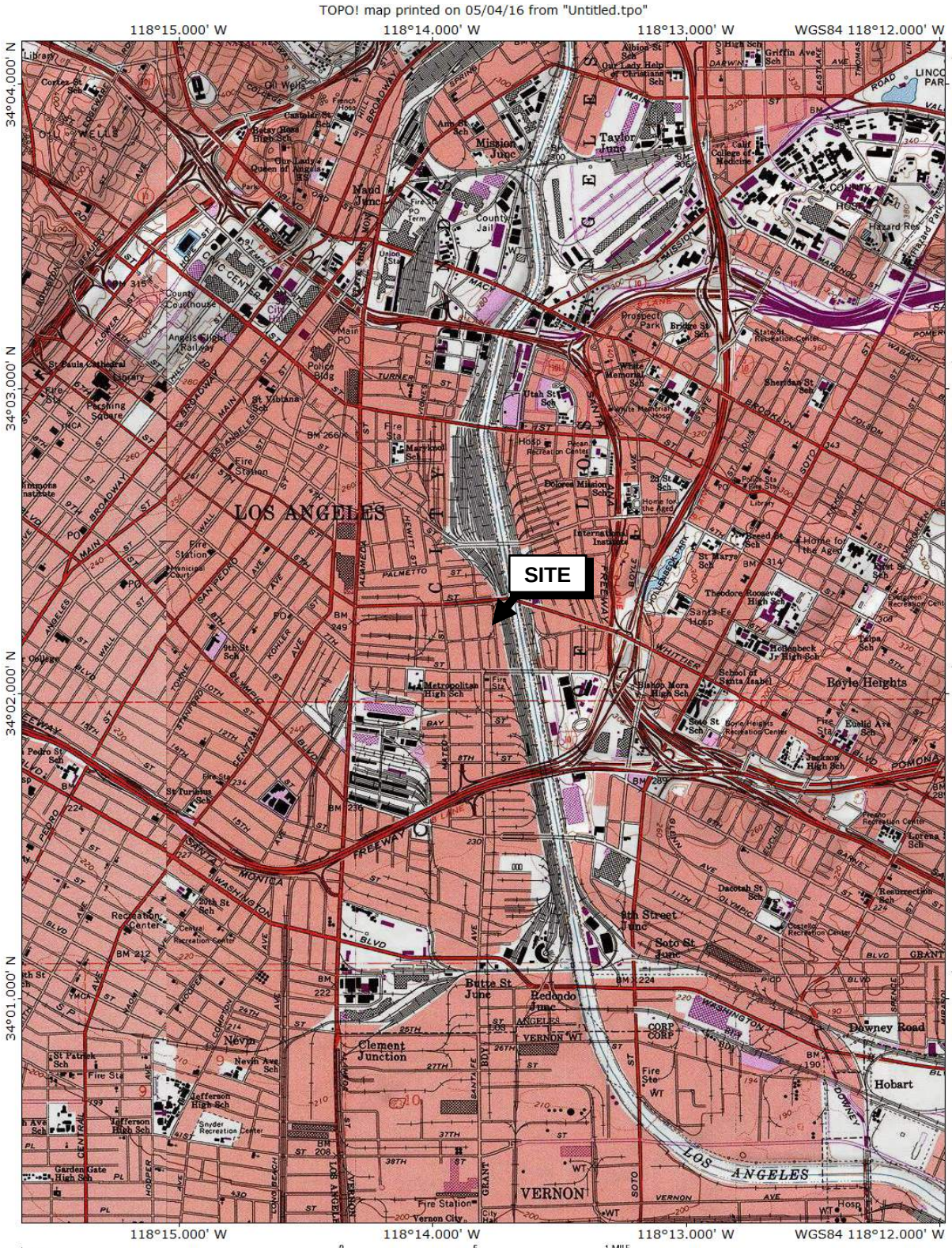
Desi Salgado
Project Manager

Reviewed and approved by: Date: June 30, 2016



Brian Martasin
Professional Geologist No. 8356
Principal Geologist

FIGURES



EFI Global
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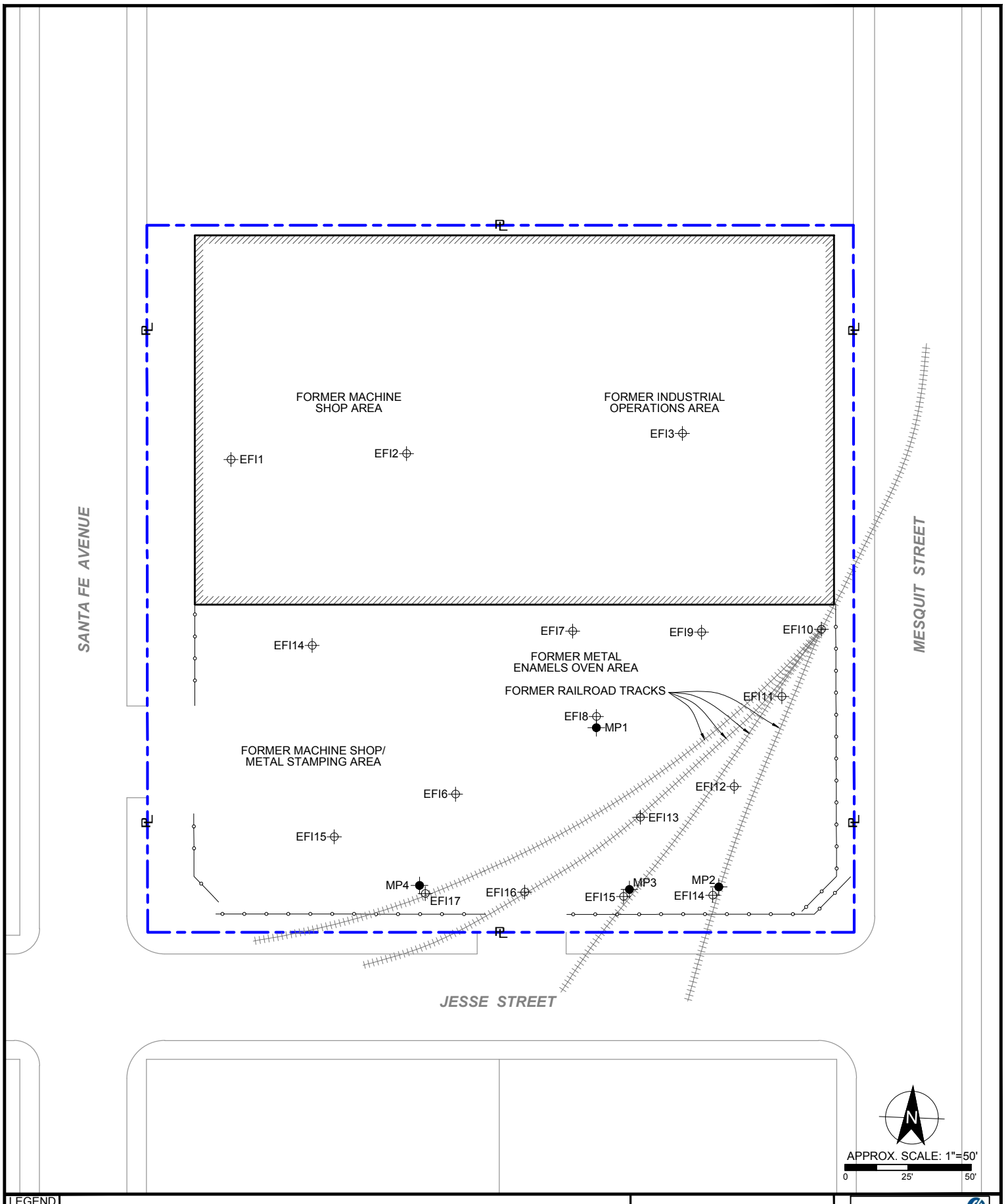
Figure 1
Site Location Map

640 South Santa Fe Avenue
Los Angeles, California 90021

Source:
USGS Los Angeles, CA 7.5 Minute Topographic Map (1991)

Project Number: 9836001145



LEGEND

- PROPERTY LINE
- SUBJECT STRUCTURE
- FENCE
- EFI — SOIL/ SOIL VAPOR SAMPLING LOCATION
- MP1 — SOIL VAPOR SAMPLING LOCATION

SITE PLAN

640 S SANTA FE AVE.
LOS ANGELES, CA 90021

EFI Global
Engineering, Fire & Environmental Services

PN: 9836001145	FIGURE 2
DT: 5/9/2016	
DB: JE	CB: DS

K:\AE 2016\Projects 2016\98360 Projects 2016\9836001145_640 S Santa Fe Ave LA CA 90021 (APN 5164-015-022)\05 9836001145_Reports\2015-07 PII Rpt\CAD\Site Plan\9836001145_Site Plan

TABLES

Table 1: Volatile Organic Compounds in Soil Vapor
Commercial Property
640 South Santa Fe Avenue, Los Angeles, California 90021

Sample ID	Probe Depth (ft bgs)	Date	Purge Data				Analytical Results (EPA Method 8260B, µg/l)					
			Purge Vol (Probe Vol)	Purge Vol. (mL)	Flow (mL/min)	Vacuum (in. H2O)	PCE	TCE	1,1,1-TCA	FC-11	Leak Check Compound	All Other VOC Analytes
EFI1-SV-5'	5	04/29/16	3	825	200	0	ND	0.0226	ND	0.0220	ND	ND
EFI2-SV-5'	5	04/29/16	3	825	200	0	0.0902	0.0418	ND	ND	ND	ND
EFI3-SV-5'	5	04/29/16	3	825	200	0	**1.23**	0.576	0.0495	0.0287	ND	ND
EFI4-SV-5'	5	04/29/16	3	825	200	0	0.330	ND	ND	ND	ND	ND
EFI5-SV-5'	5	04/29/16	3	825	200	0	0.0978	ND	ND	ND	ND	ND
EFI6-SV-5'	5	04/29/16	3	825	200	0	0.159	0.0492	ND	ND	ND	ND
EFI7-SV-5'	5	04/29/16	3	825	200	0	0.136	0.0610	ND	ND	ND	ND
EFI8-SV-5'	5	04/29/16	3	825	200	0	0.0372	0.0947	ND	ND	ND	ND
EFI9-SV-5'	5	04/29/16	3	825	200	0	0.0653	0.0586	ND	ND	ND	ND
EFI9-SV-5' DUP	5	04/29/16	3	825	200	0	0.0603	0.0571	ND	ND	ND	ND
MP1-SV-15'	15	04/29/16	3	823	200	0	0.0478	0.0920	ND	ND	ND	ND
MP1-SV-30'	30	04/29/16	3	988	200	0	0.0927	0.0466	ND	ND	ND	ND
MP1-SV-40'	40	04/29/16	3	1079	200	0	0.0663	0.0444	ND	ND	ND	ND
MP2-SV-15'	15	04/29/16	3	823	200	0	ND	ND	ND	ND	ND	ND
MP4-SV-15'	15	04/29/16	3	823	200	0	0.0593	0.0210	ND	ND	ND	ND
MP4-SV-30'	30	04/29/16	3	988	200	0	0.108	0.0357	ND	ND	ND	ND
Commercial CHHSL							**0.6**	**1.8**	**2,800**	**NE**	**NA**	**Varies**

Notes:

EPA = Environmental Protection Agency

µg/l = micrograms per liter

mL = milliliter

mL/min = mililiters per minute

NA = Not Applicable

ND = Not Detected above Practical Quantitation Limit

NE = Not Established

ft bgs = feet below ground surface

PCE = Tetrachloroethylene

TCE = Trichloroethylene

1,1,1-TCA = 1,1,1-trichloroethane

FC-11 = Trichlorofluoromethane

Leak Check Compound = 1,1-Diflouroethane was selected as the leak check compound

Commercial CHHSL = California Human Health Screening Level volatile chemicals below buildings constructed without engineered fill below sub-slab gravel (Office of Environmental Health Hazard Assessment, 2010)

Purge volumes and sample line vacuums are approximate.

Detections in bold exceeding screening level

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Table 2: Extractable-Range Petroleum Hydrocarbons and Volatile Organic Compounds in Soil
Commercial Property
640 South Santa Fe Avenue, Los Angeles, California 90021

Sample ID	Sample Date	Sample Depth (ft bgs)	EPA Method 8015M (mg/kg)		All EPA Method 8260B VOC Analytes (µg/kg)
			Diesel Range (C13 - C22)	Oil Range (C23 - C36)	
EFI3-S-5'	04/26/16	5	ND	ND	ND
EFI4-S-5'	04/26/16	5	ND	ND	ND

Notes:

mg/kg = milligrams per kilogram

µg/kg = micrograms per kilogram

ft bgs = feet below ground surface

ND = Not Detected above laboratory detection limit

VOC = Volatile Organic Compound

Table 3: Title-22 Metals in Soil
Commercial Property
640 South Santa Fe Avenue, Los Angeles, California 90021

Sample ID	Sample Date	Sample Depth (ft bgs)	EPA Method 6010B/7471A (mg/kg)																
			Antimony	Molybdenum	Nickel	Selenium	Silver	Thallium	Vanadium	Zinc	Arsenic	Barium	Beryllium	Cadmium	Chromium	Cobalt	Copper	Lead	Mercury
EFI3-S-5'	04/26/16	5	ND	ND	7.51	ND	ND	ND	24.9	65.0	**1.22**	80.1	ND	ND	12.6	6.34	18.2	42.3	0.105
EFI4-S-5'	04/26/16	5	ND	ND	3.06	ND	ND	ND	18.5	21.4	ND	36.4	ND	ND	5.73	3.60	6.61	1.07	ND
EFI10-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	**4.34**	--	--	--	--	--	--	20.9	--
EFI10-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	6.50	--
EFI11-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	**4.07**	--	--	--	--	--	--	24.2	--
EFI11-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	2.48	--
EFI12-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	**7.34**	--	--	--	--	--	--	17.9	--
EFI12-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	**1.03**	--	--	--	--	--	--	1.05	--
EFI13-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	**3.17**	--	--	--	--	--	--	31.6	--
EFI13-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	1.44	--
EFI14-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	2.08	--
EFI14-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	1.16	--
EFI15-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	2.6	--
EFI15-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	1.08	--
EFI16-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	1.63	--
EF16-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	1.91	--
EFI17-S-2'	04/26/16	2	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	2.31	--
EFI17-S-5'	04/26/16	5	--	--	--	--	--	--	--	--	ND	--	--	--	--	--	--	2.38	--
Commercial CHHSL			**380**	**4,800**	**16,000**	**4,800**	**4,800**	**63**	**6,700**	**100,000**	**0.24***	**63,000**	**190**	**7.5**	**37**	**3,200**	**38,000**	**320**	**180**

Notes:

* = It is commonly understood and well documented that natural background concentrations of arsenic in soils are often well above the CHHSL. See report discussion for alternate screening levels.

mg/kg = milligrams per kilogram

ft bgs = feet below ground surface

Commercial CHHSL = California Human Health Screening Level volatile chemicals below buildings constructed without engineered fill below sub-slab gravel (Office of Environmental Health Hazard Assessment, 2010)

Detections in bold exceed Commercial CHHSLs

ND = Not Detected above laboratory detection limit

Table 4: Polychlorinated Biphenyls and Organochlorine Pesticides in Soil
Commercial Property
640 South Santa Fe Avenue, Los Angeles, California 90021

Sample ID	Sample Date	Sample Depth (ft bgs)	All EPA Method 8082 PCB Analytes (µg/kg)	EPA Method 8081A (µg/kg)							
				alpha-Chlordane	gamma-Chlordane	4,4'-DDD	4,4'-DDE	4,4'-DDT	Endrin aldehyde	Toxaphene	All Other 8081A OCP Analytes
EFI10-S-2'	04/26/16	2	ND	ND	ND	37	346	118	42.5	777	ND
EFI12-S-2'	04/26/16	2	ND	13.2	37.4	ND	ND	ND	ND	ND	ND
EFI15-S-2'	04/26/16	2	ND	ND	ND	ND	ND	ND	ND	ND	ND
EFI17-S-2'	04/26/16	2	ND	ND	ND	ND	ND	ND	ND	ND	ND
Commercial CHHSLs			**NE**	**1,700**	**1,700**	**9,000**	**6,300**	**6,300**	**230**	**2,100**	**Varies**

Notes:

µg/kg = micrograms per kilogram

µg/kg = micrograms per kilogram

ft bgs = feet below ground surface

PCB = Polychlorinated Biphenyls

OCP = Organochlorine Pesticides

NE = Not Established

ND = Not Detected above laboratory detection limit

Commercial CHHSL = California Human Health Screening Level volatile chemicals below buildings constructed without engineered fill below sub-slab gravel (Office of Environmental Health Hazard Assessment, 2010)

APPENDIX A

BORING LOGS WITH BOREHOLE COMPLETION DIAGRAMS

EFI Global

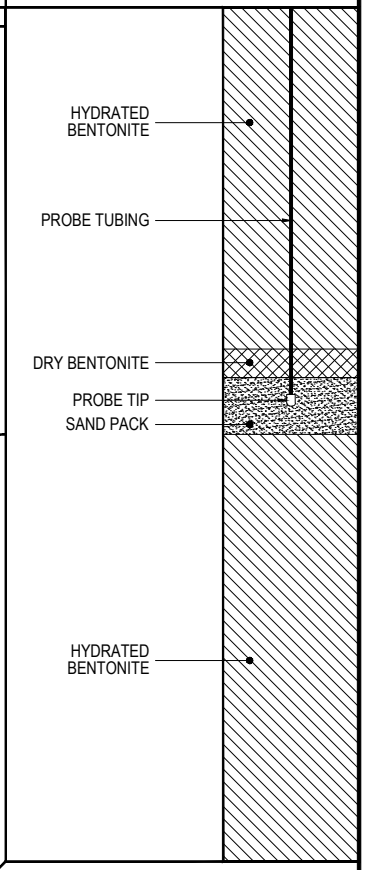
Engineering, Fire & Environmental Services

BORING EFI1

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 10:10	*END:* 10:30
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	4" CONCRETE
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
							CONCRETE
5	10:15		EFI1-5'	0.1	CL		SILTY CLAY; DARK BROWN; STIFF; MOIST; LOW PLASTICITY (POSSIBLY FILL)
10	10:20		EFI1-10'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST
15	10:25		EFI1-15'	0.1	SM		SILTY SAND; FINE SAND; GRAYISH TAN; LOOSE; MOIST

COMPLETION



BORING TERMINATED AT 15' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 7' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

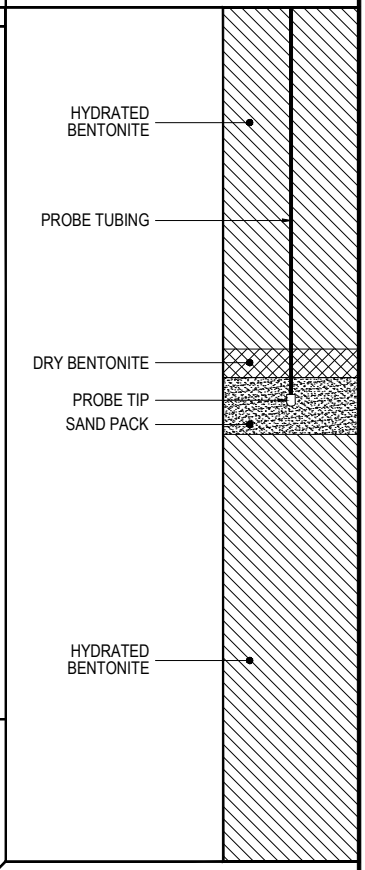
Engineering, Fire & Environmental Services

BORING EFI2

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 10:32	*END:* 10:50
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	4" CONCRETE
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
1							CONCRETE
5	10:35		EFI2-5'	0.1	SM		SILTY CLAY; FINE SAND; MEDIUM BROWN; LOOSE; MOIST
10	10:40		EFI2-10'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST
15	10:45		EFI2-15'	0.1	SP		POORLY GRADED SAND; FINE TO MEDIUM SAND; TAN/ LIGHT BROWN; LOOSE; MOIST

COMPLETION



BORING TERMINATED AT 15' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 7' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

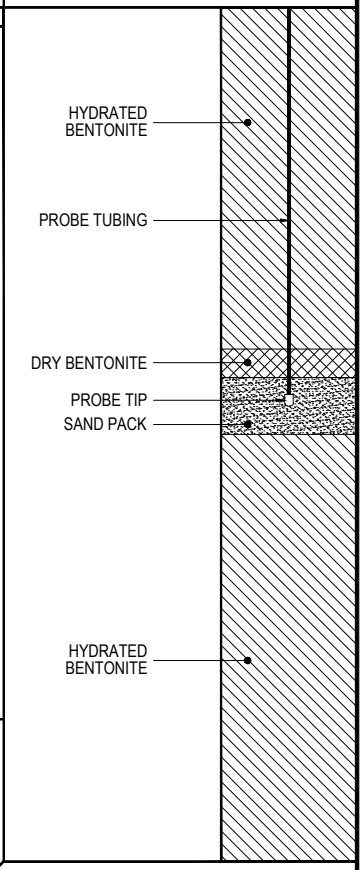
Engineering, Fire & Environmental Services

BORING EFI3

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 11:02	*END:* 11:17
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	4" CONCRETE
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOLOGICAL SYMBOL	DESCRIPTION
							CONCRETE
5	11:05		EFI3-5'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST
10	11:10		EFI3-10'	0.1	SM		SILTY SAND WITH TRACE GRAVEL; FINE SAND; MEDIUM BROWN; LOOSE; MOIST
15	11:15		EFI3-15'	0.1	SP		POORLY GRADED SAND WITH GRAVEL; FINE TO COARSE SAND; LOOSE; MOIST

COMPLETION



BORING TERMINATED AT 15' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 7' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

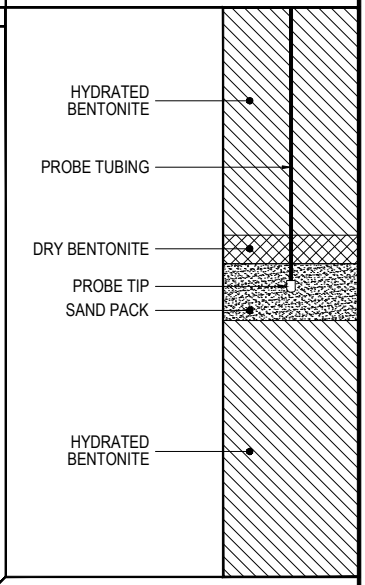
Engineering, Fire & Environmental Services

BORING EFI4

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 14:25	*END:* 14:35
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
1							ASPHALT
5	14:30		EFI4-5'	0.1	SP		POORLY GRADED SAND; FINE SAND; TAN/ LIGHT BROWN; LOOSE; MOIST
10	14:33		EFI4-10'	0.1	SP		SAME AS ABOVE

COMPLETION



BORING TERMINATED AT 10' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI5

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 14:40	*END:* 14:50
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							ASPHALT	HYDRATED BENTONITE
5	14:45		EFI5-5'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST	PROBE TUBING DRY BENTONITE PROBE TIP SAND PACK
10	14:48		EFI5-10'	0.1	SM		SILTY SAND; FINE SAND; TAN/ LIGHT BROWN; LOOSE; MOIST	HYDRATED BENTONITE

BORING TERMINATED AT 10' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

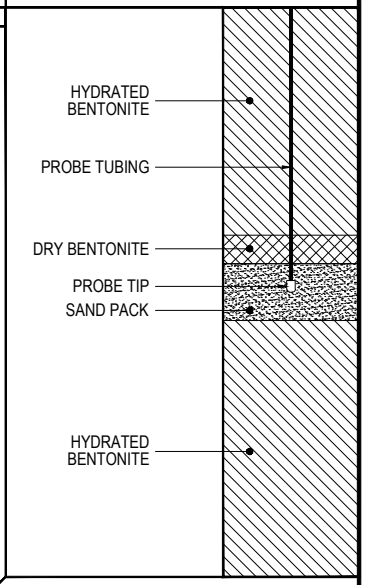
Engineering, Fire & Environmental Services

BORING EFI6

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 14:55	*END:* 15:05
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
1							ASPHALT
5	15:00		EFI6-5'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST
10	15:03		EFI6-10'	0.1	SM		SILTY SAND; FINE SAND; TAN/ LIGHT BROWN; LOOSE; MOIST

COMPLETION



BORING TERMINATED AT 10' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI7

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 14:55	*END:* 15:05
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" CONCRETE
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							CONCRETE	HYDRATED BENTONITE; PROBE TUBING
5	13:10		EFI7-5'	0.1	SP		POORLY GRADED SAND; FINE TO MEDIUM SAND; TAN; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK
10	13:13		EFI7-10'	0.1	SP		SAME AS ABOVE	HYDRATED BENTONITE

BORING TERMINATED AT 10' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

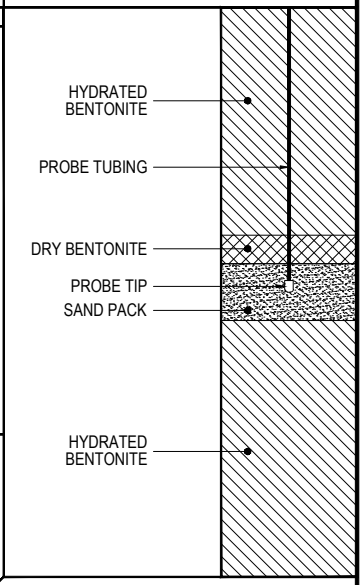
EFI Global

Engineering, Fire & Environmental Services

BORING EFI8

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 13:20	*END:* 13:30
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" CONCRETE
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
1							CONCRETE
5	13:25		EFI8-5'	0.1	CL		SILTY CLAY; DARK BROWN; MEDIUM STIFF; MOIST; SLIGHT PLASTICITY
10	13:28		EFI8-10'	0.1	SP		POORLY GRADED SAND; FINE TO MEDIUM SAND; TAN; LOOSE; MOIST



BORING TERMINATED AT 10' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI9

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 12:50	*END:* 13:00
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" CONCRETE
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							CONCRETE	HYDRATED BENTONITE; PROBE TUBING
5	12:55		EFI9-5'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK
10	12:58		EFI9-10'	0.1	SP		POORLY GRADED SAND; FINE TO COARSE SAND; TAN/ LIGHT BROWN; LOOSE; MOIST	HYDRATED BENTONITE

BORING TERMINATED AT 10' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI10

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 11:20	*END:* 11:32
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							ASPHALT	
	11:25		EFI10-2'	0.1	CL		SILTY CLAY; FINE SAND; DARK BROWN; MEDIUM STIFF; MOIST; LOW PLASTICITY (POSSIBLY FILL)	HYDRATED BENTONITE; PROBE TUBING
5	11:30		EFI10-5'	0.1	SM		SILTY SAND WITH GRAVEL; FINE SAND; DARK BROWN; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK

BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI11

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 11:35	*END:* 11:47
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							ASPHALT	
	11:40		EFI11-2'	0.1	ML		CLAYEY SILT WITH TRACE GRAVEL; MEDIUM BROWN; SOFT; MOIST; NON PLASTIC	HYDRATED BENTONITE; PROBE TUBING
5	11:45		EFI11-5'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK

BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

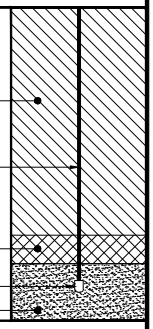
Engineering, Fire & Environmental Services

BORING EFI12

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 11:50	*END:* 12:00
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
1							ASPHALT
	11:55		EFI12-2'	0.1	SM		CLAYEY SILT WITH TRACE GRAVEL; FINE TO MEDIUM SAND; DARK BROWN; LOOSE; MOIST
5	11:57		EFI12-5'	0.1	SM		SILTY SAND WITH CLAY; FINE SAND; DARK BROWN; LOOSE; MOIST

COMPLETION



BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

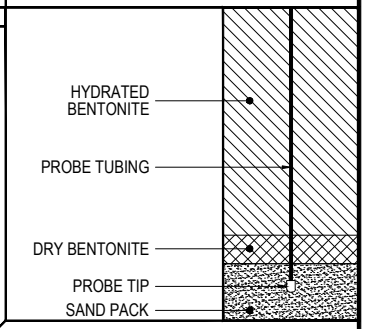
Engineering, Fire & Environmental Services

BORING EFI13

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 12:20	*END:* 12:30
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION
							ASPHALT
1	12:25		EFI13-2'	0.1	SM		CLAYEY SAND; FINE TO MEDIUM SAND; DARK BROWN; LOOSE; MOIST
5	12:28		EFI13-5'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST

COMPLETION



BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI14

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 12:05	*END:* 12:15
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							ASPHALT	
	12:10		EFI14-2'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST	HYDRATED BENTONITE; PROBE TUBING
5	12:13		EFI14-5'	0.1	SP		POORLY GRADED SAND; FINE TO MEDIUM SAND; LIGHT BROWN; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK

BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI15

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 12:35	*END:* 12:45
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
							ASPHALT	
1	12:40		EFI15-2'	0.1	SM		SILTY SAND; FINE SAND; DARK BROWN; LOOSE; MOIST	NO COMPLETION
5	12:43		EFI15-5'	0.1	SP		POORLY GRADED SAND; FINE SAND; LIGHT TO MEDIUM BROWN; LOOSE; MOIST	

BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI16

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 13:55	*END:* 14:05
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							ASPHALT	
	14:00		EFI16-2'	0.1	SM		SILTY SAND; FINE SAND; LOOSE; MOIST	HYDRATED BENTONITE; PROBE TUBING
5	14:03		EFI16-5'	0.1	SP		POORLY GRADED SAND; FINE SAND; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK

BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

EFI Global

Engineering, Fire & Environmental Services

BORING EFI17

SITE ADDRESS:	640 S. SANTA FE AVE., LOS ANGELES, CA 90021		
DATE(S) DRILLED:	04/26/2016	*START:* 14:10	*END:* 14:20
DRILLING METHOD:	DIRECT PUSH	*DRILLING RIG:*	TRACK
DRILLING CONTRACTOR:	KEHOE	*SAMPLING METHOD:*	ACETATE
LOGGED BY:	D. SALGADO	*SURFACE:*	3" ASPHALT
PN:	9836001145	*BORING DIAMETER:*	1.5"

DEPTH (FEET)	SAMPLE TIME	BLOW COUNT	SAMPLE ID	PID READING	USCS CLASS	LITHOGICAL SYMBOL	DESCRIPTION	COMPLETION
1							ASPHALT	
	14:15		EFI17-2'	0.1	SM		SILTY SAND; FINE SAND; MEDIUM TO LIGHT BROWN; LOOSE; MOIST	HYDRATED BENTONITE; PROBE TUBING
5	14:18		EFI17-5'	0.1	SP		POORLY GRADED SAND; FINE SAND; MEDIUM BROWN; LOOSE; MOIST	DRY BENTONITE; PROBE TIP; SAND PACK

BORING TERMINATED AT 5.5' BGS; NO GROUNDWATER ENCOUNTERED;
VAPOR PROBE SET AT 5' BGS; NO ODOR; NO DISCOLORATION

BGS : BELOW GROUND SURFACE

APPENDIX B

SOIL VAPOR SAMPLING FIELD LOG

Client : **Andersen Environmental** **Date:** **04-29-16**

Test Method: 8260B (Air) 640 S. Santa Fe Ave., Los Angeles, CA

Ext. Date: 04-29-16

Test Date: 04-29-16

	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	ug/l	Surr 1	Surr 2	Surr 3
Sample ID	Triclfimeth	PQL	cis-1,2 DCE	PQL	1,1,1 TCA	PQL	Benz.	PQL	TCE	PQL	PCE	PQL	Other*	PQL	%	%	%
PBA-6120-I	ND	0.015	ND	0.015	ND	0.015	ND	0.025	ND	0.015	ND	0.025	ND	**	96.9	98.7	95.0
EFI1-SV-5' (3)	**0.0220**	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0226**	0.015	ND	0.025	ND	**	100	95.4	94.1
EFI2-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0418**	0.015	**0.0902**	0.025	ND	**	99.2	98.5	94.7
EFI3-SV-5' (3)	**0.0287**	0.015	ND	0.015	**0.0495**	0.015	ND	0.025	**0.576**	0.015	**1.23**	0.025	ND	**	97.6	97.9	94.2
EFI4-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	ND	0.015	**0.330**	0.025	ND	**	103	96.4	93.3
EFI5-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	ND	0.015	**0.0979**	0.025	ND	**	97.0	99.1	95.6
EFI6-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0492**	0.015	**0.159**	0.025	ND	**	100	99.6	96.1
EFI7-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0610**	0.015	**0.136**	0.025	ND	**	95.9	99.5	96.1
EFI8-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0947**	0.015	**0.0372**	0.025	ND	**	99.2	97.5	96.1
EFI9-SV-5' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0587**	0.015	**0.0653**	0.025	ND	**	97.1	98.6	97.7
MP1-SV-15' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0920**	0.015	**0.0478**	0.025	ND	**	99.7	99.9	94.7
MP1-SV-30' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0466**	0.015	**0.0927**	0.025	ND	**	99.1	99.2	95.8
MP1-SV-40' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0444**	0.015	**0.0663**	0.025	ND	**	98.4	100	93.1
MP2-SV-15' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	ND	0.015	ND	0.025	ND	**	101	98.3	93.0
MP4-SV-15' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0210**	0.015	**0.0593**	0.025	ND	**	97.9	97.2	91.5
MP4-SV-30' (3)	ND	0.015	ND	0.015	ND	0.015	ND	0.025	**0.0357**	0.015	**0.108**	0.025	ND	**	102	98.8	91.0

* Other PLS 8260B air list compounds & 1,1-DFA.

** PQL varies with compound.

Field Log -Soil Gas

Operator: Rick P. Weather Conditions: Cloudy / overcast

Date: 04-29-16

Sample ID	Flow Rate (ml/mim)	Purge Volume (ml)	Sample Line Pressure in " H2O	Pressure in " H2O @ (Depth)	Comments
EFI1-SV-5' (3 Purges)	200	~825	~0"	N/A	None
EFI2-SV-5' (3 Purges)	200	~825	~0"		
EFI3-SV-5' (3 Purges)	200	~825	~0"		
EFI4-SV-5' (3 Purges)	200	~825	~0"		
EFI5-SV-5' (3 Purges)	200	~825	~0"		
EFI6-SV-5' (3 Purges)	200	~825	~0"		
EFI7-SV-5' (3 Purges)	200	~825	~0"		
EFI8-SV-5' (3 Purges)	200	~825	~0"		
EFI9-SV-5' (3 Purges)	200	~825	~0"		
MP1-SV-15' (3 Purges)	200	~823	~0"		
MP1-SV-30' (3 Purges)	200	~988	~0"		
MP1-SV-40' (3 Purges)	200	~1079	~0"		
MP2-SV-15' (3 Purges)	200	~823	~0"		
MP4-SV-15' (3 Purges)	200	~823	~0"		
~~MP4~~-SV-30' (3 Purges)	200	~988	~0"		
			(RS) 04/29/16		

APPENDIX C

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

May 02, 2016

Client Name: Andersen Environmental
Project Name: 9836001145 – 640 S. Santa Fe Ave., Los Angeles, CA
Report No. : 1605002

This letter details a soil vapor investigation done by Positive Lab Service (PLS) for Andersen Environmental on April 29, 2016.

PLS was contracted to perform a soil vapor survey at 640 S. Santa Fe Ave., 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 twelve sampling locations were tested for soil gas analysis. Nine of the locations had probes at a depth of 5ft. bgs. The other three locations had probes at depths of 15ft., 20ft., 25ft., 30ft., and 40ft. bgs. However, per the client's instruction, all of the 15ft. probes were tested, but only two 30ft. probes and one 40ft. probe were tested at these locations. 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 the soil vapor was 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.

The sample probes all produced adequate flow. The 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

POSITIVE
LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

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 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 1605002.

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 April 29, 2016. 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.

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

May 02, 2016

Mr. Desi Salgado
Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Report No.: 1605002
Project Name: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Dear Mr. Desi Salgado,

This report contains the analytical results for the sample(s) received under chain of custody(s) by Positive Lab Service on April 29, 2016.

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

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI1-SV-5' (3 Purges) Air (1605002-01) Sampled:04/29/16 08:07 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	**0.0220**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0226**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*100 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*95.4 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*94.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI2-SV-5' (3 Purges) Air (1605002-02) Sampled:04/29/16 08:47 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0418**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0902**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*99.2 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*98.5 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*94.7 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI3-SV-5' (3 Purges) Air (1605002-03) Sampled:04/29/16 09:23 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	**0.0287**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	**0.0495**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.576**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**1.23**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*97.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*97.9 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*94.2 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI4-SV-5' (3 Purges) Air (1605002-04) Sampled:04/29/16 09:48 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.330**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*103 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*96.4 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*93.3 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Andersen Environmental, an EFI Global Company
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Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI5-SV-5' (3 Purges) Air (1605002-05) Sampled:04/29/16 10:21 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0978**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*97.0 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*99.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*95.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Certificate of Analysis

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Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI6-SV-5' (3 Purges) Air (1605002-06) Sampled:04/29/16 11:14 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0492**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.159**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*100 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*99.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*96.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI7-SV-5' (3 Purges) Air (1605002-07) Sampled:04/29/16 11:40 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0610**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.136**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*95.9 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*99.5 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*96.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI8-SV-5' (3 Purges) Air (1605002-08) Sampled:04/29/16 12:13 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0947**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0372**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*99.2 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*97.5 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*96.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
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File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: EFI9-SV-5' (3 Purges) Air (1605002-09) Sampled:04/29/16 12:44 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0586**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0653**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*97.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*98.6 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*97.7 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: MP1-SV-15' (3 Purges) Air (1605002-10) Sampled:04/29/16 13:49 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0920**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0478**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*99.7 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*99.9 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*94.7 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: MP1-SV-30' (3 Purges) Air (1605002-11) Sampled:04/29/16 14:18 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0466**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0927**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*99.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*99.2 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*95.8 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Certificate of Analysis

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: MP1-SV-40' (3 Purges) Air (1605002-12) Sampled:04/29/16 14:52 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0444**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0663**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*98.4 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*100 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*93.1 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: MP2-SV-15' (3 Purges) Air (1605002-13) Sampled:04/29/16 15:23 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*101 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*98.3 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*93.0 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: MP4-SV-15' (3 Purges) Air (1605002-14) Sampled:04/29/16 15:55 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0210**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.0593**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*97.9 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*97.2 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*91.5 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

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Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Sample ID: MP4-SV-30' (3 Purges) Air (1605002-15) Sampled:04/29/16 16:27 Received:04/29/16 16:27

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	04/29/16	04/29/16	rp	BE60234
Dichlorodifluoromethane (FC-12)	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Vinyl chloride (Chloroethylene)	ND		1	ug/l	0.0100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroethane	ND		1	ug/l	0.0300	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichlorofluoromethane (FC-11)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Acetone	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methylene chloride (Dichloromethane)	ND		1	ug/l	1.00	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,2-Dichloroethene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
2-Butanone (MEK)	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chloroform	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1-Trichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Carbon tetrachloride	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1-Dichloropropene	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Benzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloroethane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Trichloroethene (TCE)	**0.0357**		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2-Dichloropropane	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
cis-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
4-Methyl-2-pentanone (MIBK)	ND		1	ug/l	0.0500	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Toluene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
trans-1,3-Dichloropropene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2-Trichloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tetrachloroethene (PCE)	**0.108**		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,3-Dichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Dibromochloromethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Chlorobenzene	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,1,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethylbenzene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
m,p-Xylene	ND		1	ug/l	0.200	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
o-Xylene	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,1,2,2-Tetrachloroethane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,2,3-Trichloropropane	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Methyl tert-butyl ether (MTBE)	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
1,4-Dioxane	ND		1	ug/l	0.250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-butyl alcohol	ND		1	ug/l	0.150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Di-isopropyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Ethyl tert-butyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Tert-amyl methyl ether	ND		1	ug/l	0.0150	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Cyclohexane	ND		1	ug/l	0.100	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Freon 113	ND		1	ug/l	0.0250	EPA 5030B M EPA 8260B	04/29/16	04/29/16	rp	BE60234
Surrogate: Dibromofluoromethane	*102 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: Toluene-d8	*98.8 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*
Surrogate: 4-Bromofluorobenzene	*91.0 %*			*70-130*		*EPA 5030B M EPA 8260B*	*04/29/16*	*04/29/16*	*rp*	*BE60234*

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60234 - EPA 5030B										
Blank Prepared & Analyzed: 04/29/16										
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							

POSITIVE LAB SERVICE

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60234 - 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	*9.69*		ug/l	*10.00*		*96.9*	*70-130*			
Surrogate: Toluene-d8	*9.87*		ug/l	*10.00*		*98.7*	*70-130*			
Surrogate: 4-Bromofluorobenzene	*9.50*		ug/l	*10.00*		*95.0*	*70-130*			
LCS Prepared & Analyzed: 04/29/16										
1,1-Dichloroethene	9.74	0.0250	ug/l	10.00		97.4	70-130			
Benzene	9.59	0.0250	ug/l	10.00		95.9	70-130			
Trichloroethene (TCE)	9.74	0.0150	ug/l	10.00		97.4	70-130			
Toluene	9.75	0.200	ug/l	10.00		97.5	70-130			
Chlorobenzene	10.2	0.0250	ug/l	10.00		102	70-130			
Methyl tert-butyl ether (MTBE)	9.66	0.0150	ug/l	10.00		96.6	70-130			
Surrogate: Dibromofluoromethane	*9.58*		ug/l	*10.00*		*95.8*	*70-130*			
Surrogate: Toluene-d8	*9.96*		ug/l	*10.00*		*99.6*	*70-130*			
Surrogate: 4-Bromofluorobenzene	*9.24*		ug/l	*10.00*		*92.4*	*70-130*			
Duplicate Source: 1605002-09 Prepared & Analyzed: 04/29/16										
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)	ND	0.0150	ug/l		ND				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)	0.0571	0.0150	ug/l		0.0586			2.64	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, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/02/16
Submitted: 04/29/16
PLS Report No.: 1605002

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA (Mobile Lab 4.29.16)

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60234 - 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)	0.0603	0.0250	ug/l		0.0653			7.88	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	*9.88*		ug/l	*10.00*		*98.8*	*70-130*			
Surrogate: Toluene-d8	*9.96*		ug/l	*10.00*		*99.6*	*70-130*			
Surrogate: 4-Bromofluorobenzene	*9.60*		ug/l	*10.00*		*96.0*	*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)

93118

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: 04-29-16 PAGE 1 OF 2

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 160202

CLIENT NAME: Andersen Environmental Project Name/No. 9836001145 640 S. Santa Fe Ave. Los Angeles, CA P.O. NO.

AIRBILL NO: _____

Ambient Lab

ADDRESS: 5261 West. Imperial Hwy., Los Angeles, CA 90045

COOLER TEMP: 70°F

PROJECT MANAGER: Desi Salgado PHONE NO: (310) 854-6300 FAX NO: (310) 854-0199

PRESERVATIVE: of 21.1°C

SAMPLER NAME: Rick Owen Parker (Printed) Rick Owen Parker (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: EPA 8260B (Vol. Air)

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	1	04/29/16	08:07	EFI 1 - SV - 5' (3 Purges)				/	0	1	G	
2	2	"	08:47	EFI 2 - SV - 5' (3 Purges)				/	"	"	"	
3	3		09:23	EFI 3 - SV - 5' (3 Purges)				/				
4	4		09:48	EFI 4 - SV - 5' (3 Purges)				/				
5	5		10:21	EFI 5 - SV - 5' (3 Purges)				/				
6	6		11:14	EFI 6 - SV - 5' (3 Purges)				/				
7	7		11:40	EFI 7 - SV - 5' (3 Purges)				/				
8	8		12:13	EFI 8 - SV - 5' (3 Purges)				/		4		
9	9		12:44	EFI 9 - SV - 5' (3 Purges)				/		2		Includes QC Dup.
10	10	"	13:49	MP1 - SV - 15' (3 Purges)				/	"	1	"	

Relinquished By: (Signature and Printed Name) Rick Owen Parker — Received By: (Signature and Printed Name) N/A — Date: 04/29/16 Time: 6:25 PM

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: — Time: (1825)

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: — Time:

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO3 2-H2SO4 3-HCl 4-Zinc Acetate 5-NaOH 6-NH4 Buffer 7-Other

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 _____

LAB COPY

93119

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: 04-29-16 PAGE 2 OF 2

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1605002

CLIENT NAME: Andersen Environmental Project Name/No. 983600 1145 640 S. Santa Fe Ave, Los Angeles, CA P.O. NO.

AIRBILL NO: Ambient M. Lab

ADDRESS: 5261 West Imperial Hwy., Los Angeles, CA 90045

COOLER TEMP: 70.0°F or 21.1°C

PROJECT MANAGER: Desi Salgado PHONE NO: (310) 854-6300 FAX NO: (310) 854-0199

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: EPA 8260B (Wet-Air)

PRESERVATIVE:

REMARKS:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	11	04/29/16	14:18	MP1 - SV - 30' (3 Purges)				X	0	1	G	
2	12		14:52	MP1 - SV - 40' (3 Purges)				X				
3	13		15:23	MP2 - SV - 15' (3 Purges)				X				
4	14		15:55	MP4 - SV - 15' (3 Purges)				X				
5	15		16:27	MP4 - SV - 30' (3 Purges)				X				
6												
7												
8												
9												
10												

Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time:
Rick Owen Parlier	N/A	04/29/16	0625 pm
Relinquished By: (Signature and Printed Name)	Received By: (Signature and Printed Name)	Date:	Time: (1825)
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-HNO3 2-H2SO4 3-HCl 4-Zinc Acetate 5-NaOH 6-NH4 Buffer 7-Other

LAB COPY

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

May 04, 2016

Mr. Desi Salgado
Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Report No.: 1604291
Project Name: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Dear Mr. Desi Salgado,

This report contains the analytical results for the sample(s) received under chain of custody(s) by Positive Lab Service on April 28, 2016.

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

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI10-S-2' Soil (1604291-01) Sampled:04/26/16 11:25 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
beta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
delta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-BHC (Lindane)	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-Chlordane	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-Chlordane	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDD	**37.0**		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDE	**346**		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDT	**118**		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Dieldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan I	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan II	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan sulfate	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Technical Chlordane	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin aldehyde	**42.5**		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin ketone	ND		1	ug/kg	24.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor epoxide	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Methoxychlor	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Toxaphene	**777**		1	ug/kg	120	EPA 3546	EPA 8081A	05/02/16	05/04/16	ai	BE60426
Surrogate: 2,4,5,6 Tetrachloro-m-xyler.	*108 %*			*55-126*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*
Surrogate: Decachlorobiphenyl	*102 %*			*49-133*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aroclor-1016	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1221	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1232	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1242	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1248	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1254	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1260	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1262	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Surrogate: 2,4,5,6 Tetrachloro-m-xyler.	*99.8 %*			*54-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*
Surrogate: Decachlorobiphenyl	*88.0 %*			*53-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	**4.34**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**20.9**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI10-S-5' Soil (1604291-02) Sampled:04/26/16 11:30 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**6.50**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI11-S-2' Soil (1604291-03) Sampled:04/26/16 11:40 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	**4.07**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

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Andersen Environmental, an EFI Global Company
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Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI11-S-2' Soil (1604291-03) Sampled:04/26/16 11:40 Received:04/28/16 10:40											
Lead	**24.2**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Sample ID: EFI11-S-5' Soil (1604291-04) Sampled:04/26/16 11:45 Received:04/28/16 10:40											
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**2.48**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Sample ID: EFI12-S-2' Soil (1604291-05) Sampled:04/26/16 11:55 Received:04/28/16 10:40											
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
beta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
delta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-BHC (Lindane)	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-Chlordane	**13.2**		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-Chlordane	**37.4**		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4'-DDD	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4'-DDE	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4'-DDT	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Dieldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan I	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan II	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan sulfate	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Technical Chlordane	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin aldehyde	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin ketone	ND		1	ug/kg	24.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor epoxide	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Methoxychlor	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Toxaphene	ND		1	ug/kg	120	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Surrogate: 2,4,5,6 Tetrachloro-m-xyler.	*128 %*			*55-126*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*
Surrogate: Decachlorobiphenyl	*88.2 %*			*49-133*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aroclor-1016	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1221	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1232	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1242	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1248	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1254	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1260	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1262	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Surrogate: 2,4,5,6 Tetrachloro-m-xyler.	*112 %*			*54-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*
Surrogate: Decachlorobiphenyl	*976 %*	*DO*		*53-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	**7.34**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**17.9**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Sample ID: EFI12-S-5' Soil (1604291-06) Sampled:04/26/16 11:57 Received:04/28/16 10:40											

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI12-S-5' Soil (1604291-06) Sampled:04/26/16 11:57 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	**1.03**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**1.05**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI13-S-2' Soil (1604291-07) Sampled:04/26/16 12:25 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	**3.17**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**31.6**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI13-S-5' Soil (1604291-08) Sampled:04/26/16 12:28 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**1.44**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI14-S-2' Soil (1604291-09) Sampled:04/26/16 12:10 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**2.08**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI14-S-5' Soil (1604291-10) Sampled:04/26/16 12:13 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**1.16**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI15-S-2' Soil (1604291-11) Sampled:04/26/16 12:40 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
beta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
delta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-BHC (Lindane)	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-Chlordane	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-Chlordane	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDD	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDE	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDT	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Dieldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan I	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan II	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan sulfate	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Technical Chlordane	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin aldehyde	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin ketone	ND		1	ug/kg	24.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor epoxide	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Methoxychlor	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Toxaphene	ND		1	ug/kg	120	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Surrogate: 2,4,5,6 Tetrachloro-m-xyler	*97.8 %*			*55-126*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*
Surrogate: Decachlorobiphenyl	*79.9 %*			*49-133*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*

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Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI15-S-2' Soil (1604291-11) Sampled:04/26/16 12:40 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aroclor-1016	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1221	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1232	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1242	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1248	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1254	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1260	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1262	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Surrogate: 2,4,5,6 Tetrachloro-m-xyler	*90.3 %*			*54-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*
Surrogate: Decachlorobiphenyl	*84.8 %*			*53-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**2.60**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI15-S-5' Soil (1604291-12) Sampled:04/26/16 12:43 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**1.08**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI16-S-2' Soil (1604291-13) Sampled:04/26/16 14:00 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**1.63**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI16-S-5' Soil (1604291-14) Sampled:04/26/16 14:03 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**1.91**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

Sample ID: EFI17-S-2' Soil (1604291-15) Sampled:04/26/16 14:15 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
beta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
delta-BHC	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-BHC (Lindane)	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
alpha-Chlordane	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
gamma-Chlordane	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDD	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDE	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
4,4´-DDT	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Dieldrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan I	ND		1	ug/kg	16.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan II	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endosulfan sulfate	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Technical Chlordane	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin aldehyde	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Endrin ketone	ND		1	ug/kg	24.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI17-S-2' Soil (1604291-15) Sampled:04/26/16 14:15 Received:04/28/16 10:40											
Heptachlor	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Heptachlor epoxide	ND		1	ug/kg	8.00	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Methoxychlor	ND		1	ug/kg	40.0	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Toxaphene	ND		1	ug/kg	120	EPA 3546	EPA 8081A	05/02/16	05/03/16	ai	BE60426
Surrogate: 2,4,5,6 Tetrachloro-m-xyler.	*107 %*			*55-126*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*
Surrogate: Decachlorobiphenyl	*76.9 %*			*49-133*		*EPA 3546*	*EPA 8081A*	*05/02/16*	*05/03/16*	*ai*	*BE60426*
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Aroclor-1016	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1221	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1232	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1242	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1248	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1254	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1260	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Aroclor-1262	ND		1	ug/kg	50.0	EPA 3546	EPA 8082	05/02/16	05/03/16	ai	BE60425
Surrogate: 2,4,5,6 Tetrachloro-m-xyler.	*99.4 %*			*54-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*
Surrogate: Decachlorobiphenyl	*90.4 %*			*53-131*		*EPA 3546*	*EPA 8082*	*05/02/16*	*05/03/16*	*ai*	*BE60425*
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**2.31**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Sample ID: EFI17-S-5' Soil (1604291-16) Sampled:04/26/16 14:18 Received:04/28/16 10:40											
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427
Lead	**2.38**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/02/16	05/03/16	CG	BE60427

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60426 - EPA 3546										
Blank Prepared: 05/02/16 Analyzed: 05/03/16										
Aldrin	ND	2.00	ug/kg							
alpha-BHC	ND	2.00	ug/kg							
beta-BHC	ND	2.00	ug/kg							
delta-BHC	ND	2.00	ug/kg							
gamma-BHC (Lindane)	ND	2.00	ug/kg							
alpha-Chlordane	ND	2.00	ug/kg							
gamma-Chlordane	ND	2.00	ug/kg							
4,4´-DDD	ND	2.00	ug/kg							
4,4´-DDE	ND	4.00	ug/kg							
4,4´-DDT	ND	2.00	ug/kg							
Dieldrin	ND	2.00	ug/kg							
Endosulfan I	ND	4.00	ug/kg							
Endosulfan II	ND	2.00	ug/kg							
Endosulfan sulfate	ND	2.00	ug/kg							
Endrin	ND	2.00	ug/kg							
Technical Chlordane	ND	10.0	ug/kg							
Endrin aldehyde	ND	2.00	ug/kg							
Endrin ketone	ND	6.00	ug/kg							
Heptachlor	ND	2.00	ug/kg							
Heptachlor epoxide	ND	2.00	ug/kg							
Methoxychlor	ND	10.0	ug/kg							
Toxaphene	ND	30.0	ug/kg							
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*16.7*		ug/kg	*16.67*		*100*	*55-126*			
Surrogate: Decachlorobiphenyl	*14.3*		ug/kg	*16.67*		*85.6*	*49-133*			
LCS Prepared: 05/02/16 Analyzed: 05/03/16										
Aldrin	13.1	2.00	ug/kg	13.33		98.4	56-130			
gamma-BHC (Lindane)	12.9	2.00	ug/kg	13.33		96.6	56-133			
4,4´-DDT	10.7	2.00	ug/kg	13.33		80.0	56-133			
Dieldrin	15.4	2.00	ug/kg	13.33		115	62-119			
Endrin	11.6	2.00	ug/kg	13.33		86.7	59-127			
Heptachlor	13.8	2.00	ug/kg	13.33		104	55-110			
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*15.8*		ug/kg	*16.67*		*94.9*	*54-108*			
Surrogate: Decachlorobiphenyl	*13.4*		ug/kg	*16.67*		*80.3*	*54-127*			
Matrix Spike Source: 1604291-15 Prepared: 05/02/16 Analyzed: 05/04/16										
Aldrin	11.0	2.00	ug/kg	13.33	ND	82.4	39-124			
gamma-BHC (Lindane)	9.54	2.00	ug/kg	13.33	ND	71.6	44-120			
4,4´-DDT	18.4	2.00	ug/kg	33.33	ND	55.1	48-150			
Dieldrin	30.3	2.00	ug/kg	33.33	ND	90.9	48-144			
Endrin	24.4	2.00	ug/kg	33.33	ND	73.2	54-149			

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Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60426 - EPA 3546										
Heptachlor	10.1	2.00	ug/kg	13.33	ND	75.4	46-135			
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*17.3*		ug/kg	*16.67*		*104*	*57-126*			
Surrogate: Decachlorobiphenyl	*17.1*		ug/kg	*16.67*		*103*	*43-136*			
Matrix Spike Dup Source: 1604291-15 Prepared: 05/02/16 Analyzed: 05/04/16										
Aldrin	12.7	2.00	ug/kg	13.33	ND	95.0	39-124	14.2	30	
gamma-BHC (Lindane)	11.0	2.00	ug/kg	13.33	ND	82.8	44-120	14.5	30	
4,4´-DDT	23.7	2.00	ug/kg	33.33	ND	71.0	48-150	25.3	30	
Dieldrin	33.5	2.00	ug/kg	33.33	ND	100	48-144	10.0	30	
Endrin	28.7	2.00	ug/kg	33.33	ND	86.1	54-149	16.2	30	
Heptachlor	11.5	2.00	ug/kg	13.33	ND	86.4	46-135	13.6	30	
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*18.5*		ug/kg	*16.67*		*111*	*57-126*			
Surrogate: Decachlorobiphenyl	*18.2*		ug/kg	*16.67*		*109*	*43-136*			
Batch BE60425 - EPA 3546										
Blank Prepared: 05/02/16 Analyzed: 05/03/16										
Aroclor-1016	ND	50.0	ug/kg							
Aroclor-1221	ND	50.0	ug/kg							
Aroclor-1232	ND	50.0	ug/kg							
Aroclor-1242	ND	50.0	ug/kg							
Aroclor-1248	ND	50.0	ug/kg							
Aroclor-1254	ND	50.0	ug/kg							
Aroclor-1260	ND	50.0	ug/kg							
Aroclor-1262	ND	50.0	ug/kg							
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*18.0*		ug/kg	*16.67*		*108*	*54-131*			
Surrogate: Decachlorobiphenyl	*16.3*		ug/kg	*16.67*		*97.9*	*53-131*			
LCS Prepared: 05/02/16 Analyzed: 05/03/16										
Aroclor-1260	359	50.0	ug/kg	416.7		86.2	60-129			
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*17.6*		ug/kg	*16.67*		*106*	*58-122*			
Surrogate: Decachlorobiphenyl	*13.8*		ug/kg	*16.67*		*82.8*	*53-141*			
LCS Dup Prepared: 05/02/16 Analyzed: 05/03/16										
Aroclor-1260	419	50.0	ug/kg	416.7		101	60-129	15.4	30	
Surrogate: 2,4,5,6 Tetrachloro-m-xylene	*18.1*		ug/kg	*16.67*		*109*	*58-122*			
Surrogate: Decachlorobiphenyl	*16.6*		ug/kg	*16.67*		*99.4*	*53-141*			
Batch BE60427 - EPA 3050B										
Blank Prepared: 05/02/16 Analyzed: 05/03/16										
Lead	ND	1.00	mg/kg							
Arsenic	ND	1.00	mg/kg							
LCS Prepared: 05/02/16 Analyzed: 05/03/16										

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/04/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60427 - EPA 3050B										
Arsenic	50.0	1.00	mg/kg	49.22		102	80-120			
Lead	53.7	1.00	mg/kg	49.47		109	80-120			
Matrix Spike Source: 1604291-14 Prepared: 05/02/16 Analyzed: 05/03/16										
Arsenic	47.5	1.00	mg/kg	49.22	0.640	95.2	75-125			
Lead	50.4	1.00	mg/kg	49.47	1.91	98.0	75-125			
Matrix Spike Dup Source: 1604291-14 Prepared: 05/02/16 Analyzed: 05/03/16										
Arsenic	48.4	1.00	mg/kg	49.22	0.640	97.0	75-125	1.86	30	
Lead	51.2	1.00	mg/kg	49.47	1.91	99.6	75-125	1.56	30	

Notes and Definitions

DO	Coeluting Peaks
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)

93989

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: 4/26/16 PAGE 1 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1602291

CLIENT NAME: EFI Global | Project Name/No. 9836001145 | P.O. NO. | AIRBILL NO: _____

ADDRESS: 640 S Santa Fe Ave, Los Angeles, CA 90021 | ANALYSES REQUESTED: | COOLER TEMP: 2.1°C

PROJECT MANAGER: Desi Salgado PHONE NO: 310-854-6300 FAX NO: | PRESERVATIVE:

SAMPLER NAME: Desi Salgado (Printed) (Signature) | REMARKS: ~~TAT~~ Changed to 48 hr TAT per Desi 5/3/16

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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Lead & Arsenic)	8082/8081A (PCB's and pesticides)	VOCs 8260B (Full scan)	8015M (ERPH)	6010B (Title 22 metals) / 747.1A				SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	1	4/26/16	1015	EF1-S-5'		X			N	1	P									HOLD for pending analysis
2	2		1020	EF1-S-10'		X														
3	3		1025	EF1-S-15'		X														
4	4		1035	EF2-S-5'		X														
5	5		1040	EF2-S-10'		X														
6	6		1045	EF2-S-15'		X														
7	7		1105	EF3-S-5'		X								X	X	X				OFF HOLD 5/3/16 48hr TAT
8	8		1110	EF3-S-10'		X														
9	9		1115	EF3-S-15'		X														
10	10		1430	EF4-S-5'		X								X	X	X				OFF HOLD 5/3/16 48hr TAT

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 — Time: 1040

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 — Time: 2:05

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: — Time:

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO3 2-H2SO4 3-HCl 4-Zinc Acetate 5-NaOH 6-NH4 Buffer 7-Other

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 _____

LAB COPY

93990

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: 4/26/16 PAGE 2 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1604291

CLIENT NAME: EFI Global | Project Name/No. 9836001145 | P.O. NO. | AIRBILL NO: _____

ADDRESS: 640 S Santa Fe, Los Angeles, CA 90021 | ANALYSES REQUESTED: | COOLER TEMP: 2.1c

PROJECT MANAGER: Desi Salgado 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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Lead + Arsenic)	8082/8081A (PCBs + pesticides)	8260B (VOCs - full scan)	8015M (ER PH)	6010B (Title 22 metals)	SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	11	4/26/16	1433	EF14-S-10'		X			N	1	P						HOLD for pending analysis
2	12		1445	EF15-S-5'		X											
3	13		1448	EF15-S-10'		X											
4	14		1500	EF16-S-5'		X											
5	15		1503	EF16-S-10'		X											
6	16		1310	EF17-S-5'		X											
7	17		1313	EF17-S-10'		X											
8	18		1325	EF18-S-5'		X											
9	19		1328	EF18-S-10'		X											
10	20		1255	~~EF18-~~ EF19-S-5'		X											

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 10:40

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 2:05

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: Time:

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO3, 2-H2SO4, 3-HCL, 4-Zinc Acetate, 5-NaOH, 6-NH4 Buffer, 7-Other

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 _____

LAB COPY

93991

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: 4/26/16 PAGE 3 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 104211

CLIENT NAME: EFI Global | Project Name/No. 9836001145 | P.O. NO. | AIRBILL NO: _____

ADDRESS: 640 S Santa Fe Ave, Los Angeles, CA 90021 | ANALYSES REQUESTED: | COOLER TEMP: 2.1°

PROJECT MANAGER: Desi Salgado | 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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Pb & As)	8082 / 8081A (PCBs & pesticides)	8260B (VOCs full scan)	8015M (ETPH)	6010B (Title 22 metals)				SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	21	4/26/16	1258	EF19-S-10'		X			N	1	P									HOLD
2	22		1125	EF110-S-2'		X						X	X							
3	23		1130	EF110-S-5'		X						X								
4	24		1140	EF111-S-2'		X						X								
5	25		1145	EF111-S-5'		X						X								
6	26		1155	EF112-S-2'		X						X	X							
7	27		1157	EF112-S-5'		X						X								
8	28		1225	EF113-S-2'		X						X								
9	29		1228	EF113-S-5'		X						X								
10	30		1210	EF114-S-2'		X						X								

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 10:30

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 2:05

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-HNO3 2-H2SO4 3-HCl 4-Zinc Acetate 5-NaOH 6-NH4 Buffer 7-Other

LAB COPY

93992

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: 4/26/16 PAGE 4 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1604291

CLIENT NAME: EFI Global Project Name/No. 9836001145 P.O. NO.

ADDRESS: 640 S Santa Fe Ave, Los Angeles, CA 90021

PROJECT MANAGER: Desi Salgado PHONE NO: 310-854-6300 FAX NO:

SAMPLER NAME: Desi Salgado (Printed) (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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

AIRBILL NO: _____

COOLER TEMP: 2.1°

PRESERVATIVE:

REMARKS:

ANALYSES REQUESTED:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Pb & As)	8082/8081A (PCBs & pesticides)	8260B (VOCs full scan)	8015M (ETR PH)	6010B (Title 22 metals)	SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	31	4/26/16	1213	EFI14-S-5'		X			N	1	P	X					
2	32		1240	EFI15-S-2'		X						X	X				
3	33		1243	EFI15-S-5'		X						X					
4	34		1400	EFI16-S-2'		X						X					
5	35		1403	EFI16-S-5'		X						X					
6	36		1415	EFI17-S-2'		X						X	X				
7	37		1418	EFI17-S-5'		X						X					
8																	
9																	
10																	

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 1040

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 2:05

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

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

May 05, 2016

Mr. Desi Salgado
Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Report No.: 1604291
Project Name: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Dear Mr. Desi Salgado,

This report contains the analytical results for the sample(s) received under chain of custody(s) by Positive Lab Service on April 28, 2016.

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

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI3-S-5' Soil (1604291-17) Sampled:04/26/16 11:05 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
TPH C13 - C22	ND		1	mg/kg	2.50	EPA 3550C	EPA 8015B	05/03/16	05/04/16	lk	BE60335
TPH C23 - C32	ND		1	mg/kg	100	EPA 3550C	EPA 8015B	05/03/16	05/04/16	lk	BE60335
Surrogate: n-Tetracosane	*112 %*			*69-148*		*EPA 3550C*	*EPA 8015B*	*05/03/16*	*05/04/16*	*lk*	*BE60335*

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	05/03/16	05/03/16	mb	BE60429
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Tetrachloroethene (PCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,3-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Hexanone (MBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Dibromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dibromoethane (EDB)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429

POSITIVE LAB SERVICE

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI3-S-5' Soil (1604291-17) Sampled:04/26/16 11:05 Received:04/28/16 10:40

Chlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,1,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Ethylbenzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
m,p-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
o-Xylene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Styrene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromoform (Tribromomethane)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Isopropylbenzene (Cumene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,2,2-Tetrachloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,3-Trichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
n-Propylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
4-Chlorotoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,3,5-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
tert-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,4-Trimethylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
sec-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,3-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
4-Isopropyltoluene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,4-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
n-Butylbenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dibromo-3-chloropropane (DBCP)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,4-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Hexachlorobutadiene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Naphthalene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,3-Trichlorobenzene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Surrogate: Dibromofluoromethane	*107 %*			*67-123*		*EPA 5030B*	*EPA 8260B*	*05/03/16*	*05/03/16*	*mb*	*BE60429*
Surrogate: Toluene-d8	*98.9 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*05/03/16*	*05/03/16*	*mb*	*BE60429*
Surrogate: 4-Bromofluorobenzene	*98.2 %*			*80-120*		*EPA 5030B*	*EPA 8260B*	*05/03/16*	*05/03/16*	*mb*	*BE60429*

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Antimony	ND		1	mg/kg	2.50	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Arsenic	**1.22**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Barium	**80.1**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Beryllium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Cadmium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Chromium	**12.6**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Cobalt	**6.34**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Copper	**18.2**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Lead	**42.3**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Molybdenum	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Nickel	**7.51**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Selenium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Silver	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Thallium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Vanadium	**24.9**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Zinc	**65.0**		1	mg/kg	5.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332

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Certificate of Analysis

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Los Angeles, CA 90045

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI3-S-5' Soil (1604291-17) Sampled:04/26/16 11:05 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Mercury	**0.105**		1	mg/kg	0.100	EPA 7471A	EPA 7471A	05/03/16	05/03/16	cg	BE60334

Sample ID: EFI4-S-5' Soil (1604291-18) Sampled:04/26/16 14:30 Received:04/28/16 10:40

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
TPH C13 - C22	ND		1	mg/kg	2.50	EPA 3550C	EPA 8015B	05/03/16	05/04/16	lk	BE60335
TPH C23 - C32	ND		1	mg/kg	100	EPA 3550C	EPA 8015B	05/03/16	05/04/16	lk	BE60335
Surrogate: n-Tetracosane	*107 %*			*69-148*		*EPA 3550C*	*EPA 8015B*	*05/03/16*	*05/04/16*	*lk*	*BE60335*

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	05/03/16	05/03/16	mb	BE60429
Chloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Vinyl chloride (Chloroethylene)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromomethane (Methyl bromide)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Chloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Trichlorofluoromethane (FC-11)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Acetone	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Carbon disulfide	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Methylene chloride (Dichloromethane)	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Tert-butyl alcohol	ND		1	ug/kg	20.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
trans-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Methyl tert-butyl ether (MTBE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Di-isopropyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Vinyl acetate	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Ethyl tert-butyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
cis-1,2-Dichloroethene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Butanone (MEK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromochloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Chloroform	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,1-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Tert-amyl methyl ether	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Carbon tetrachloride	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Benzene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Trichloroethene (TCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dichloropropane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Dibromomethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,4-Dioxane	ND		1	ug/kg	80.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromodichloromethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Chloroethyl vinyl ether	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
cis-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
4-Methyl-2-pentanone (MIBK)	ND		1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Toluene	ND		1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
trans-1,3-Dichloropropene	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,2-Trichloroethane	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Tetrachloroethene (PCE)	ND		1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI4-S-5' Soil (1604291-18) Sampled:04/26/16 14:30 Received:04/28/16 10:40

1,3-Dichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Hexanone (MBK)	ND	1	ug/kg	40.0	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Dibromochloromethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dibromoethane (EDB)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Chlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,1,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Ethylbenzene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
m,p-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
o-Xylene	ND	1	ug/kg	2.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Styrene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromoform (Tribromomethane)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Isopropylbenzene (Cumene)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Bromobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,1,2,2-Tetrachloroethane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,3-Trichloropropane	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
n-Propylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
2-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
4-Chlorotoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,3,5-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
tert-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,4-Trimethylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
sec-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,3-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
4-Isopropyltoluene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,4-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
n-Butylbenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2-Dibromo-3-chloropropane (DBCP)	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,4-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Hexachlorobutadiene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Naphthalene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
1,2,3-Trichlorobenzene	ND	1	ug/kg	4.00	EPA 5030B	EPA 8260B	05/03/16	05/03/16	mb	BE60429
Surrogate: Dibromofluoromethane	*108 %*		*67-123*		*EPA 5030B*	*EPA 8260B*	*05/03/16*	*05/03/16*	*mb*	*BE60429*
Surrogate: Toluene-d8	*97.8 %*		*80-120*		*EPA 5030B*	*EPA 8260B*	*05/03/16*	*05/03/16*	*mb*	*BE60429*
Surrogate: 4-Bromofluorobenzene	*96.2 %*		*80-120*		*EPA 5030B*	*EPA 8260B*	*05/03/16*	*05/03/16*	*mb*	*BE60429*

Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Antimony	ND		1	mg/kg	2.50	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Arsenic	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Barium	**36.4**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Beryllium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Cadmium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Chromium	**5.73**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Cobalt	**3.60**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Copper	**6.61**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Lead	**1.07**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Molybdenum	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Nickel	**3.06**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Selenium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Silver	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332

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Certificate of Analysis

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Los Angeles, CA 90045

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Sample ID: EFI4-S-5' Soil (1604291-18) Sampled:04/26/16 14:30 Received:04/28/16 10:40											
Thallium	ND		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Vanadium	**18.5**		1	mg/kg	1.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Zinc	**21.4**		1	mg/kg	5.00	EPA 3050B	EPA 6010B	05/03/16	05/03/16	CG	BE60332
Analyte	Results	Flag	D.F.	Units	PQL	Prep/Test Method		Prepared	Analyzed	By	Batch
Mercury	ND		1	mg/kg	0.100	EPA 7471A	EPA 7471A	05/03/16	05/03/16	cg	BE60334

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File #:74354
Report Date: 05/05/16
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Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60335 - EPA 3550C										
Blank Prepared & Analyzed: 05/03/16										
TPH C13 - C22	ND	2.50	mg/kg							
TPH C23 - C32	ND	100	mg/kg							
Surrogate: n-Tetracosane	*21.5*		mg/kg	*20.83*		*103*	*69-148*			
LCS Prepared & Analyzed: 05/03/16										
Diesel	521	5.00	mg/kg	554.7		93.9	63-136			
Surrogate: n-Tetracosane	*21.9*		mg/kg	*20.83*		*105*	*69-146*			
Matrix Spike Source: 1605010-13 Prepared: 05/03/16 Analyzed: 05/04/16										
Diesel	91.3	20.0	mg/kg	94.00	ND	97.2	57-145			
Surrogate: n-Tetracosane	*16.1*		mg/kg	*20.83*		*77.1*	*69-148*			
Matrix Spike Dup Source: 1605010-13 Prepared: 05/03/16 Analyzed: 05/04/16										
Diesel	82.6	20.0	mg/kg	94.00	ND	87.8	57-145	10.1	30	
Surrogate: n-Tetracosane	*17.7*		mg/kg	*20.83*		*85.1*	*69-148*			
Batch BE60429 - EPA 5030B										
Blank Prepared & Analyzed: 05/03/16										
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							

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File #:74354
Report Date: 05/05/16
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Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60429 - EPA 5030B										
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							
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 (Cumene)	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							

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Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60429 - EPA 5030B										
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	*15.5*		ug/kg	*15.00*		*104*	*67-123*			
Surrogate: Toluene-d8	*14.9*		ug/kg	*15.00*		*99.2*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*14.3*		ug/kg	*15.00*		*95.3*	*80-120*			
LCS Prepared & Analyzed: 05/03/16										
1,1-Dichloroethene	17.6	4.00	ug/kg	20.00		88.0	69-139			
Methyl tert-butyl ether (MTBE)	19.0	4.00	ug/kg	20.00		95.2	64-127			
Benzene	18.6	2.00	ug/kg	20.00		92.9	69-130			
Trichloroethene (TCE)	16.7	4.00	ug/kg	20.00		83.7	68-133			
Toluene	17.5	2.00	ug/kg	20.00		87.4	70-130			
Chlorobenzene	17.6	4.00	ug/kg	20.00		88.2	73-120			
Surrogate: Dibromofluoromethane	*15.9*		ug/kg	*15.00*		*106*	*80-120*			
Surrogate: Toluene-d8	*14.8*		ug/kg	*15.00*		*98.9*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*15.0*		ug/kg	*15.00*		*100*	*80-120*			
Matrix Spike Source: 1604291-17 Prepared & Analyzed: 05/03/16										
1,1-Dichloroethene	11.5	4.00	ug/kg	20.00	ND	57.6	64-139			
Benzene	13.9	2.00	ug/kg	20.00	ND	69.6	66-132			
Trichloroethene (TCE)	12.5	4.00	ug/kg	20.00	ND	62.5	64-134			
Toluene	11.9	2.00	ug/kg	20.00	ND	59.4	60-135			
Chlorobenzene	12.3	4.00	ug/kg	20.00	ND	61.4	61-129			
Surrogate: Dibromofluoromethane	*16.6*		ug/kg	*15.00*		*111*	*79-120*			
Surrogate: Toluene-d8	*15.4*		ug/kg	*15.00*		*102*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*15.0*		ug/kg	*15.00*		*100*	*80-120*			
Matrix Spike Dup Source: 1604291-17 Prepared & Analyzed: 05/03/16										
1,1-Dichloroethene	13.6	4.00	ug/kg	20.00	ND	67.8	64-139	16.4	30	
Benzene	16.4	2.00	ug/kg	20.00	ND	82.0	66-132	16.4	30	
Trichloroethene (TCE)	12.6	4.00	ug/kg	20.00	ND	63.1	64-134	0.955	30	
Toluene	12.8	2.00	ug/kg	20.00	ND	63.8	60-135	7.14	30	
Chlorobenzene	13.5	4.00	ug/kg	20.00	ND	67.6	61-129	9.61	30	
Surrogate: Dibromofluoromethane	*18.3*		ug/kg	*15.00*		*122*	*79-120*			
Surrogate: Toluene-d8	*14.7*		ug/kg	*15.00*		*98.0*	*80-120*			
Surrogate: 4-Bromofluorobenzene	*15.7*		ug/kg	*15.00*		*105*	*80-120*			
Batch BE60332 - EPA 3050B										

POSITIVE LAB SERVICE

781 East Washington Blvd., Los Angeles, CA 90021
(213) 745-5312 FAX (213) 745-6372

Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60332 - EPA 3050B										
Blank Prepared & Analyzed: 05/03/16										
Antimony	ND	2.50	mg/kg							
Arsenic	ND	1.00	mg/kg							
Barium	ND	1.00	mg/kg							
Beryllium	ND	1.00	mg/kg							
Cadmium	ND	1.00	mg/kg							
Chromium	ND	1.00	mg/kg							
Cobalt	ND	1.00	mg/kg							
Copper	ND	1.00	mg/kg							
Lead	ND	1.00	mg/kg							
Molybdenum	ND	1.00	mg/kg							
Nickel	ND	1.00	mg/kg							
Selenium	ND	1.00	mg/kg							
Silver	ND	1.00	mg/kg							
Thallium	ND	1.00	mg/kg							
Vanadium	ND	1.00	mg/kg							
Zinc	ND	5.00	mg/kg							
LCS Prepared & Analyzed: 05/03/16										
Antimony	46.7	2.50	mg/kg	49.70		94.0	60-140			
Arsenic	49.4	1.00	mg/kg	49.22		100	80-120			
Barium	206	1.00	mg/kg	198.2		104	80-120			
Beryllium	4.92	1.00	mg/kg	5.000		98.4	80-120			
Cadmium	5.24	1.00	mg/kg	4.950		106	80-120			
Chromium	20.5	1.00	mg/kg	19.78		104	80-120			
Cobalt	53.0	1.00	mg/kg	50.20		106	80-120			
Copper	25.7	1.00	mg/kg	24.85		103	80-120			
Lead	53.0	1.00	mg/kg	49.47		107	80-120			
Molybdenum	48.8	1.00	mg/kg	49.88		97.8	80-120			
Nickel	55.1	1.00	mg/kg	49.92		110	80-120			
Selenium	46.9	1.00	mg/kg	49.70		94.3	80-120			
Silver	4.98	1.00	mg/kg	4.940		101	80-120			
Thallium	50.2	1.00	mg/kg	49.83		101	80-120			
Vanadium	48.8	1.00	mg/kg	49.50		98.6	80-120			
Zinc	54.9	5.00	mg/kg	50.40		109	80-120			
Matrix Spike Source: 1605012-04 Prepared & Analyzed: 05/03/16										
Antimony	43.8	2.50	mg/kg	49.70	ND	88.1	60-140			
Arsenic	51.2	1.00	mg/kg	49.22	3.52	96.9	75-125			
Barium	307	1.00	mg/kg	198.2	110	99.2	75-125			
Beryllium	5.18	1.00	mg/kg	5.000	0.458	94.4	75-125			
Cadmium	5.81	1.00	mg/kg	4.950	1.01	97.1	75-125			

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Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Quality Control Data

Analyte	Result	PQL	Units	Spike Level	Source Result	%REC	%REC Limits	RPD	RPD Limit	Qualifier
Batch BE60332 - EPA 3050B										
Chromium	36.1	1.00	mg/kg	19.78	16.8	97.7	75-125			
Cobalt	59.3	1.00	mg/kg	50.20	10.3	97.5	75-125			
Copper	48.0	1.00	mg/kg	24.85	23.3	99.5	75-125			
Lead	56.3	1.00	mg/kg	49.47	7.20	99.3	75-125			
Molybdenum	46.8	1.00	mg/kg	49.88	0.495	92.9	75-125			
Nickel	61.7	1.00	mg/kg	49.92	12.3	99.0	75-125			
Selenium	46.9	1.00	mg/kg	49.70	0.925	92.6	75-125			
Silver	4.71	1.00	mg/kg	4.940	ND	95.3	75-125			
Thallium	40.7	1.00	mg/kg	49.83	ND	81.7	75-125			
Vanadium	87.9	1.00	mg/kg	49.50	38.8	99.0	75-125			
Zinc	151	5.00	mg/kg	50.40	85.4	130	75-125			V-2
Matrix Spike Dup Source: 1605012-04 Prepared & Analyzed: 05/03/16										
Antimony	44.2	2.50	mg/kg	49.70	ND	88.8	60-140	0.847	30	
Arsenic	53.1	1.00	mg/kg	49.22	3.52	101	75-125	3.97	30	
Barium	307	1.00	mg/kg	198.2	110	99.3	75-125	0.0525	30	
Beryllium	5.17	1.00	mg/kg	5.000	0.458	94.2	75-125	0.239	30	
Cadmium	5.78	1.00	mg/kg	4.950	1.01	96.4	75-125	0.726	30	
Chromium	35.8	1.00	mg/kg	19.78	16.8	96.3	75-125	1.46	30	
Cobalt	58.1	1.00	mg/kg	50.20	10.3	95.2	75-125	2.34	30	
Copper	47.7	1.00	mg/kg	24.85	23.3	98.2	75-125	1.36	30	
Lead	55.0	1.00	mg/kg	49.47	7.20	96.5	75-125	2.80	30	
Molybdenum	46.5	1.00	mg/kg	49.88	0.495	92.2	75-125	0.800	30	
Nickel	62.2	1.00	mg/kg	49.92	12.3	100	75-125	1.02	30	
Selenium	46.1	1.00	mg/kg	49.70	0.925	90.8	75-125	1.92	30	
Silver	4.67	1.00	mg/kg	4.940	ND	94.5	75-125	0.872	30	
Thallium	40.3	1.00	mg/kg	49.83	ND	80.8	75-125	1.08	30	
Vanadium	86.7	1.00	mg/kg	49.50	38.8	96.7	75-125	2.41	30	
Zinc	134	5.00	mg/kg	50.40	85.4	96.0	75-125	30.4	30	V-2
Batch BE60334 - EPA 7471A										
Blank Prepared & Analyzed: 05/03/16										
Mercury	ND	0.100	mg/kg							
LCS Prepared & Analyzed: 05/03/16										
Mercury	0.883	0.100	mg/kg	0.8350		106	80-120			
Matrix Spike Source: 1604226-01 Prepared & Analyzed: 05/03/16										
Mercury	0.925	0.100	mg/kg	0.8350	0.0460	105	75-125			
Matrix Spike Dup Source: 1604226-01 Prepared & Analyzed: 05/03/16										
Mercury	0.939	0.100	mg/kg	0.8350	0.0460	107	75-125	1.58	25	

POSITIVE LAB SERVICE

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Certificate of Analysis

Andersen Environmental, an EFI Global Company
5261 West Imperial Highway
Los Angeles, CA 90045

Attn: Mr. Desi Salgado Phone: (310) 854-6300 FAX:(310) 854-0199

File #:74354
Report Date: 05/05/16
Submitted: 04/28/16
PLS Report No.: 1604291

Project: 9836001145 - 640 S. Santa Fe Ave., Los Angeles, CA

Notes and Definitions

V-2	Out-of-Range recovery was due to sample Heterogeneity.
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)

93989

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: 4/26/16 PAGE 1 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1602429

CLIENT NAME: EFI Global | Project Name/No. 9836001145 | P.O. NO. | AIRBILL NO: _____

ADDRESS: 640 S Santa Fe Ave, Los Angeles, CA 90021 | ANALYSES REQUESTED: | COOLER TEMP: 2.1°C

PROJECT MANAGER: Desi Salgado PHONE NO: 310-854-6300 FAX NO: | PRESERVATIVE:

SAMPLER NAME: Desi Salgado (Printed) (Signature) | REMARKS: ~~TAT~~ Changed to 48 hr TAT per Desi 5/3/16

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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Lead + Arsenic)	8082/8081A (PCB's and pesticides)	VOCs 8260B (Full scan)	8015M (ERPH)	6010B (Title 22 metals)/7471A				SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	1	4/26/16	1015	EF1-S-5'		X			N	1	P									HOLD for pending analysis
2	2		1020	EF1-S-10'		X														
3	3		1025	EF1-S-15'		X														
4	4		1035	EF2-S-5'		X														
5	5		1040	EF2-S-10'		X														
6	6		1045	EF2-S-15'		X														
7	7		1105	EF3-S-5'		X								X	X	X				OFF HOLD 5/3/16 48hr TAT
8	8		1110	EF3-S-10'		X														
9	9		1115	EF3-S-15'		X														
10	10		1430	EF4-S-5'		X								X	X	X				OFF HOLD 5/3/16 48hr TAT

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 — Time: 1045

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 — Time: 2:05

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: — Time:

SPECIAL INSTRUCTIONS:

PRESERVATIVE: 1-HNO3 2-H2SO4 3-HCl 4-Zinc Acetate 5-NaOH 6-NH4 Buffer 7-Other

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 _____

LAB COPY

93990

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: 4/26/16 PAGE 2 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1604291

CLIENT NAME: EFI Global | Project Name/No. 9836001145 | P.O. NO. | AIRBILL NO: _____

ADDRESS: 640 S Santa Fe, Los Angeles, CA 90021 | ANALYSES REQUESTED: | COOLER TEMP: 2.1 uc

PROJECT MANAGER: Desi Salgado 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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Lead + Arsenic)	8082/8081A (PCBs + pesticides)	8260B (VOCs - full scan)	8015M (ER PH)	6010B (Title 22 metals)			SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	11	4/26/16	1433	EF14-S-10'		X			N	1	P								HOLD for pending analysis
2	12		1445	EF15-S-5'		X													
3	13		1448	EF15-S-10'		X													
4	14		1500	EF16-S-5'		X													
5	15		1503	EF16-S-10'		X													
6	16		1310	EF17-S-5'		X													
7	17		1313	EF17-S-10'		X													
8	18		1325	EF18-S-5'		X													
9	19		1328	EF18-S-10'		X													
10	20		1255	~~EF18-~~ EF19-S-5'		X													

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 10:40

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 2:05

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: Time:

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 _____

PRESERVATIVE: 1-HNO_3. 2-H_2SO_4. 3-HCL. 4-Zinc Acetate, 5-NaOH, 6-NH_4 Buffer, 7-Other

LAB COPY

93991

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: 4/26/16 PAGE 3 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 100421

CLIENT NAME: EFI Global | Project Name/No. 9836001145 | P.O. NO. | AIRBILL NO: _____

ADDRESS: 640 S Santa Fe Ave, Los Angeles, CA 90021 | ANALYSES REQUESTED: | COOLER TEMP: 2.1°

PROJECT MANAGER: Desi Salgado 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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Pb & As)	8082 / 8081A (PCBs + pesticides)	8260B (VOCs full scan)	8015M (ETPH)	6010B (Title 22 metals)				SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	21	4/26/16	1258	EF19-S-10'		X			N	1	P									HOLD
2	22		1125	EF110-S-2'		X						X	X							
3	23		1130	EF110-S-5'		X						X								
4	24		1140	EF111-S-2'		X						X								
5	25		1145	EF111-S-5'		X						X								
6	26		1155	EF112-S-2'		X						X	X							
7	27		1157	EF112-S-5'		X						X								
8	28		1225	EF113-S-2'		X						X								
9	29		1228	EF113-S-5'		X						X								
10	30		1210	EF114-S-2'		X						X								

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 10:20

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 Time: 2:05

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

93992

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: 4/26/16 PAGE 4 OF 4

LOG BOOK NO. _____ FILE NO. _____ LAB NO. 1604291

CLIENT NAME: EFI Global Project Name/No. 9836001145 P.O. NO.

ADDRESS: 640 S Santa Fe Ave, Los Angeles, CA 90021

PROJECT MANAGER: Desi Salgado PHONE NO: 310-854-6300 FAX NO:

SAMPLER NAME: Desi Salgado (Printed) (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# ___ ___ ___ ___ ___ ___ ___ ___ ___ ___

AIRBILL NO: _____

COOLER TEMP: 2.1°

PRESERVATIVE:

REMARKS:

ANALYSES REQUESTED:

	SAMPLE NO.	DATE SAMPLED	TIME SAMPLED	SAMPLE DESCRIPTION	MATRIX: WATER	SOIL	SLUDGE	OTHER	TAT	CONTAINER: #	TYPE	6010B (Pb & As)	8082/8081A (PCBs & pesticides)	8260B (VOCs full scan)	8015M (ETR PH)	6010B (Title 22 metals)	SAMPLE CONDITION/ CONTAINER /COMMENTS:
1	31	4/26/16	1213	EFI14-S-5'		X			N	1	P	X					
2	32		1240	EFI15-S-2'		X						X	X				
3	33		1243	EFI15-S-5'		X						X					
4	34		1400	EFI16-S-2'		X						X					
5	35		1403	EFI16-S-5'		X						X					
6	36		1415	EFI17-S-2'		X						X	X				
7	37		1418	EFI17-S-5'		X						X					
8																	
9																	
10																	

Relinquished By: (Signature and Printed Name) Desi Salgado — Received By: (Signature and Printed Name) — Date: 4/28/16 — Time: 1040

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: 4/28/16 — Time: 205

Relinquished By: (Signature and Printed Name) — Received By: (Signature and Printed Name) — Date: — Time:

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 _____

PRESERVATIVE: 1-HNO_3, 2-H_2SO_4, 3-HCL, 4-Zinc Acetate, 5-NaOH, 6-NH_4 Buffer, 7-Other

LAB COPY

APPENDIX D

JOHNSON-ETTINGER MODEL

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
1.23E+03	5.1E-04	6.3E-01	3.0E-07	4.1E-03

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	1.23E+03			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 (^oC)	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 ↓

Lookup Soil Parameters

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

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 (NEW)	1 (NEW)

END

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: Trichlorofluoromethane

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
2.87E+01	5.9E-04	1.7E-02	NA	5.5E-06

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
75694	2.87E+01			Trichlorofluoromethane

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 (^oC)	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 ↓

Lookup Soil Parameters

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

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 (NEW)	1 (NEW)

END

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: 1,1,1-Trichloroethane

Results Summary

Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
4.95E+01	5.9E-04	2.9E-02	NA	6.6E-06

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
71556	4.95E+01			1,1,1-Trichloroethane

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 (^oC)	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 ↓

Lookup Soil Parameters

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

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 (NEW)	1 (NEW)

END

USEPA SG-SCREEN
Version 2.0, 04/2003

DTSC Modification
December 2014

Department of Toxic Substances Control
Vapor Intrusion Screening Model - Soil Gas

Scenario: Commercial
Chemical: Trichloroethylene

DATA ENTRY SHEET

Results Summary				
Soil Gas Conc. ($\mu g/m^3$)	Attenuation Factor (unitless)	Indoor Air Conc. ($\mu g/m^3$)	Cancer Risk	Noncancer Hazard
5.76E+02	6.1E-04	3.5E-01	1.2E-07	4.0E-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
79016	5.76E+02			Trichloroethylene

MESSAGE: See VLOOKUP table comments on chemical properties and/or toxicity criteria for this chemical.

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 (^oC)	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 ↓

Lookup Soil Parameters

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

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 (NEW)	1 (NEW)

END

Appendix G: Noise Monitoring and Data Calculations Worksheets

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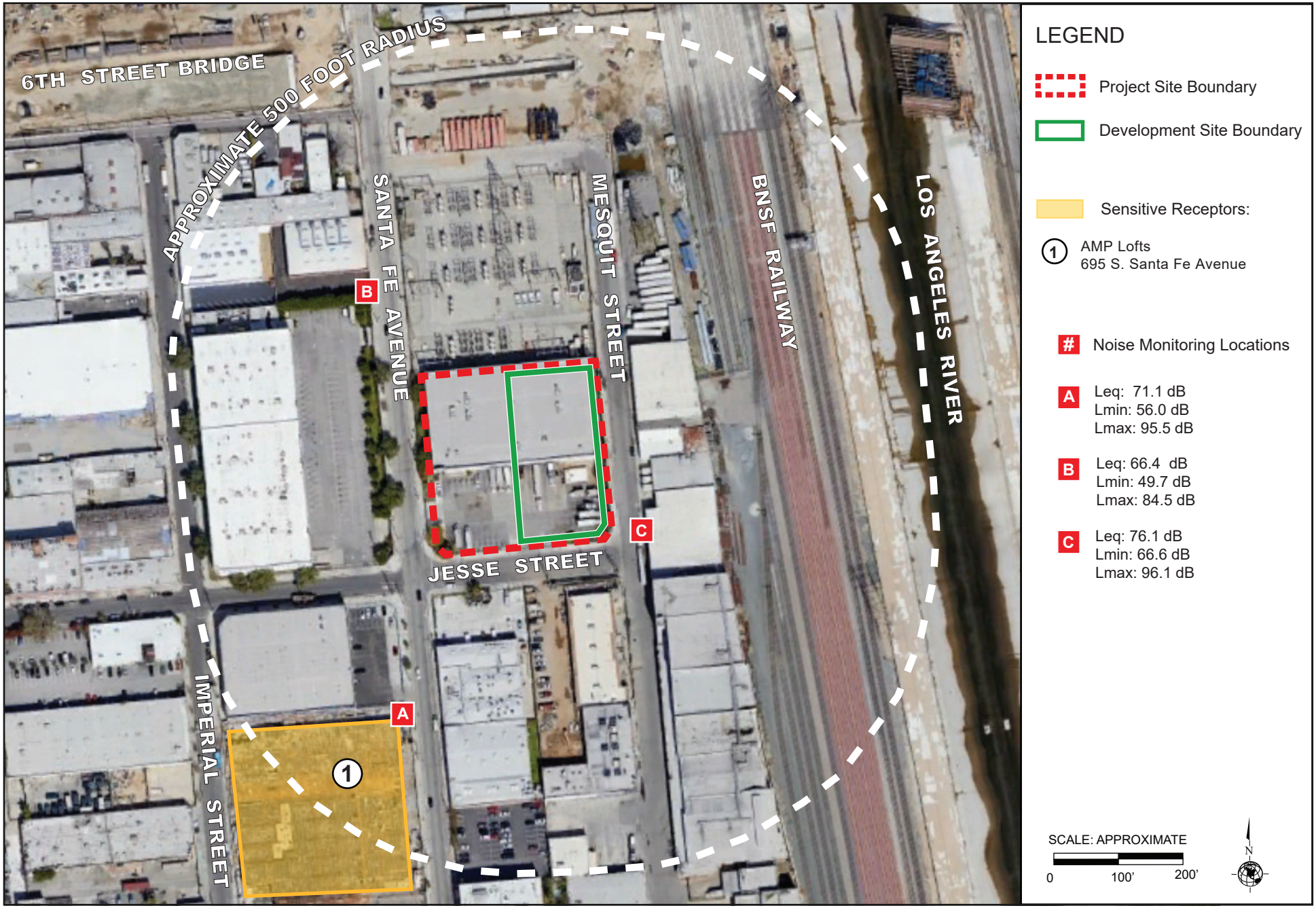


Source: Google Earth, Aerial View, 2018.

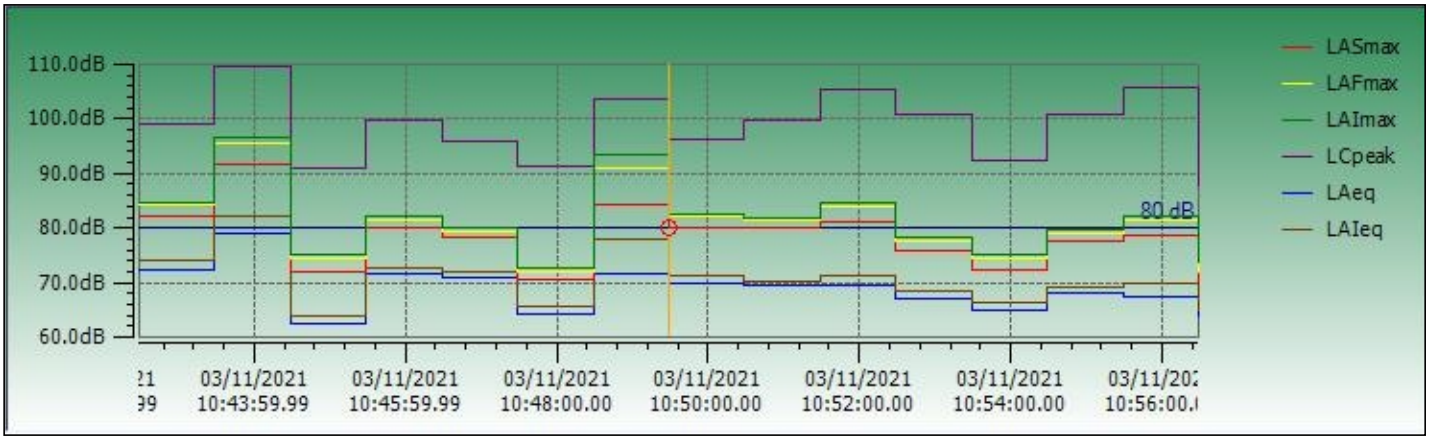
Figure 4.2
Noise Monitoring and Sensitive Receptor Location Map

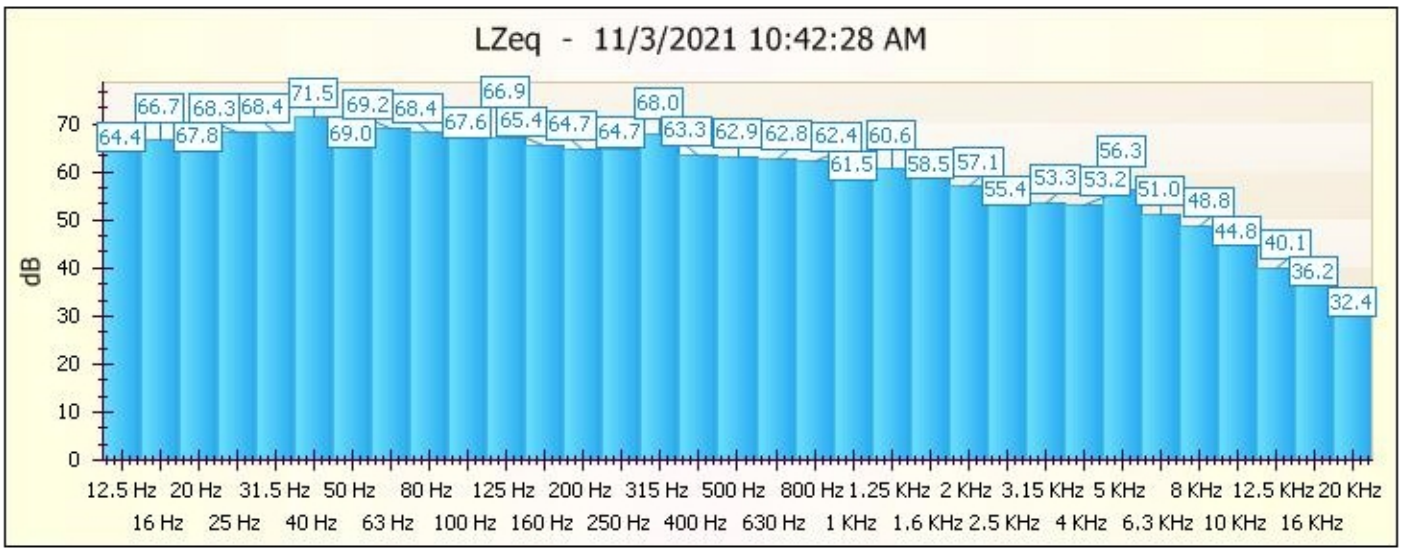
655 Mesquit

Location A

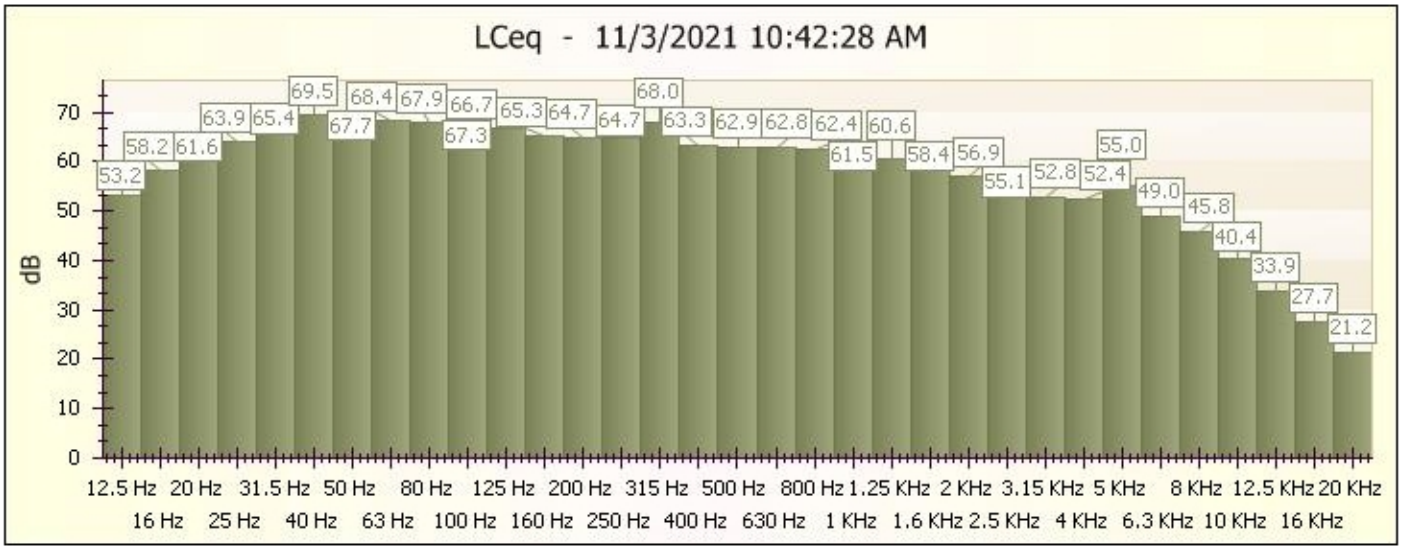
Instrument Model	**CEL-633C**

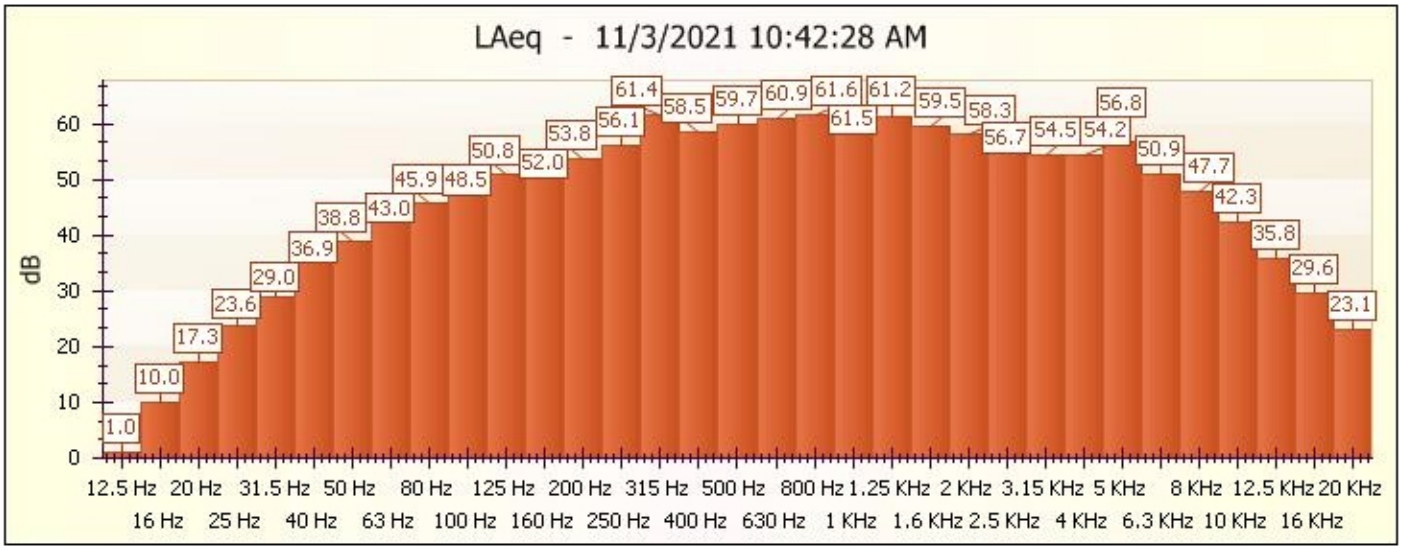
Serial Number	2451112	LCeq-LAeq	7.7 dB
Start Date & Time	11/3/2021 10:42:28 AM	LAIeq	73.8 dB
Duration	00:15:00 HH:MM:SS	LAE	100.6 dB
LAeq	71.1 dB	Lepd(Projected)	71.1 dB
LCpeak with Time	109.7 dB (11/3/2021 10:44:09 AM)	End Date & Time	11/3/2021 10:57:28 AM
Lex8h(Projected)	71.1 dB	Calibration (Before) Date	10/30/2020 9:58:58 AM
LAFmax with Time	95.5 dB (11/3/2021 10:44:09 AM)	Calibration (Before) SPL	114 dB
LAImax with Time	96.5 dB (11/3/2021 10:44:09 AM)	Calibration (After) Date	
LAFmin with Time	56.0 dB (11/3/2021 10:55:29 AM)	Calibration Drift	-11.7 dB
LAImin with Time	56.4 dB (11/3/2021 10:55:31 AM)	Battery Low	No
LCeq	78.8 dB	Result	Cumulative





Location A

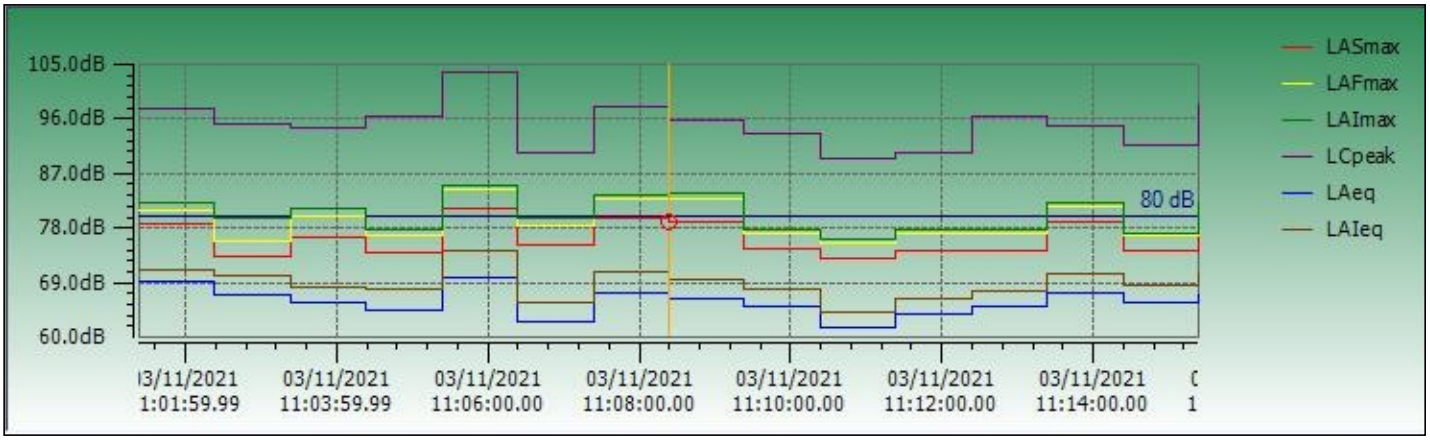

LCeq - 11/3/2021 10:42:28 AM
dB
0
10
20
30
40
50
60
70
53.2
58.2
61.6
63.9
65.4
69.5
67.7
68.4
67.9
67.3
66.7
65.3
64.7
64.7
68.0
63.3
62.9
62.8
62.4
61.5
60.6
58.4
56.9
55.1
52.8
52.4
55.0
49.0
45.8
40.4
33.9
27.7
21.2
12.5 Hz 16 Hz
20 Hz 25 Hz
31.5 Hz 40 Hz
50 Hz 63 Hz
80 Hz 100 Hz
125 Hz 160 Hz
200 Hz 250 Hz
315 Hz 400 Hz
500 Hz 630 Hz
800 Hz 1 KHz
1.25 KHz 1.6 KHz
2 KHz 2.5 KHz
3.15 KHz 4 KHz
5 KHz 6.3 KHz
8 KHz 10 KHz
12.5 KHz 16 KHz
20 KHz

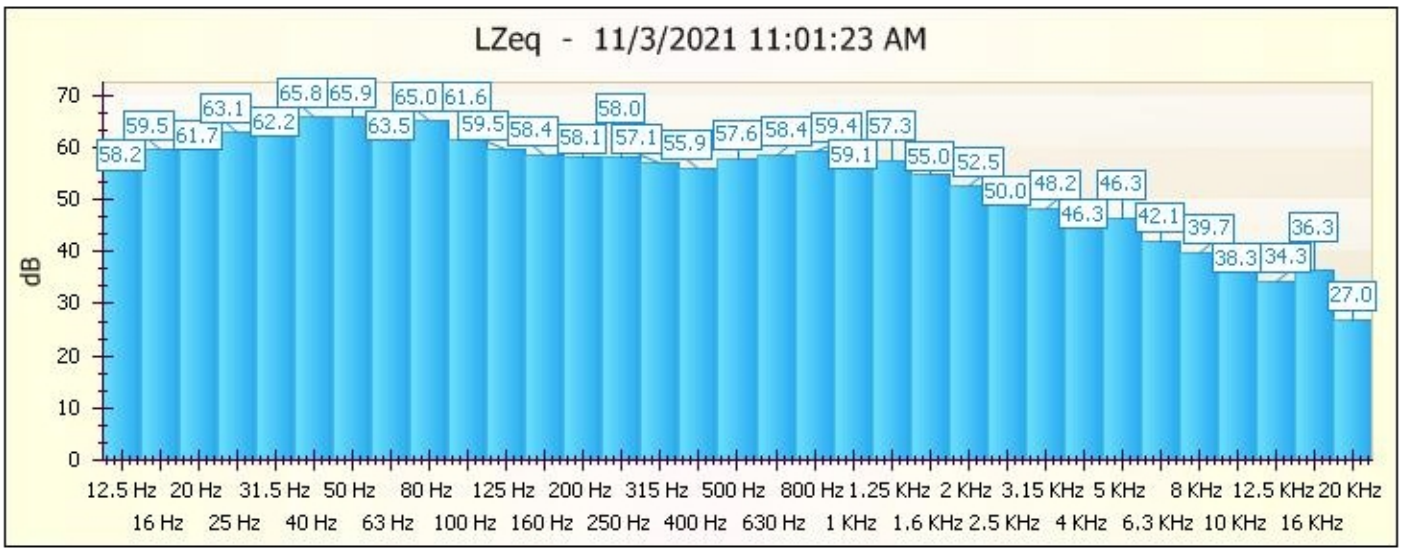

LAeq - 11/3/2021 10:42:28 AM
dB
0
10
20
30
40
50
60
1.0
10.0
17.3
23.6
29.0
36.9
38.8
43.0
45.9
48.5
50.8
52.0
53.8
56.1
61.4
58.5
59.7
60.9
61.6
61.5
61.2
59.5
58.3
56.7
54.5
54.2
56.8
50.9
47.7
42.3
35.8
29.6
23.1
12.5 Hz 16 Hz
20 Hz 25 Hz
31.5 Hz 40 Hz
50 Hz 63 Hz
80 Hz 100 Hz
125 Hz 160 Hz
200 Hz 250 Hz
315 Hz 400 Hz
500 Hz 630 Hz
800 Hz 1 KHz
1.25 KHz 1.6 KHz
2 KHz 2.5 KHz
3.15 KHz 4 KHz
5 KHz 6.3 KHz
8 KHz 10 KHz
12.5 KHz 16 KHz
20 KHz

655 Mesquit

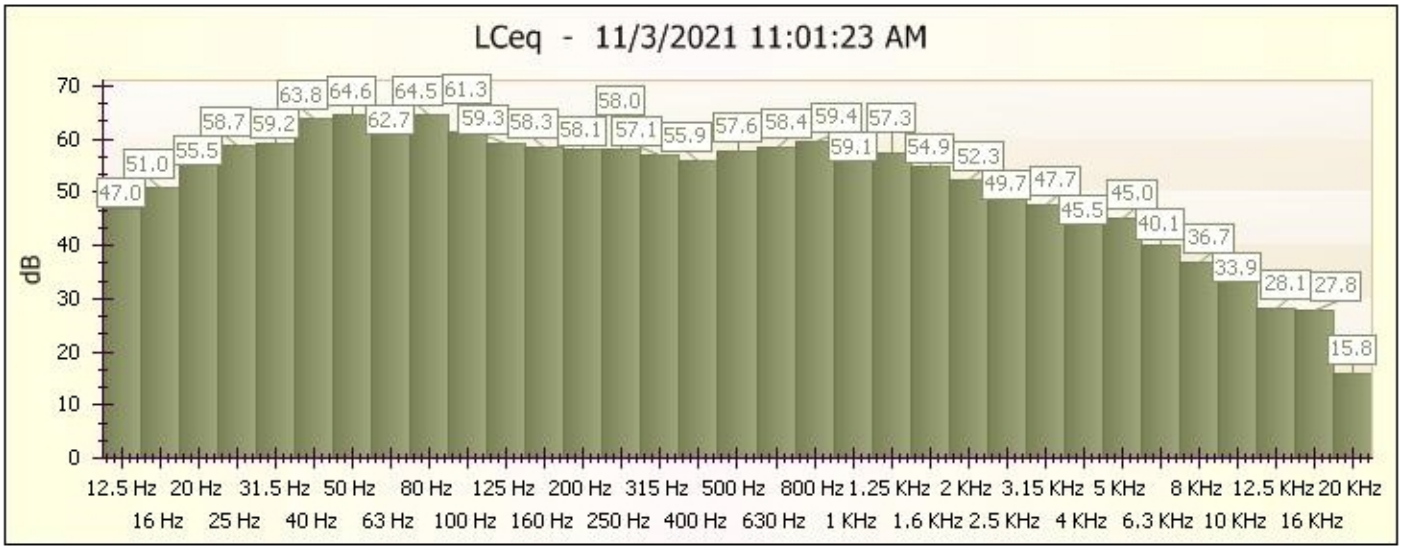
Location B

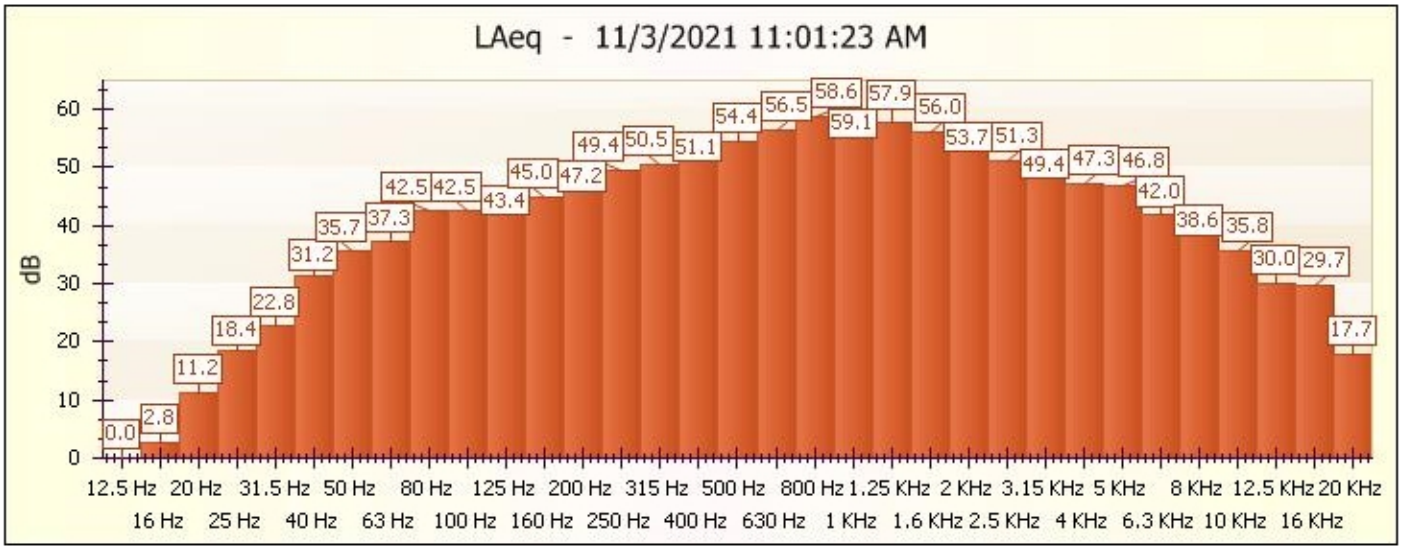
Instrument Model	**CEL-633C**		
Serial Number	2451112	LCeq-LAeq	7 dB
Start Date & Time	11/3/2021 11:01:23 AM	LAIeq	69.6 dB
Duration	00:15:00 HH:MM:SS	LAE	96 dB
LAeq	66.4 dB	Lepd(Projected)	66.4 dB
LCpeak with Time	103.6 dB (11/3/2021 11:05:44 AM)	End Date & Time	11/3/2021 11:16:23 AM
Lex8h(Projected)	66.4 dB	Calibration (Before) Date	10/30/2020 9:58:58 AM
LAFmax with Time	84.5 dB (11/3/2021 11:05:36 AM)	Calibration (Before) SPL	114 dB
LAImax with Time	85.0 dB (11/3/2021 11:05:36 AM)	Calibration (After) Date	
LAFmin with Time	49.7 dB (11/3/2021 11:04:55 AM)	Calibration Drift	-11.7 dB
LAImin with Time	50.7 dB (11/3/2021 11:04:55 AM)	Battery Low	No
LCeq	73.4 dB	Result	Cumulative





Location B

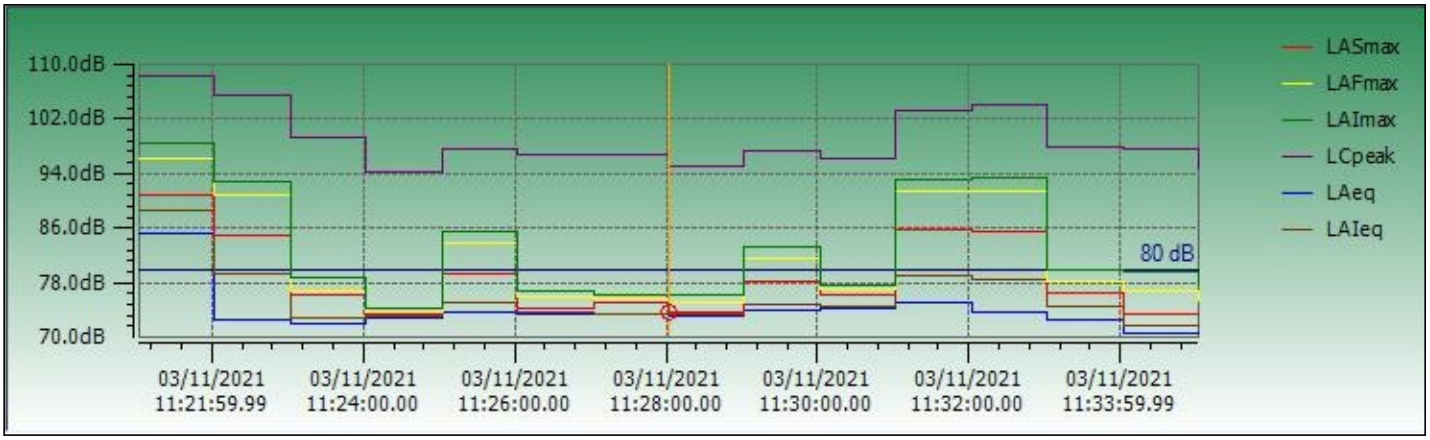

LCeq - 11/3/2021 11:01:23 AM
dB
70
60
50
40
30
20
10
0
47.0 51.0 55.5 58.7 59.2 63.8 64.6 62.7 64.5 61.3 59.3 58.3 58.1 58.0 57.1 55.9 57.6 58.4 59.4 59.1 57.3 54.9 52.3 49.7 47.7 45.5 45.0 40.1 36.7 33.9 28.1 27.8 15.8
12.5 Hz 16 Hz 20 Hz 25 Hz 31.5 Hz 40 Hz 50 Hz 63 Hz 80 Hz 100 Hz 125 Hz 160 Hz 200 Hz 250 Hz 315 Hz 400 Hz 500 Hz 630 Hz 800 Hz 1 KHz 1.25 KHz 1.6 KHz 2 KHz 2.5 KHz 3.15 KHz 4 KHz 5 KHz 6.3 KHz 8 KHz 10 KHz 12.5 KHz 16 KHz 20 KHz

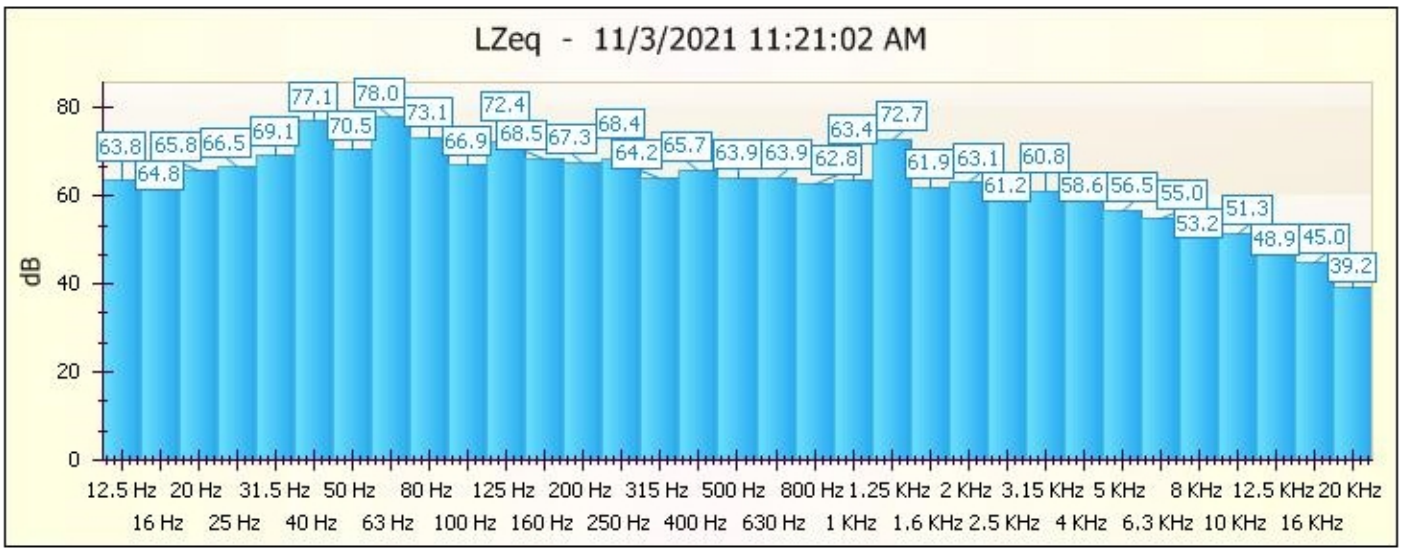

LAeq - 11/3/2021 11:01:23 AM
dB
60
50
40
30
20
10
0
0.0 2.8 11.2 18.4 22.8 31.2 35.7 37.3 42.5 42.5 43.4 45.0 47.2 49.4 50.5 51.1 54.4 56.5 58.6 59.1 57.9 56.0 53.7 51.3 49.4 47.3 46.8 42.0 38.6 35.8 30.0 29.7 17.7
12.5 Hz 16 Hz 20 Hz 25 Hz 31.5 Hz 40 Hz 50 Hz 63 Hz 80 Hz 100 Hz 125 Hz 160 Hz 200 Hz 250 Hz 315 Hz 400 Hz 500 Hz 630 Hz 800 Hz 1 KHz 1.25 KHz 1.6 KHz 2 KHz 2.5 KHz 3.15 KHz 4 KHz 5 KHz 6.3 KHz 8 KHz 10 KHz 12.5 KHz 16 KHz 20 KHz

655 Mesquit

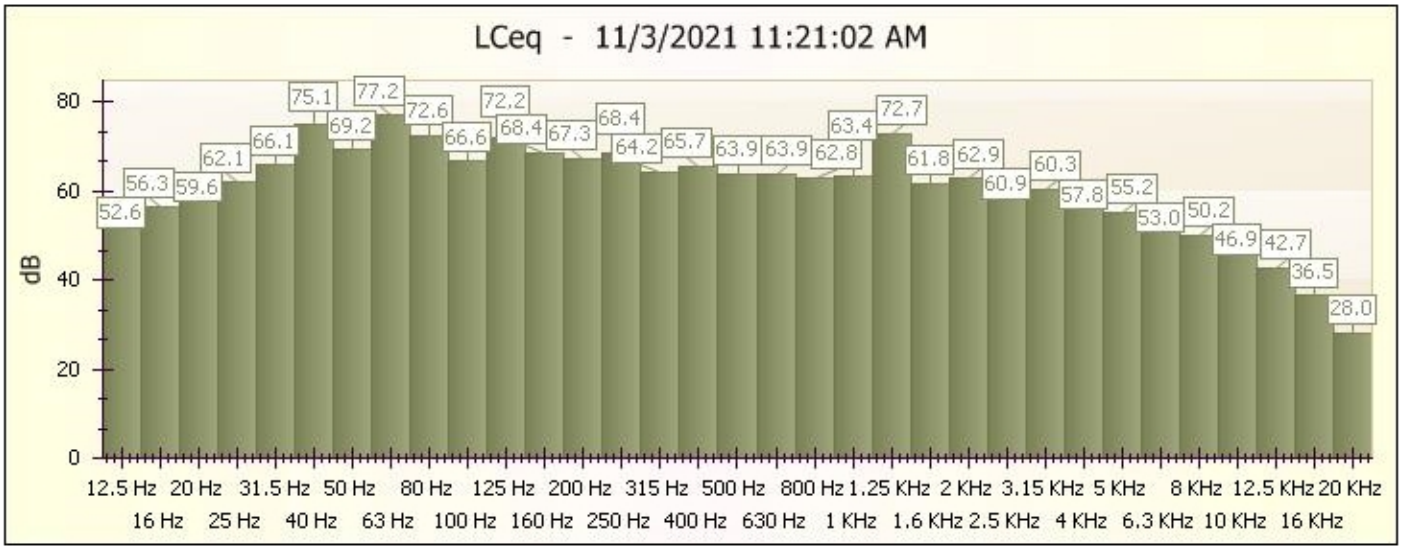
Location C

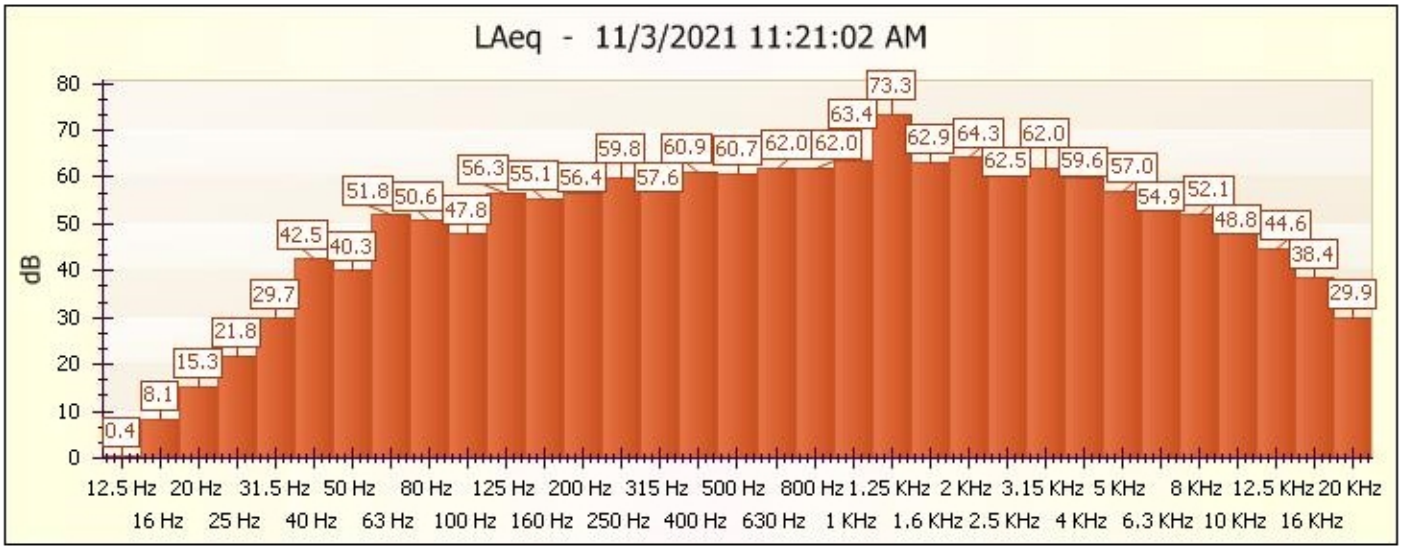
Instrument Model	**CEL-633C**
Serial Number	2451112
Start Date & Time	11/3/2021 11:21:02 AM
Duration	00:15:00 HH:MM:SS
LAeq	76.1 dB
LCpeak with Time	108.4 dB (11/3/2021 11:21:46 AM)
Lex8h(Projected)	76.1 dB
LAFmax with Time	96.1 dB (11/3/2021 11:21:46 AM)
LAImax with Time	98.4 dB (11/3/2021 11:21:46 AM)
LAFmin with Time	66.6 dB (11/3/2021 11:22:48 AM)
LAImin with Time	66.9 dB (11/3/2021 11:22:48 AM)
LCeq	83.1 dB
LCeq-LAeq	7 dB
LAIeq	79.1 dB
LAE	105.7 dB
Lepd(Projected)	76.1 dB
End Date & Time	11/3/2021 11:36:02 AM
Calibration (Before) Date	10/30/2020 9:58:58 AM
Calibration (Before) SPL	114 dB
Calibration (After) Date	
Calibration Drift	-11.7 dB
Battery Low	No
Result	Cumulative





Location C


LCeq - 11/3/2021 11:21:02 AM
dB
80
60
40
20
0
52.6 56.3 59.6 62.1 66.1 75.1 69.2 77.2 72.6 66.6 72.2 68.4 67.3 68.4 64.2 65.7 63.9 63.9 62.8 63.4 72.7 61.8 62.9 60.9 60.3 57.8 55.2 53.0 50.2 46.9 42.7 36.5 28.0
12.5 Hz 16 Hz 20 Hz 25 Hz 31.5 Hz 40 Hz 50 Hz 63 Hz 80 Hz 100 Hz 125 Hz 160 Hz 200 Hz 250 Hz 315 Hz 400 Hz 500 Hz 630 Hz 800 Hz 1 KHz 1.25 KHz 1.6 KHz 2 KHz 2.5 KHz 3.15 KHz 4 KHz 5 KHz 6.3 KHz 8 KHz 10 KHz 12.5 KHz 16 KHz 20 KHz


LAeq - 11/3/2021 11:21:02 AM
dB
80
70
60
50
40
30
20
10
0
0.4 8.1 15.3 21.8 29.7 42.5 40.3 51.8 50.6 47.8 56.3 55.1 56.4 59.8 57.6 60.9 60.7 62.0 62.0 63.4 73.3 62.9 64.3 62.5 62.0 59.6 57.0 54.9 52.1 48.8 44.6 38.4 29.9
12.5 Hz 16 Hz 20 Hz 25 Hz 31.5 Hz 40 Hz 50 Hz 63 Hz 80 Hz 100 Hz 125 Hz 160 Hz 200 Hz 250 Hz 315 Hz 400 Hz 500 Hz 630 Hz 800 Hz 1 KHz 1.25 KHz 1.6 KHz 2 KHz 2.5 KHz 3.15 KHz 4 KHz 5 KHz 6.3 KHz 8 KHz 10 KHz 12.5 KHz 16 KHz 20 KHz

INSTRUMENT CALIBRATION REPORT

Pine Environmental Services LLC

11397 Slater Ave.
Fountain Valley, CA 92708
Toll-free: 888-620-7463

Pine Environmental Services, Inc.

Instrument ID 34405
Description CASELLA CEL Sound Level Meter
Calibrated 10/30/2020 1:03:09PM

Manufacturer Casella
Model Number CEL-633C
Serial Number/ Lot Number 2451112
Location California
Department

State Certified
Status Pass
Temp °C 24
Humidity % 55

Calibration Specifications

Group # 1
Group Name 114 db check - data transfer
Test Performed: Yes **As Found Result: Pass** **As Left Result: Pass**

Test Instruments Used During the Calibration **(As Of Cal Entry Date)**

Test Standard ID	Description	Manufacturer	Model Number	Serial Number / Lot Number	Next Cal Date / Last Cal Date/ Expiration Date Opened Date

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Eduardo Turcios

All instruments are calibrated by Pine Environmental Services LLC according to the manufacturer's specifications, but it is the customer's responsibility to calibrate and maintain this unit in accordance with the manufacturer's specifications and/or the customer's own specific needs.

Notify Pine Environmental Services LLC of any defect within 24 hours of receipt of equipment
Please call 800-301-9663 for Technical Assistance

INSTRUMENT CALIBRATION REPORT

Advanced Labs, Inc.

Pine Environmental Services, Inc

Instrument ID 34405
Description CEL-63X Sound Level Meter
Calibrated 8/6/2020

Manufacturer Casella
Model Number CEL-63X
Serial Number 2451112
Location New Jersey
Temp 73

Classification
Status pass
Frequency Yearly EOM
Department Lab
Humidity 36

Calibration Specifications

Group # 1
Group Name Acoustic Tests Performed
Test Performed: Yes **As Found Result: Fail** **As Left Result: Pass**

Test Instruments Used During the Calibration

				(As Of Cal Entry Date)	
Test Instrument ID	**Description**	**Manufacturer**	**Serial Number**	**Last Cal Date**	**Next Cal Date**
B&K 4226	Brüel & Kjær 4226	Brüel & Kjær	2590968	7/2/2020	7/2/2021
B&K 4228	Brüel & Kjær 4228	Brüel & Kjær	2667476	7/2/2020	7/2/2021

Notes about this calibration

Calibration Result Calibration Successful
Who Calibrated Kevin Cole

Advanced Labs, Inc. hereby certifies that this instrument is calibrated and functions to meet the manufacture's specifications using NIST traceable standards, or is derived from accepted values of physical constants.

Report date: 11/12/20
Project: 655 Mesquit Project
Phase: Demolition/Site Clearing

RECEPTOR #1 (Multi-family residences at Amp Lofts)		
		Ambient/Baseline (dBA)
Description	**Land Use**	**Daytime**
Residential at Amp Lofts (695 S. Santa Fe Ave.)	Residential	71.1

Equipment							Without Mitigation		
							Estimated Shielding	Calculated (dBA)	
Description	**Impact Device**	**Usage(%)**	**Spec. Max (dBA)**	**Actual Max (dBA)**	**Receptor Distance to Project Site (Feet)**	**Receptor Distance to Centerline of Project Site (Feet)**	**(dBA)**	***Lmax**	**Leq**
Concrete/Industrial Saw	No	20	90	90	320	400	10	61.9	54.9
Dozer	No	40	85	82	320	400	10	53.9	50.0
						Construction Noise Level (dBA Leq)			**56.1**
						Noise Leve Above Ambient			**-15.0**

Notes:
1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER
ENVIRONMENTAL CONSULTANTS

Report date: 11/12/20
Project: 655 Mesquit Project
Phase: Grading/Excavation

RECEPTOR #1 (Multi-family residences at Amp Lofts)		
		Ambient/Baseline (dBA)
Description	**Land Use**	**Daytime**
Residential at Amp Lofts (695 S. Santa Fe Ave.)	Residential	71.1

Equipment								Without Mitigation		
Description	**Impact Device**	**Usage(%)**	**Spec. Max (dBA)**	**Actual Max (dBA)**	**Receptor Distance to Project Site (Feet)**	**Receptor Distance to Centerline of Project Site (Feet)**		**Estimated Shielding (dBA)**	**Calculated (dBA) *Lmax**	**Leq**
Grader	No	40	85	85	320	400		10	56.9	53.0
Excavator	No	40	85	81	320	400		10	52.9	49.0
						Construction Noise Level (dBA Leq)				**54.4**
						Noise Leve Above Ambient				**-16.7**

Notes:
1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 11/12/20
Project: 655 Mesquit Project
Phase: Building Construction

RECEPTOR #1 (Multi-family residences at Amp Lofts)		
		Ambient/Baseline (dBA)
Description	**Land Use**	**Daytime**
Residential at Amp Lofts (695 S. Santa Fe Ave.)	Residential	71.1

Equipment								Without Mitigation		
								Estimated Shielding	Calculated (dBA)	
Description	**Impact Device**	**Usage(%)**	**Spec. Max (dBA)**	**Actual Max (dBA)**	**Receptor Distance to Project Site (Feet)**	**Receptor Distance to Centerline of Project Site (Feet)**		**(dBA)**	***Lmax**	**Leq**
Crane	No	16	85	81	320	400		10	52.9	45.0
Generator	No	50	82	81	320	400		10	52.9	49.9
						Construction Noise Level (dBA Leq)				**51.1**
						Noise Leve Above Ambient				**-20.0**

Notes:
1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER
ENVIRONMENTAL CONSULTANTS

Report date: 11/12/20
Project: 655 Mesquit Project
Phase: Architectural Coatings

RECEPTOR #1 (Multi-family residences at Amp Lofts)		
		Ambient/Baseline (dBA)
Description	**Land Use**	**Daytime**
Residential at Amp Lofts (695 S. Santa Fe Ave.)	Residential	71.1

Equipment							Without Mitigation		
Description	**Impact Device**	**Usage(%)**	**Spec. Max (dBA)**	**Actual Max (dBA)**	**Receptor Distance to Project Site (Feet)**	**Receptor Distance to Centerline of Project Site (Feet)**	**Estimated Shielding**	**Calculated (dBA)**	
							(dBA)	***Lmax**	**Leq**
Air Compressor	No	50	80	78	320	400	10	49.9	46.9
Air Compressor	No	50	80	78	320	400	10	49.9	46.9
						Construction Noise Level (dBA Leq)			**49.9**
						Noise Leve Above Ambient			**-21.2**

Notes:
1. Daytime noise levels are based on actual noise measurements taken at the Project Site vicinity.
2. An attenuation factor of 10 dBA was applied for sensitive receptors where buildings separate the Project Site and the associated senstive receptor.
3. Calculations based on the loudest two pieces of heavy construction equipment specific to each phase.

Source: Roadway Construction Noise Model (RCNM),Version 1.1

PARKER
ENVIRONMENTAL CONSULTANTS

PARKER
ENVIRONMENTAL CONSULTANTS

Construction Noise Impact Summary

Address	Ambient Noise (dBA Leq)	Noise Level Impact (dBA Leq) by Phase				Construction Noise Threshold (dBA Leq)**	Noise Impact Above Threshold
		Demo	Grading	Building	Architectural Coating		
RECEPTOR #1 (Multi-family residences at Amp Lofts)	71.10	56.1	54.4	51.1	49.9	76.1	0.0

** Significance criteria is based on a 5- dBA noise increase above ambient threshold.

NETT TECHNOLOGIES INC.
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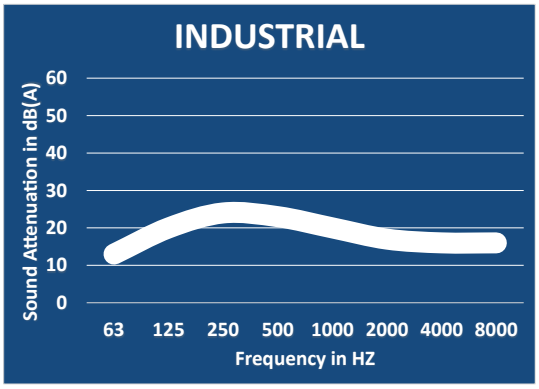
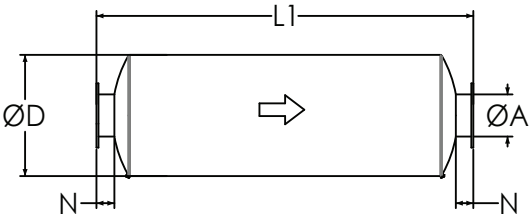
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

TYPICAL ATTENUATION CURVE



TYPICAL CONFIGURATIONS



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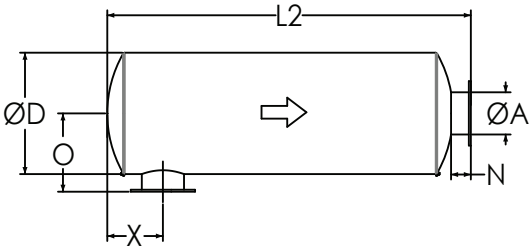
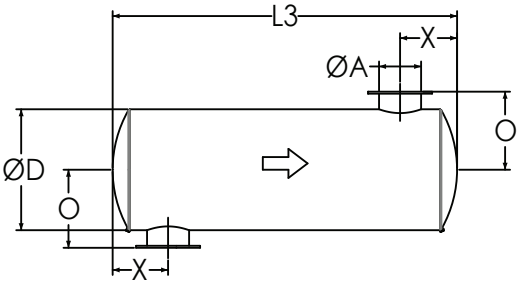


SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

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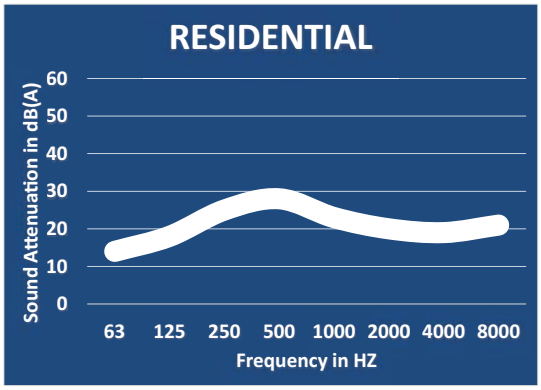
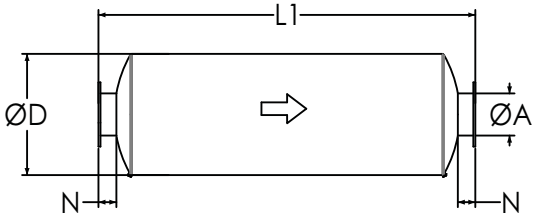
Residential Grade Silencers

Model NTRS-C (Cylindrical), 20-25 dBA

TYPICAL ATTENUATION CURVE



TYPICAL CONFIGURATIONS



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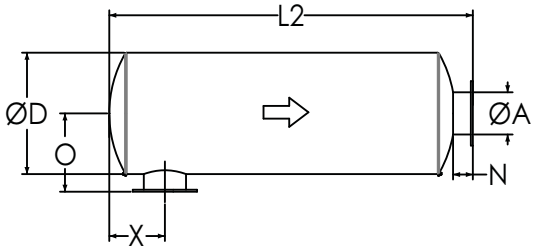

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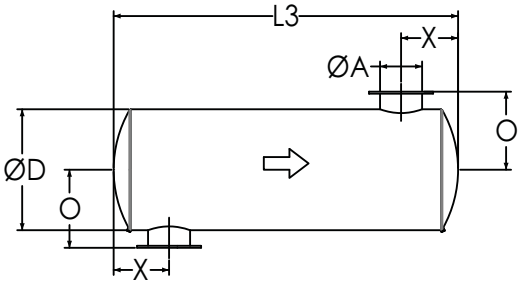

SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
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- Customized engineered systems solutions to meet challenging integration and engine requirements

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OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
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ACCESSORIES

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NTRS-C2.5	2.5	6	32	29	26	4	14	3	6
NTRS-C3	3	6	34	31	28	5	15	3	6
NTRS-C3.5	3.5	9	36	33	30	5	16	3	8
NTRS-C4	4	10	40	37	34	5	17	3	8
NTRS-C5	5	12	42	39	36	6	18	3	9
NTRS-C6	6	14	44	40	36	7	19	4	11
NTRS-C8	8	16	56	52	48	9	24	4	12
NTRS-C10	10	20	58	54	50	11	24	4	14
NTRS-C12	12	24	70	66	62	13	31	4	16
NTRS-C14	14	30	80	75	70	17	35	5	20
NTRS-C16	16	36	90	85	80	17	40	5	23
NTRS-C18	18	40	102	97	92	18	47	5	25
NTRS-C20	20	42	108	103	98	21	50	5	26
NTRS-C22	22	48	116	111	106	23	54	5	29
NTRS-C24	24	48	130	125	120	26	61	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

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PATTERN: Quilted pattern.

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APPLICATIONS: Effective solution to a wide range of noise control problems. Machinery and work area enclosures.

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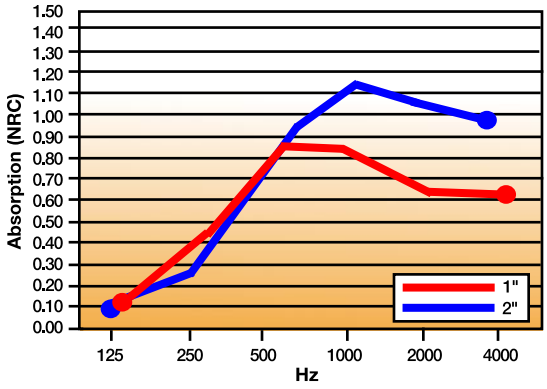
BBC-13 Curtain (Quilting on one side) standard: 54" wide and Lengths up to 25'. Custom sizes also available.

COLOR: Silver (Other colors available upon request).

FLAMMABILITY: ASTM E-84, Class A. Flame Spread: 23, Smoke Developed: 30.

INSTALLATION: Hook and loop fasteners, grommet hangers, curtain support hardware.



CURTAIN S.T.O.P. Sound Transmission Loss - ASTM E90 /a/ /b/

Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	STC
BSC-25 w/ 1 lb. Barrier	12	10	27	40	44	43	29
BSC-25 w/ 2 lb. Barrier	19	22	28	40	56	61	33
BBC-13 w/ 1 lb. Barrier	11	10	24	30	35	35	27
BBC-13 w/ 2 lb. Barrier	19	22	28	40	56	61	33

CURTAIN S.T.O.P. Sound Absorption Coefficients

Frequency	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	NRC
1" Fiberglass	.12	.47	.85	.84	.64	.62	.70
2" Fiberglass	.19	.99	.96	.80	.57	.33	.85

/a/ Sound transmission loss is the decibel reduction achieved at different frequencies. Construction noise occurs throughout the frequency spectrum. An example of high frequency noise is the whining sound from a concrete saw or jackhammering, low frequency noise can be usually attributed to equipment such as the humming of a generator.
/b/ Sound Transmission Class (STC) is the integer rating of how well a material attenuates airborne sound. It is however a rough idea of sound reduction versus the transmission loss calculated at different frequencies.

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- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people



Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective ***until now.***

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

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Appendix H: Transportation Study

H.1: Los Angeles Department of Transportation, Transportation Analysis for the Proposed Mixed-Use Project Located at 655 Mesquit Street, July 8, 2021.

H.2: The Mobility Group, 655 Mesquit Project Transportation Assessment Study, April 2021

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655 Mesquit Project

Transportation Assessment Study

April 2021

Prepared by

The **Mobility** Group

655 Mesquit Project

Transportation Assessment

Prepared by

The **Mobility** Group
18301 Von Karman Ave, Ste 490
Irvine, Ca 92612



Saeed Kerayehchian

Saeed Kerayechian
C89422

655 Mesquit Street Project

Transportation Assessment

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Introduction & Report Contents

This report documents a Transportation Assessment conducted for the 655 Mesquit Street Project in downtown Los Angeles. The assessment was conducted according to the Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines[1], July 2020. The report addresses both a CEQA Analysis and a Non-CEQA Analysis per the guidelines.

Background

The Transportation Assessment Guidelines provide the following background and context.

In compliance with the California Environmental Quality Act (CEQA) and/or in accordance with City regulations, the City of Los Angeles Department of Transportation (LADOT) may require Applicants to analyze and assess project-specific transportation impacts. This edition of the City of Los Angeles Transportation Assessment Guidelines (TAG) establishes criteria for project review objectives and requirements, provides instructions and sets standards for preparation of a transportation assessment in the City of Los Angeles.

This updated version of the City's TAG, which supersedes the Guidelines last updated in December 2016, conforms to the requirements of Senate Bill 743; incorporates updates to the CEQA guidelines proposed by the Governor's Office of Planning and Research (OPR) and further guidance provided in OPR's corresponding Technical Advisory[2]; and are consistent with the City of Los Angeles CEQA Thresholds Guide update. As part of the preparation of this version of the City's TAG, the City updated its travel demand simulation model and transportation impact thresholds to be consistent with the vehicle miles traveled (VMT) impact methodology.

Senate Bill 743 tasked the Office of Planning and Research (OPR) with developing new guidelines for evaluating transportation impacts under CEQA using methods that no longer focus on measuring automobile delay and level of service (LOS). Senate Bill 743 directed lead agencies to revise transportation assessment guidelines to include a transportation performance metric that promotes: the reduction of greenhouse gas emissions, the development of multimodal networks, and access to diverse land uses. OPR's proposed updates to the CEQA guidelines in support of these goals[3] establish VMT as the primary metric for evaluating a project's impacts on the environment and transportation system.

[1] Formerly referred to as the Transportation Impact Study (TIS) Guidelines. Any ordinance or policy referring to LADOT's TIS Guidelines or the Traffic Study Policies and Procedures shall be inferred to mean the an access ramp Transportation Assessment Guidelines (TAG) as its successor document.
[2] State of California, Governor's Office of Planning & Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, April 2018.
[3] State of California, Governor's Office of Planning & Research, *Proposed Updates to the CEQA Guidelines, Final*, November 2017.

Another proposed update to the CEQA guidelines requires that a project's environmental assessment must assess and disclose whether the proposed project conflicts or is inconsistent with local plans or policies. The California Natural Resources Agency certified and adopted the CEQA Guidelines in December 2018, and are now in effect.[4]

Report Contents

This report follows the procedures and requirements in the LADOT Transportation Assessment Guidelines, including the format of the study report. The report follows the procedures outlined in the LADOT Memorandum of Understanding (MOU) approved February 25, 2021 and included in Appendix A.

Chapter 0 provides a summary of the Project Description, and Chapter 1 provides a description of the Project Context with respect to the transportation system. Chapter 2 provides the CEQA Analysis of Transportation Impacts. Chapter 3 provides the Non-CEQA Transportation Analysis. Chapter 4 provides a description of transportation mitigation measures (for any impacts identified in the CEQA Analysis), and corrective actions (for any concerns identified in the Non-CEQA Analysis).

[4] State of California, Natural Resources Agency, Final Adopted Text, Dec 2018. http://resources.ca.gov/ceqa/

0. Project Description

The proposed Project is located at 655 Mesquit Street in the Arts District in downtown Los Angeles. The Project Site is bounded by private property to the north, Mesquit Street to the east, Jesse Street to the south, and private property to the west. The project location is shown in Figure 0.1.

The Project Case Numbers are: CPC-2020-6828-GPA-ZC-HD-SPR-MCUP; VTT-83288; ENV-2020-6829-EAF
The Assessor Parcel number is: 5164015022
The Proposed Project is in Council District 14.

The LADOT Transportation Assessment Guidelines (TAG) require a description of the key transportation facilities within a quarter mile radius of the Project Site. This radius is shown in Figure 0.2.

Upon review and consultation with LADOT it was determined that some streets and alleys in the study area are minor streets not essential to the vehicular and pedestrian network serving the Project Site, and would not serve project traffic so with LADOT's approval were excluded from further analysis, as shown in Figure 0.3 which also shows the study area streets included in the analysis.

The Project Site is currently utilized as surface parking. The Proposed Project comprises approximately 184,629 sf of office space and 4,325 sf of retail space (categorized as restaurant for the purposes of analysis). Vehicular access is anticipated to be provided from Santa Fe Avenue and Mesquit Street via a two-way internal driveway at the north end of the site, with all turns allowed at both driveways. Figure 0.4 shows the concept site plan, including driveways, loading/unloading areas.

The Proposed Project is adjacent to a previously approved and recently constructed project at 640 Santa Fe Avenue, known as Produce LA. The Produce LA project comprises 91,235 sq. ft. of office space, and 15,989 sq. ft. of retail space (which was analyzed as 9,435 sq. ft. of retail and 6,554 sq. ft. of restaurant in the approved traffic study[5]).

The 655 Mesquit Project and the 640 Santa Fe Project will share an access ramp to below grade parking garages located on site. The garage will be accessed from the internal driveway between Santa Fe Avenue and Mesquit Street, as shown in the site plan in Figure 0.4. Figure 0.5 shows the study intersections (further discussed in Section 3.3) and the distances of Project driveways from Jesse Street.

[5] 640 Santa Fe Avenue Project Traffic Study, The Mobility Group, August 10, 2017.

The Proposed Project would provide a total of 397 parking spaces in an on-site garage. A total of 363 spaces would be for the 655 Mesquit Project, and 54 spaces would replace existing spaces for the Produce LA Project. A total of 103 would be located below grade and 294 would be located above grade. The Proposed Project would also provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 spaces. Commercial loading would occur on-site. A passenger loading zone would be provide on Mesquit Street.

Study Analysis

For CEQA purposes, the current study will address *Section 2 – CEQA Analysis of Transportation Impact* in the LADOT Transportation Assessment Guidelines, including VMT analysis, for the Proposed Project and for the Combined Project (655 Mesquit and Produce LA). This study will only address *Section 3 – Non-CEQA Transportation Analysis*, including traffic operations analysis, for the Proposed Project at 655 Mesquit, as a previous traffic study was conducted and approved for the Produce LA (640 Santa Fe) Project.

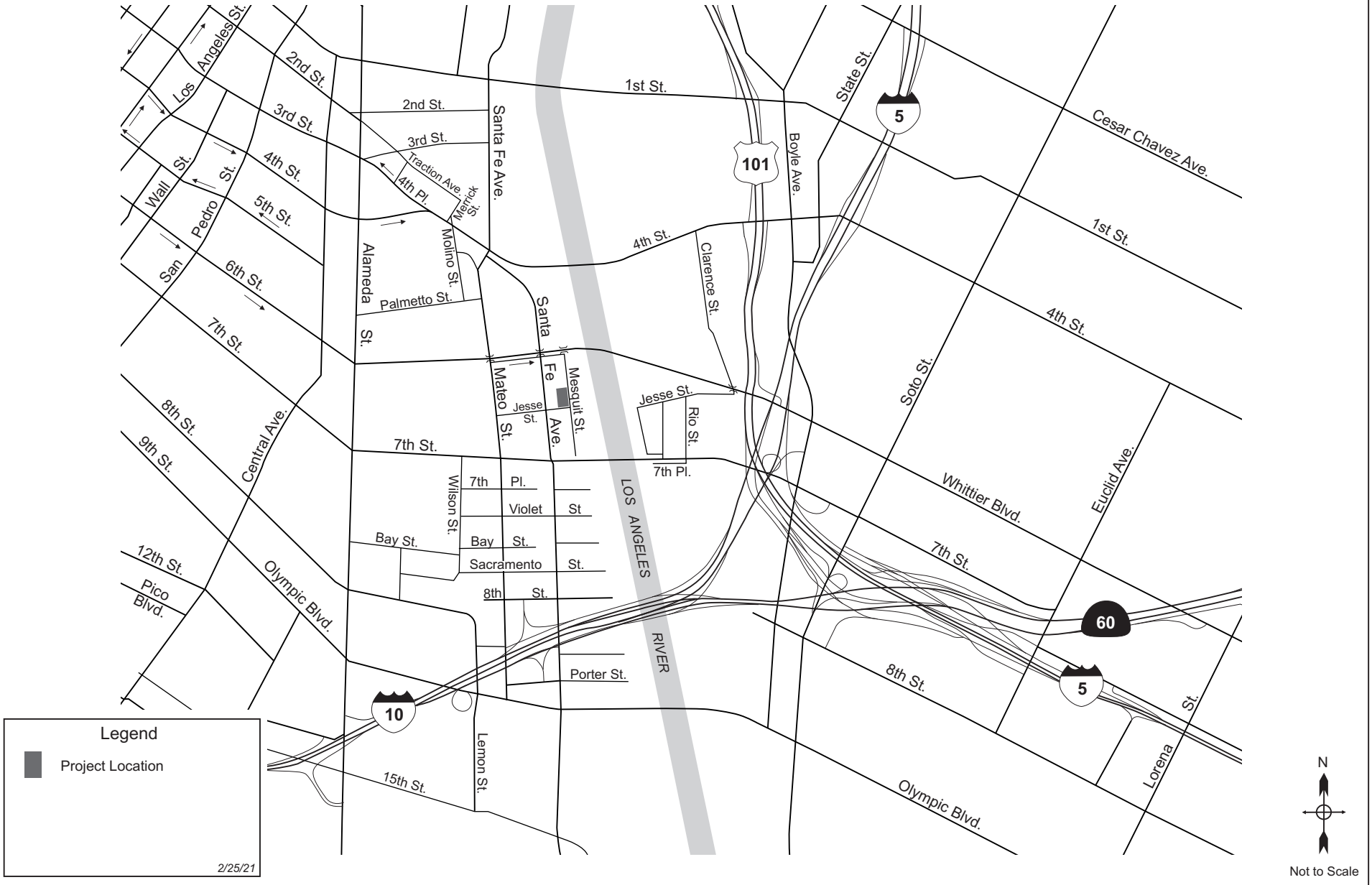

Figure 0.1
Project Site Location

655 Mesquit Project

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Legend

Project Site

1/4 Mile from Project Site
(Study Area)

N

Not to Scale
2/25/21

Figure 0.2
Project Site and Study Area

655 Mesquit Project

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Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Roadway segments included in inventory
- Streets and alleys not included in the analysis (No circulation function for Project trips)

N

Not to Scale
2/25/21

Figure 0.3
Roadway Segments Included in Analysis

655 Mesquit Project

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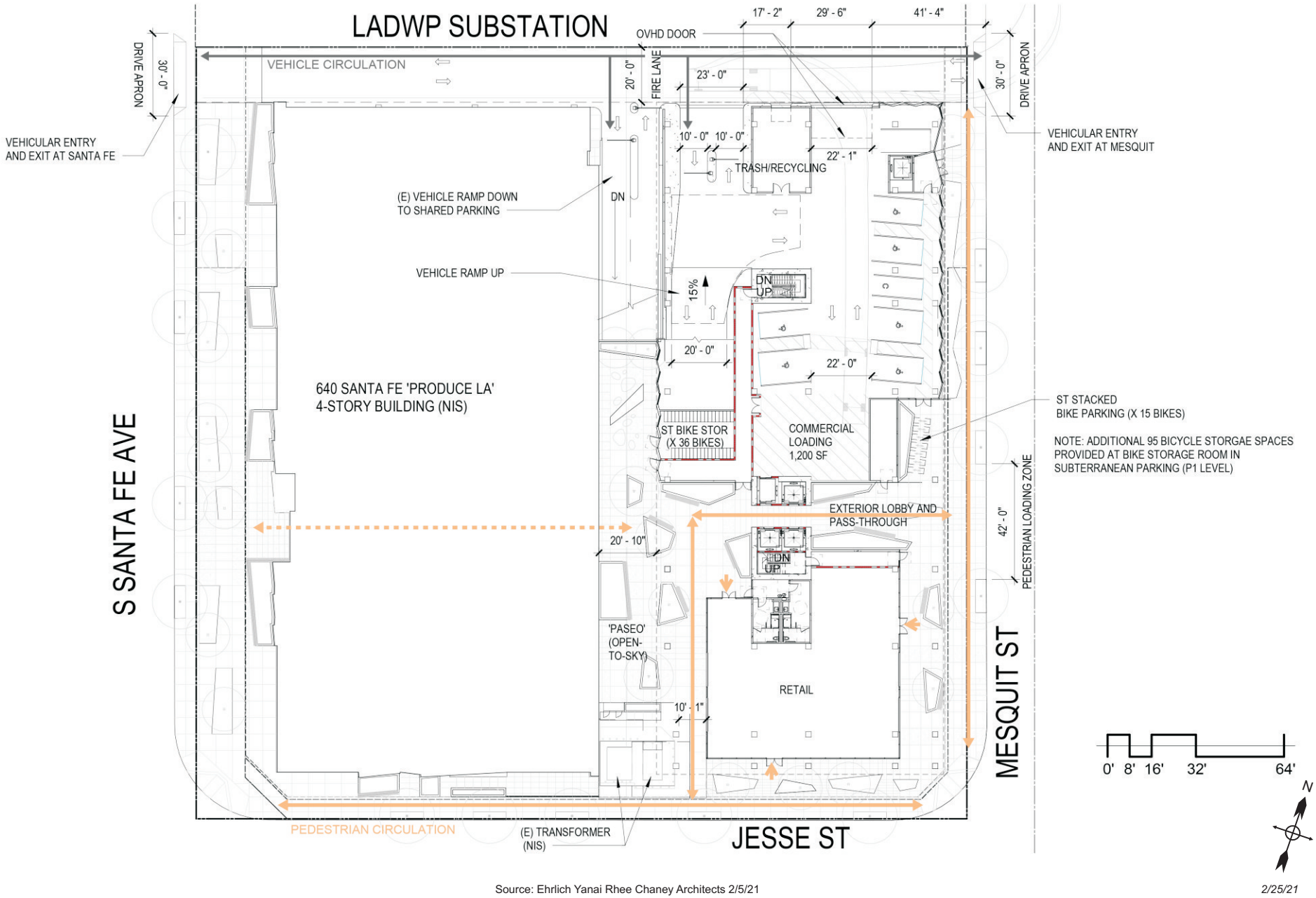

Source: Ehrlich Yanai Rhee Chaney Architects 2/5/21

2/25/21

Figure 0.4
Project Site Plan

655 Mesquit Project

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Transportation Strategies & Solutions



Legend

- Project Site
- Study Intersection
- 1/4 Mile from Project Site (Study Area)

N

Not to Scale
2/25/21

Figure 0.5
Study Intersections and Project Driveways

655 Mesquit Project

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1. Project Context

This chapter provides a summary of the project context with respect to the transportation system. Further details are provided in Chapter 3 in the Non-CEQA Transportation Analysis.

1.1 Roadway System

The Project Site is located in the Arts District region of downtown Los Angeles which is served by an extensive freeway network. Primary regional access to the general area of the site is provided by the Santa Monica Freeway (I-10), the Santa Ana Freeway (US-101) and the Golden State Freeway (I-5). The Santa Monica Freeway runs in an east-west direction and is located 0.7 miles south of the Project Site. The Santa Ana and Golden State freeways run in a north-south direction and are located 0.5 miles east of the Project Site. These facilities also provide access to the San Bernardino (I-10) and Pomona (SR-60) freeways to the east, the Hollywood (US-101) freeway to the north, and to the Harbor Freeway (I-110) to the west.

The key surface streets serving the immediate area of the Project (within two blocks) are 6th Street, and 7th Street in the east-west direction, and Santa Fe Avenue and Mateo Street in the north-south direction. Local streets directly serving the Project Site are Mesquit Street and Jesse Street. Other local circulation streets in the area include Imperial Street and 6th Street Local (surface frontage street south of the 6th Street Bridge). All streets are two-way streets, except for the 6th Street frontage road between Mateo Street and Santa Fe Avenue which is one way eastbound[6]. Figure 1.1 shows the street classifications per the Mobility Plan 2035. 6th Street, 7th Street and Santa Fe Avenue are classified as Avenue II, Mateo Street is an Avenue III, and Mesquit Street, Jesse Street, Imperial Street are Collector Streets. Figure 1.2 shows the street designations (from the Mobility Plan 2035) in the vicinity of the Project.

There are both signalized and unsignalized intersections in the study area. All signalized intersections in the study area currently operate under the City's ATSAC system (Automated Traffic Surveillance and Control). This is a centralized control system that provides for the coordination of traffic signal timing to maximize the street capacities and to minimize traffic delays on City streets. All signalized intersections also operate under the ATCS system (Adaptive Traffic Control System), which is an enhancement to the ATSAC system that allows traffic-adaptive signal control based on real-time traffic conditions.

[6] This describes the situation following completion of the 6th Street Bridge, which will be in place when the Proposed Project will open.

1.2 Existing Transit Service

The Project Study Area is currently served by 4 Metro bus lines. Metro Line 60 (Compton to Downtown Los Angeles), Metro Rapid Line 720 (Santa Monica to Commerce), Metro Line 18 (Wilshire Center to Montebello), and Metro Line 62 (Downtown Los Angeles – Hawaiian Gardens) which all run on 7th Street south of the Project Site. Metro Line 62 also runs on Santa Fe Avenue south of 7th Street. Table 1.1 lists the individual bus lines serving the Project Area and indicates the frequency of service (headways) during the AM and PM peak periods. Figure 1.3 shows transit service provided in the Project Area.

1.3 Key Pedestrian Destinations

Figure 1.4 shows key pedestrian destinations within a quarter mile (1,320 feet) of the Proposed Project and pedestrian routes from the Project Site to these destinations. As the Project is located in a primarily industrial area, the key pedestrian destinations are bus stops and bike share stations.

1.4 Bicycle and Pedestrian Facilities

Bicycle Facilities

The Mobility Plan 2035 designates a network of bicycle lanes (Tier 1, Tier 2, and Tier 3) in the area of project.

> Tier 1 Bicycle Lanes are bicycle facilities on arterial roadways with physical separation.
>
> Tier 2 and Tier 3 Bicycle Lanes are bicycle facilities on arterial roadways with striped separation.
>
> Bicycle Routes are identified routes for bikes and are streets signed to alert drivers to bicyclists sharing the roadway spaces – often with the use of "sharrow" symbols painted on the street.

There is one bicycle lane/route currently in the Project study area as shown in Figure 1.5:

- Mateo Street - North of 6th Street

However, the Mobility Plan 2035 identifies designated bicycle facilities planned for implementation. For the Project Study Area, these are shown in Figure 1.6, and comprise the following:

- 6th Street - Tier 1 bike lane
- Mateo Street - Tier 2 bike lane

- Santa Fe Avenue - Tier 2 bike lane
- 7th Street - Tier 2 bike lane

Metro Bike Share Facilities

There are three existing Metro Bike Share stations close to the Study Area at the following approximate locations, as shown in Figure 1.5:

- Imperial Street & 7th Street
- Industrial Street & Mateo Street
- Willow Street & Mateo Street

Designated Bicycle Facilities

The following bicycle facilities are designated in the Mobility Plan 2035 in the study area. These are shown in Figure 1.6.

- Tier 1 Bicycle Lane 6th Street

- Tier 2 Bicycle Lanes Mateo Street, north of 7th Street
  Santa Fe Avenue
  7th Street
  S. Mission Road

Pedestrian Facilities

The Project Site is located in the Arts District, which is an area with numerous local streets without sidewalks, and with some streets that are uncurbed where vehicles and pedestrians share the "roadway space". The arterial streets generally have developed pedestrian facilities, including sidewalks and crosswalks. Adjacent to the Project Site, there is currently an eight-foot sidewalk on Jesse Street and a fifteen sidewalk on Mesquit Street. The closest signalized pedestrian crossing to the Project Site is located at Santa Fe Avenue south of the Project Site.

According to Walkscore.com[7], the Project Site has a walkability score of 67 (out of 100) – which is described as a "Somewhat Walkable" where 'some errands can be accomplished on foot'. (Walkscore also allocates a transit score of 63 - 'good transit, many nearby public transportation options', and a bike score of 52 - 'bikeable, some bike infrastructure.') to the Project Study Area.

Figure 1.7 identifies Pedestrian Facilities / Amenities within the study area. Approximate sidewalk widths are shown for each block. Sidewalk widths sometimes vary within each block,

[7] Walk Score is a large-scale, public access walkability index that assigns a numerical walkability score to any address in the United States, Canada, and Australia. Walk Score is based on analysis of walking routes to nearby amenities, as well as measuring pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density.

so the approximate width shown is generally at mid-block and represents the most common width within that block. Sidewalks are generally provided on all streets, and are of varying widths in the industrial area surrounding the Project. There are no sidewalks on Mesquit Street south of Jesse Street, but this is a dead-end street

Crosswalks are provided at the signalized intersections in the study area, at 6th Street & Mateo Street (continental crosswalks), 7th Street & Mateo Street (traditional crosswalks), and at 7th Street & Santa Fe avenue (traditional crosswalks). There are no crosswalks at unsignalized intersections in the study area. There is one mid-block uncontrolled crosswalk on Mateo Street at Industrial Street. There are only two bus benches in the study area, on 6th Street at Mateo Street. On many streets in the study area there are no street trees. There are currently street

trees on the east side of Mateo Street throughout the study area, and on Santa Fe Avenue north of Jesse Street.

Figure 1.8 shows the locations where signalized pedestrian crossings are provided. Pedestrian signals are differentiated as either with or without pedestrian push buttons. The traffic signals at 7th Street & Mateo Street and at 7th Street & Mateo Street have pedestrian push buttons for the east-west crosswalks otherwise the signals do not have pedestrian push buttons.

Figure 1.8 also shows the location of pedestrian curb access ramps at the intersections, along with the number of ramps (one or two ramps) and if tactile warning strips are provided. There are no curb access ramps at the intersections of 6th Street & Mateo Street and at Mateo Street & Jesse Street. Otherwise all ramps in the study area are single access ramps, and the majority do not have tactile warning strips. In the vicinity of the Project Site, there are single curb access ramps and tactile warning strips at Mesquit Street & Jesse Street and at Santa Fe Avenue & Jesse Street.

1.5 High-Injury Network

The City of Los Angeles Department of Transportation is implementing a program called Vision Zero. Vision Zero Los Angeles represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions. The HIN is comprised of 386 corridors that represent 6% of Los Angeles' street miles. Sixty-five percent of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

As shown in Figure 1.9 the Proposed Project is not located on the High Injury Network (HIN). The closest streets on the HIN are 6th Street and 7th Street west of Mateo Street. There are currently no specific Vision Zero Corridor Plans for streets in the vicinity of the Proposed Project.

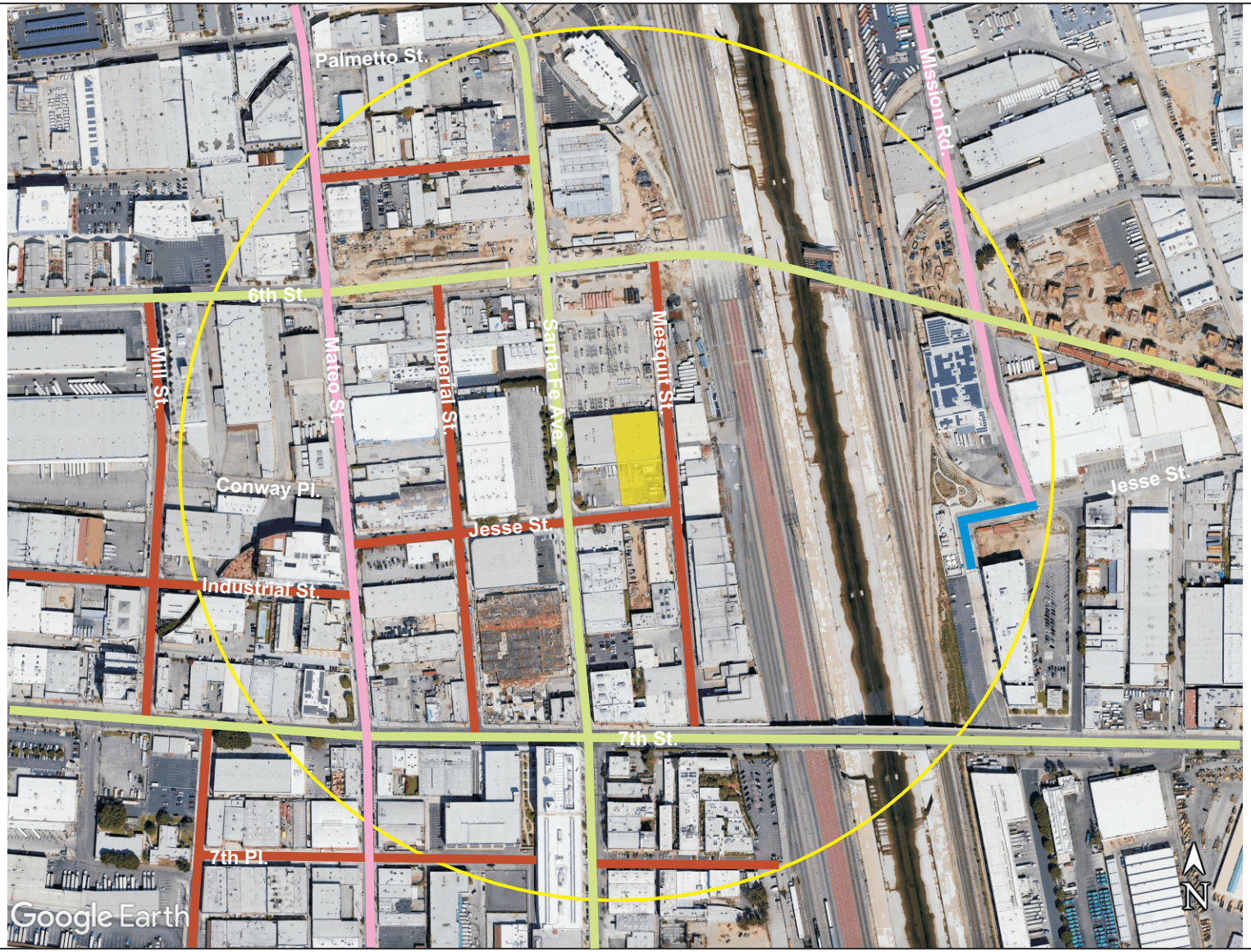
1.6 Freeway Access

The closest and most convenient freeway access points to the Project Site are the I-10 westbound and eastbound on/off-ramps located approximately 0.7 miles south of the Project Site on 8th Street and Porter Street west of Santa Fe Avenue; the I-5 northbound off-ramp and southbound on-ramp approximately 0.65 miles east of the project located on 7th Street to the east of the Project Site; and the US-101 westbound and eastbound on/off-ramps approximately 1.1 miles north of the project site located at Vignes Street and Commercial Street. Figure 1.7 shows the location of these freeway ramps including routes to/from the Project Site.

1.7 Related Projects

As required by LADOT Transportation Assessment Guidelines[8], related projects were identified within approximately a half mile of the Project Site, and are shown in Figure 1.10. They are also listed in Table 1.2 along with trip generation estimates. The projects were identified from previous lists updated, LADOT's most current lost, and information from the Department of City Planning. the list was verified and approved by LADOT[9] in the MOU. Further discussion is provided in Section 3.3.4.

[8] Transportation Assessment Guidelines, LADOT, July 2020
[9] MOU Approved by LADOT February, 2021.



Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Avenue II
- Avenue III
- Collector
- Local Street

N

Not to Scale
3/1/21

Figure 1.1
Street Classifications

655 Mesquit Project

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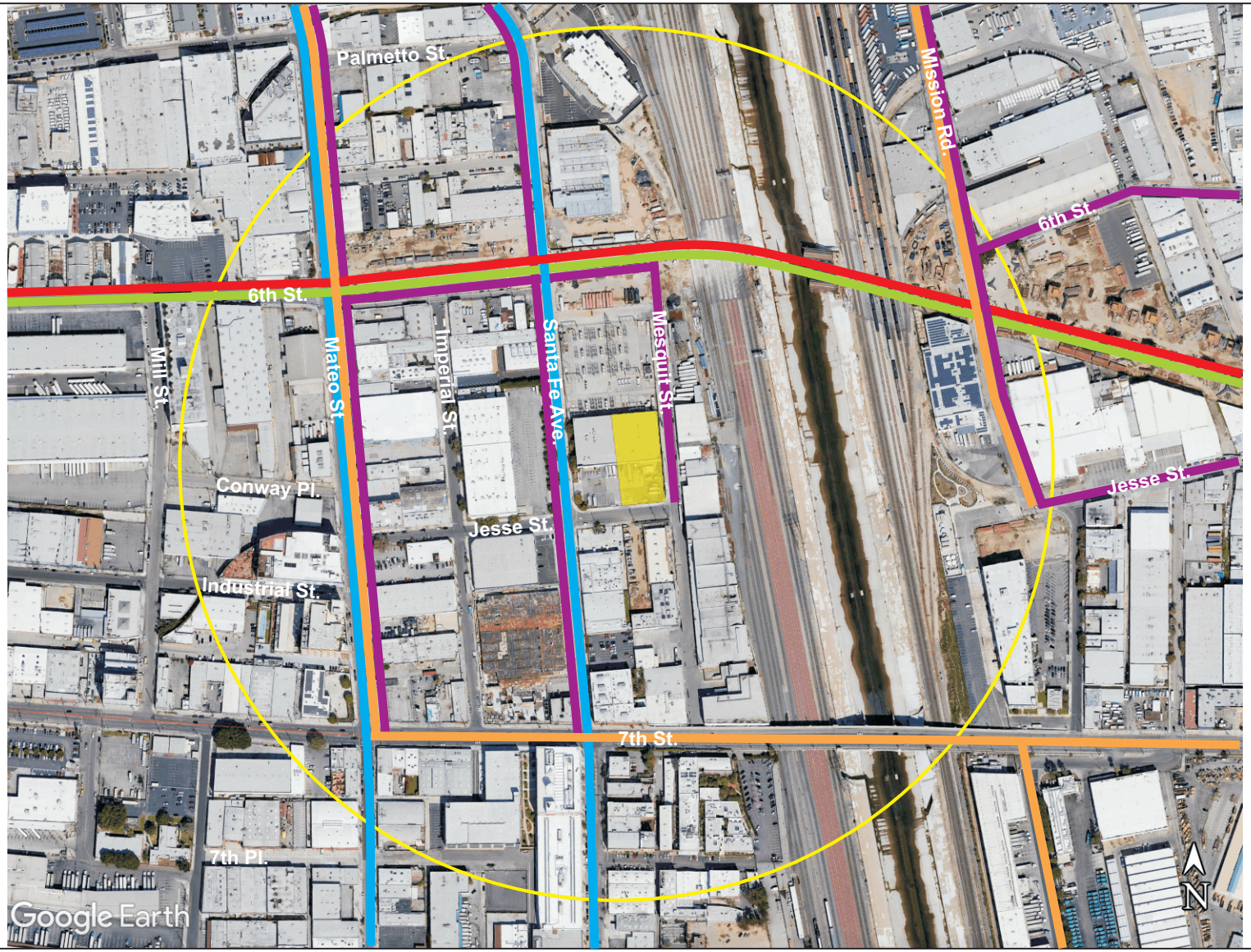

Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Transit Enhanced Network
- Neighborhood Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District

N

Not to Scale
3/1/21

Figure 1.2
Street Designations

655 Mesquit Project

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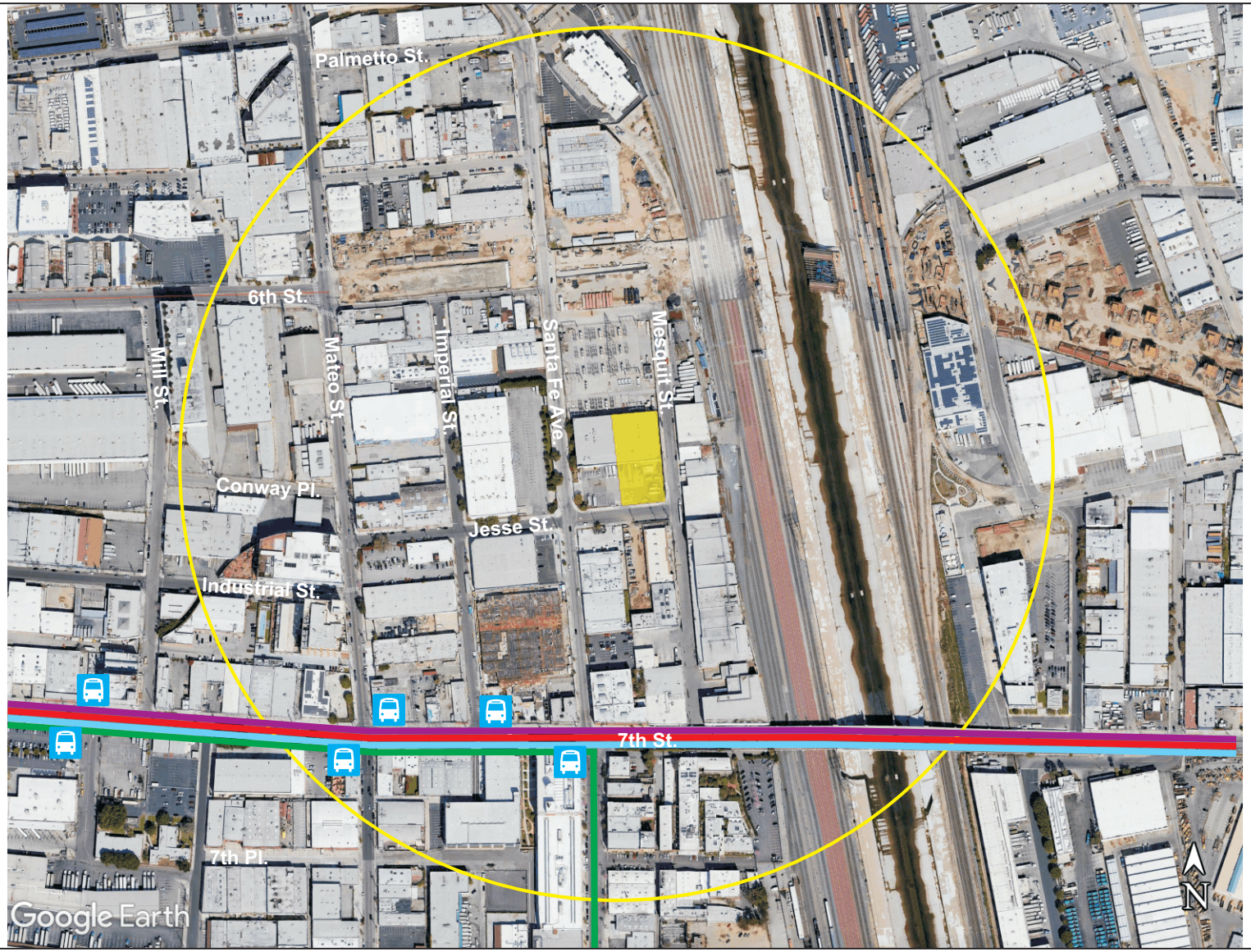

Legend

Project Site

1/4 Mile from Project Site (Study Area)

Transit Service

M720

M60

M62

M18

Transit Stop

N

Not to Scale
3/1/21

Figure 1.3
Existing Transit Routes

655 Mesquit Project

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Legend

- Project Site
- Transit Stop
- Bike Share Station
- 1/4 Mile from Project Site (Study Area)
- Pedestrian travel paths to transit

N

Not to Scale
3/1/21

Figure 1.4
Key Pedestrian Destinations

655 Mesquit Project

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Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Existing Bicycle Lane
- Metro Bike Share Station

N

Not to Scale
3/1/21

Figure 1.5
Existing Bicycle Facilities

655 Mesquit Project

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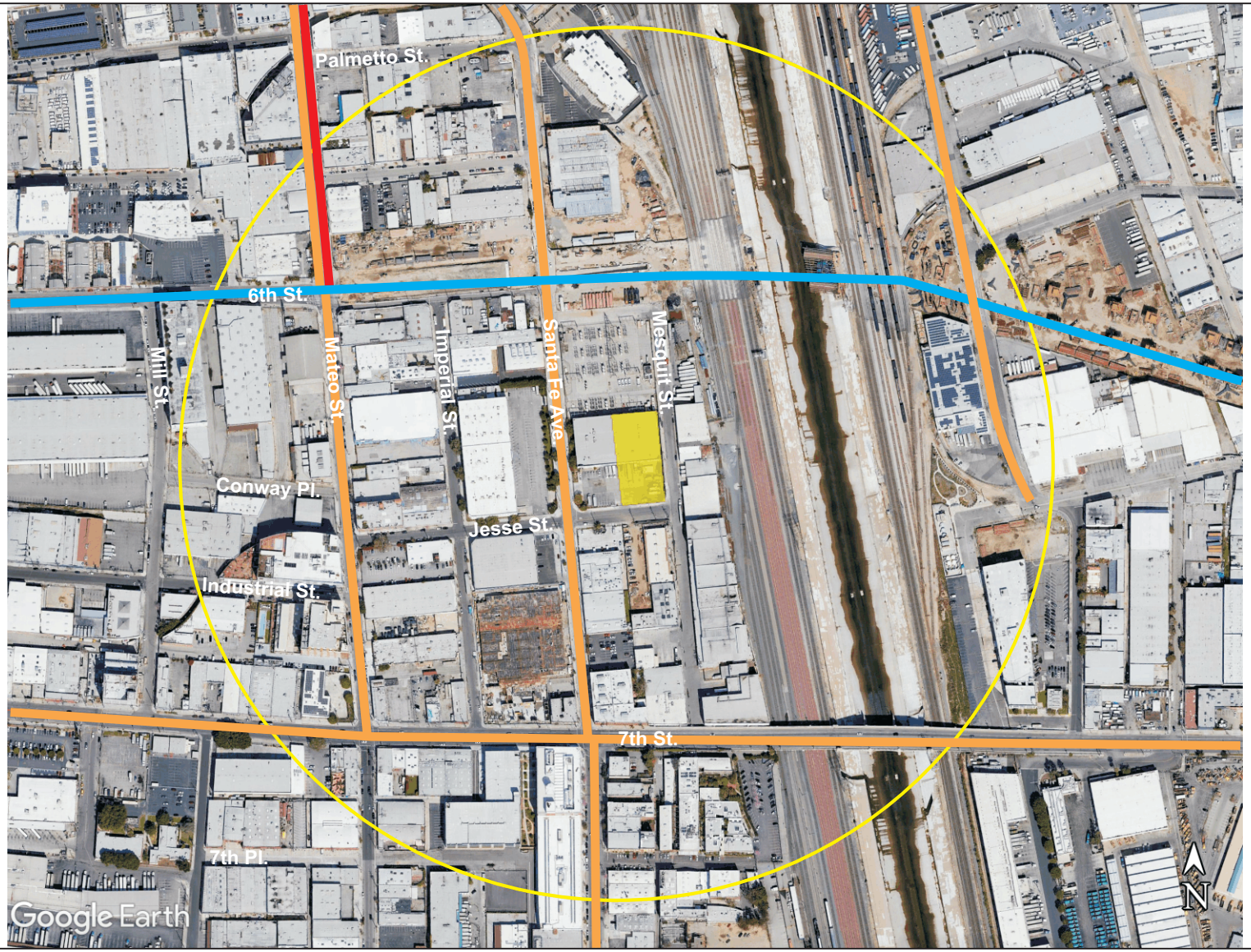

Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Existing Bicycle Lane
- Tier 1 Bicycle Lane
- Tier 2 Bicycle Lane

N

Not to Scale
3/1/21

Figure 1.6
Designated Bicycle Facilities

655 Mesquit Project

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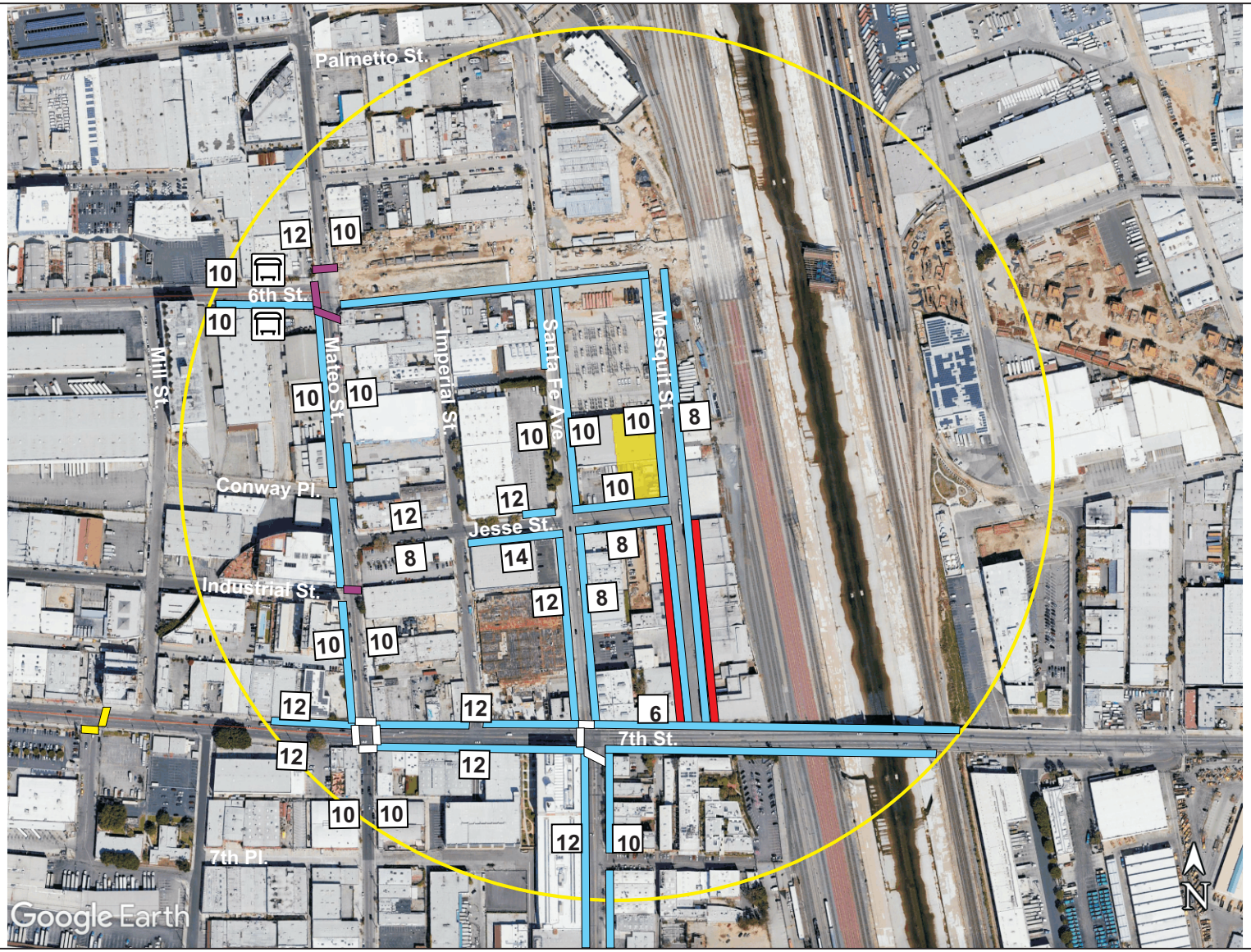
Transportation Strategies & Solutions



Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Bus Bench
- Yellow Crosswalk
- Traditional Crosswalk
- Continental Crosswalk
- No Street Trees (otherwise trees on block face)
- No Sidewalk (otherwise on block face)
- X Sidewalk Widths (feet)

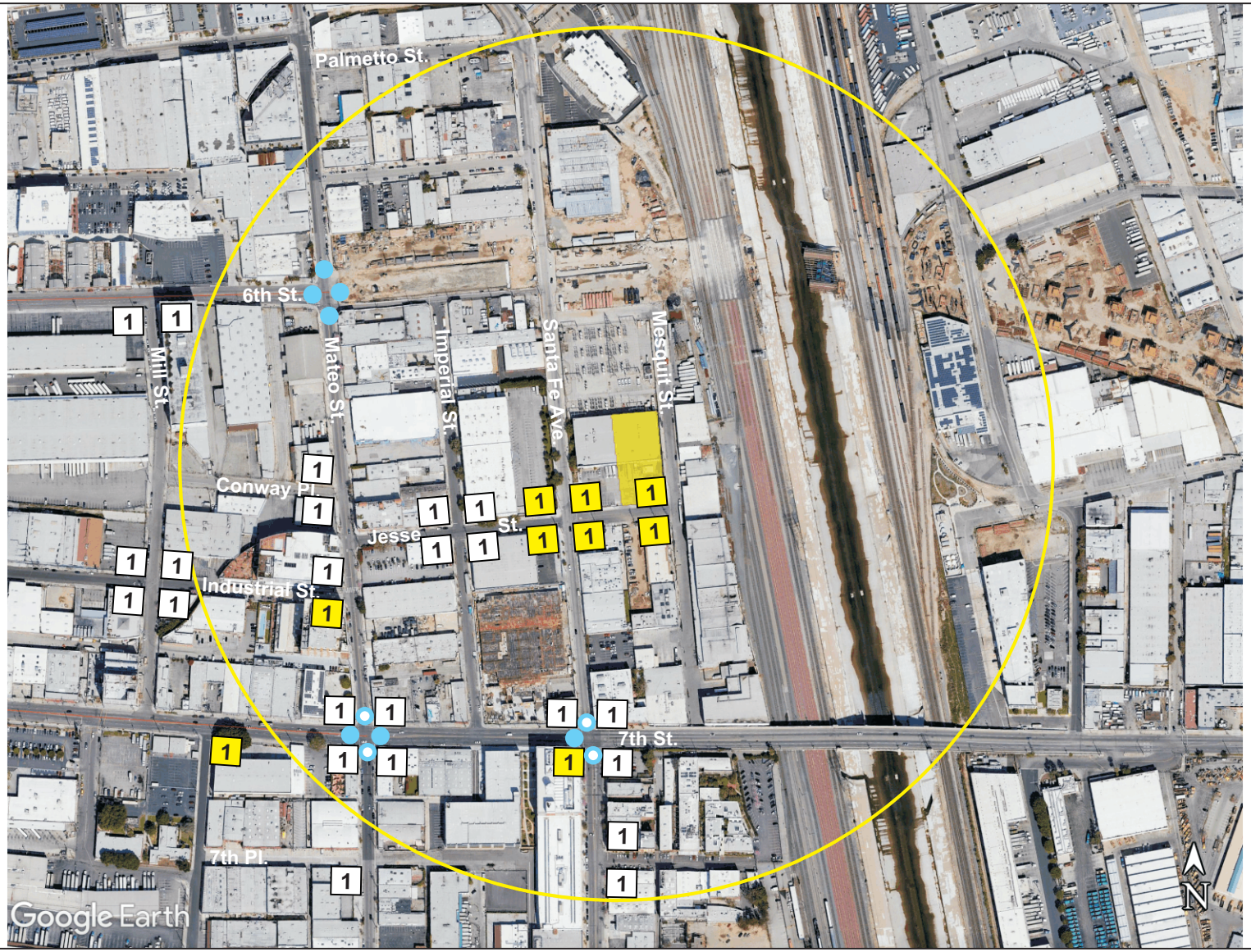
N

Not to Scale
3/1/21

Figure 1.7
Pedestrian Facilities and Amenities

655 Mesquit Project

The **Mobility** Group
Transportation Strategies & Solutions



Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- X — Curb Access Ramps (1 or 2) without Tactile Warning Strips
- X — Curb Access Ramps (1 or 2) with Tactile Warning Strips
- Pedestrian Signal without Push Button
- Pedestrian Signal with Push Button

N

Not to Scale
3/1/21

Figure 1.8
Pedestrian Features

655 Mesquit Project

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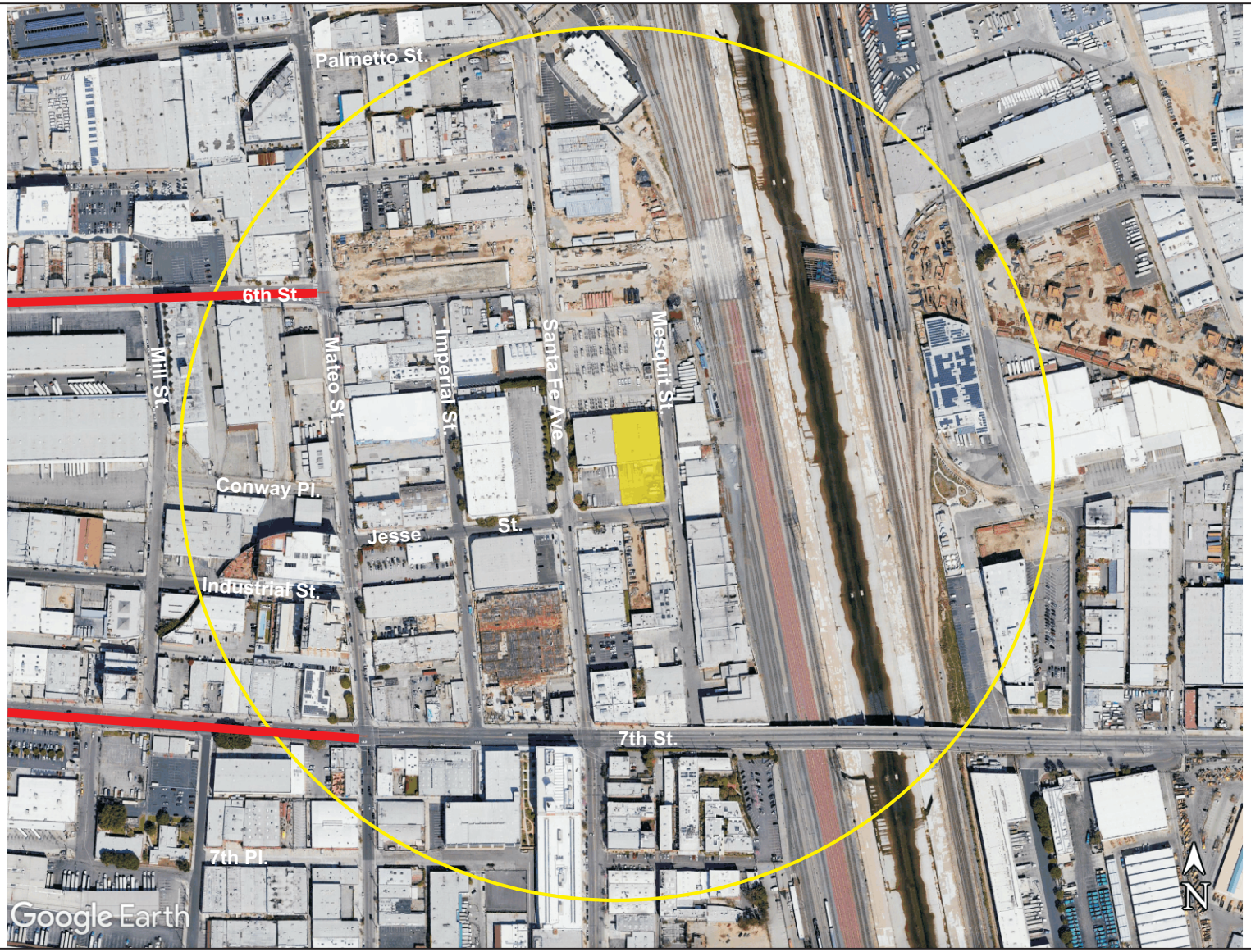

Legend

- Project Site
- High Injury Network
- 1/4 Mile from Project Site (Study Area)

N

Not to Scale
3/1/21

Figure 1.9
High Injury Network

655 Mesquit Project

The **Mobility** Group
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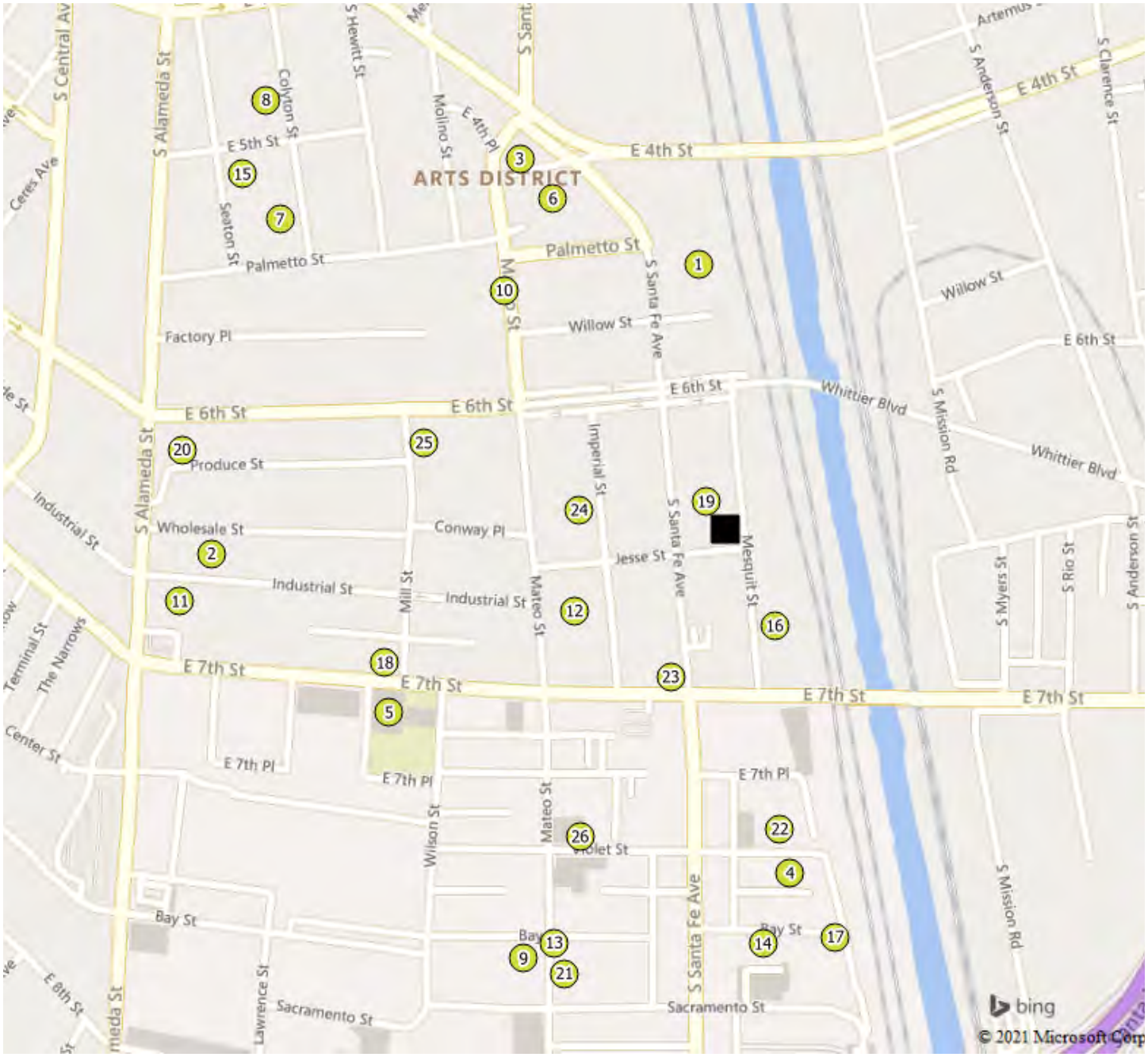

Legend

- Project Site
- (X) Related Project

N

Not to Scale

Figure 1.10
Location of Related Projects

655 Mesquit Project

The **Mobility** Group
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Table 1.1 Existing Public Transit Services

Provider, Routes and Service Area	Street	Service Type	Hours of Operation	Average Headway (minutes)			
				AM Peak Hour		PM Peak Hour	
				NB/EB	SB/WB	NB/EB	SB/WB
Metro Bus Service							
720 - Santa Monica - Commerce	7th	Rapid	6:15 am - 1:45 am (EB) 4:10 am - 12:10 am (WB)	20	9	7	12
18 -Wilshire Center - Montebello	7th	Local	4:15 am - 3:15 am (EB) 4:00 am - 2:30 am (WB)	12	10	8	7
60 - Compton - Downtown Los Angeles	Santa Fe - 7th	Local	5:20 am - 11:35 pm (NB) 4:15 am - 9:20 pm (SB)	8	12	7	6
62 - Downtown Los Angeles - Hawaiian Gardens	7th	Local	5:00 am - 10:25 pm (EB) 5:20 am - 12:10 am (WB)	30	20	30	20

Note: Transit information represents normal pre-Covid service.

Table 1.2 655 Mesquit Project - Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	Office	540 S Santa Fe	89,825 sf	Office	726	90	12	102	17	81	98
2	Camden Arts Project	1525 Industrial St.	328 DU 27,300 sf 5,700 sf 6,400 sf	Apartments Office Restaurant Retail	2,288	58	73	131	86	69	155
3	Restaurant	500 S Mateo St.	12,882 sf	Restaurant	1,052	48	41	89	50	31	81
4	Mixed-Use	2130 E Violet St.	94,000 sf 4,000 sf 3,500 sf	Office Restaurant Retail	1,351	137	30	167	39	122	161
5	Mixed-Use Project	1800 E 7th St.	122 DU 4,605 sf 3,245 sf	Apartments Office Retail	992	25	52	77	54	34	88
6	Mixed Use	520 S Mateo St	600 DU 15,000 sf 15,000 s.f 30,000 s.f	Apartments Restaurant Retail Office	4,995	157	220	377	274	223	497
7	Palmetto	527 Colyton St.	346 DU 24,792 sf	Apartments Restaurant	4,535	36	85	121	175	113	288

Table 1.2 655 Mesquit Project - Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
8	Arts District Center	1101-1129 E 5th St 445 S. Colyton St.	129 DU 26,979 sf 113 Rooms 15,197 sf 13,634 sf 2,888 sf 10,341 sf 3,430 sf	Apartments Retail Hotel Quality Restaurant High-Turnover Restaurant Fast-Food Restaurant Art Gallery Design Incubator	4,713	133	140	273	157	72	229
9	Industrial Park	1005 S Mateo St.	94,849 s.f	Industrial Park	426	40	9	49	10	39	49
10	Retail	555 S Mateo St.	153,000 sf	Retail	4,300	5	30	35	220	205	425
11	Mixed-Used	668 Alameda St.	475 DU 33,100 sf 17,500 sf 16,300 sf 15,300 sf	Apartments Office Specialty Retail Restaurant Supermarket	4,002	107	182	289	216	145	361
12	Mixed-Used	676 S Mateo St.	185 DU 8,375 sf 3,900 sf 15,005 sf	Apartments Retail Office Restaurant	1,991	64	81	145	100	68	168
13	Mixed-Used	1000 S Mateo St.	113 DU 134,000 sf	Apartments Commercial	2,238	153	83	236	90	131	221
14	2110 Bay Development	2110 Bay St.	99 DU 11 DU 113,350 sf 43,657 sf	Apartments Affordable Housing General Office Shopping Center	2,394	180	63	243	89	192	281

Table 1.2 655 Mesquit Project - Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
15	1100 E 5th St (Mixed-Use)	1100 E 5th St.	220 DU Apartment 9,250 sf Retail 20,021 sf Office 19,609 sf Restaurant	2,583	79	119	198	133	74	207
16	670 Mesquit Project	670 Mesquit St.	944,055 sf Office 308 DU Apartments 236 Rooms Hotel 79,240 sf Retail 89,576 sf Restaurant 62,148 sf Gym 93,617 sf Event Space 56,912 sf Grocery	22,845	1,258	321	1,579	640	1,195	1,835
17	Hyperloop One / Expand Creative Office Campus	2159 Bay St.	217,189 sf Creative Office 5,000 sf Restaurant	2,281	144	25	169	47	158	205
18	1745 E 7th St	1745 E 7th St.	57 DU Apartments 6,000 sf Commercial	635	10	25	35	34	23	57
19	640 S Santa Fe Ave	640 S Santa Fe Ave.	91,235 sf General Office 9,435 sf Retail 6,554 sf Restaurant	1,305	83	15	98	45	97	142
20	6th & Alameda	1206 E 6th St.	1,305 DU Apartments 431 sf Condominiums 253,514 sf Office 127,609 sf Community-Serving 22,429 sf Commercial 412 Rooms Art Space 300 Student Hotel School	15,298	474	624	1,098	758	692	1,450
21	Mixed-Use	1024 S Mateo St.	104 DU Apartments 95,000 sf Office 13,126 sf Restaurant 13,974 sf Retail 5,519 sf Arts & Production	1,862	102	64	166	73	101	174

Table 1.2 655 Mesquit Project - Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
22	Mixed-Use	2143 E Violet St.	347 DU Apartments 21,858 sf High-Turnover Restaurant 187,374 sf Office	4,651	206	129	335	182	208	390
23		2053 E 7th St.	103 Rooms Hotel	732	24	17	41	26	26	52
24	641 Imperial	641 Imperial St.	140 DU Apartments 7375 sf Retail	1,245	44	61	105	66	60	126
25	Mixed-Use	1340 E 6th St.	193 DU Live/Work Residence Units 255,088 sf Commercial	6,621	102	100	202	322	329	651
26	Mixed-Use	826 S Mateo St.	90 DU Apartments 11,000 sf Retail 5,600 sf Restaurant	1,267	11	34	45	62	39	101
		Total		**97,328**	**3,770**	**2,635**	**6,405**	**3,965**	**4,527**	**8,492**

2. CEQA Analysis of Transportation Impacts

Introduction

This chapter documents the analysis of CEQA transportation impacts. It addresses the four thresholds defined in the TAG:

Threshold T-1:	Conflicting With Plans, Programs, Ordinances, or Policies
Threshold T-2.1:	Causing Substantial Vehicle Miles Travelled
Threshold T-2.2:	Substantially Inducing Additional Automobile Travel
Threshold T-3:	Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use

2.1 Conflicting With Plans, Programs, Ordinances, or Policies (Threshold T-1)

This section evaluates the consistency of the Proposed Project with plan, programs, ordinances, and policies.

Screening Criteria

The Transportation Assessment Guidelines (TAG) require that for any project requiring a discretionary action, if the answer is yes to any of the following screening questions then analysis is necessary to assess if the Proposed Project would conflict with plans, programs, ordinances, or policies.

- *Does the Project require a discretionary action that requires the decision maker to find that the decision substantially confirms to the purpose, intent, and provisions of the General Plan?*

  Yes. Pursuant to Chapter 1, Article 2 of the City of Los Angeles Municipal Code ("LAMC") the Applicant is requesting the following entitlements to permit the Project:

  a. City-initiated General Plan Amendment ("GPA") to modify Footnotes 1 and 6 of the Central City North Community Plan to include the boundaries and development standards of the Project, pursuant to LAMC § 11.5.6.[1]

[1] *The Central City North Community Plan includes Footnote 1 for Height District 1 and Footnote 6 which states that, "for properties designated on zoning maps as Height District Nos. 1, 1L, 1VL, or 1XL (or their equivalent), development exceeding a floor area ratio of 1.5:1 up to 3:1 may be permitted through a zone change height district change procedure, including an environmental clearance." The Applicant is requesting a modification to these existing footnotes in order to construct the Proposed Project. No change in the land use*

b. Height District change from the existing Height District 1 to Height District 2, pursuant to LAMC §12.32.F.

c. Master Conditional Use Permit to permit the sale of full line alcoholic beverages within four restaurants and bars, pursuant to LAMC § 12.24.W.1.

d. Site Plan Review for a project that results in an increase of 50,000 gross square feet or more of nonresidential uses, pursuant to LAMC § 16.05.

e. A Vesting Tentative Tract Map, pursuant to LAMC §§ 17.03 and 17.15.

- *Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multi-modal transportation options or public safety?*

  No. See following evaluation.

- *Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e. dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc?*

  No.

As the Proposed Project meets at least one of these criteria, further analysis is therefore necessary.

Evaluation

Threshold T-1: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

City documents that establish the regulatory framework, as listed in Table 2.1-1 of the TAG were reviewed to evaluate the Project's potential impacts relative to conflicts with policies, plans, or ordinances adopted specifically to mitigate or avoid an environmental impact. This evaluation identified the various elements and policies of the City of Los Angeles General Plan, including the Los Angeles Mobility Plan 2035, Plan for Healthy Los Angeles, Central City North Community Plan, River Improvement Overlay, State Enterprise Zone, Industrial Land Use Policy, LAMC Section 12.21 A.16 Bicycle Parking Requirements, LAMC Section 12.26 J Transportation Demand Management Ordinance, Vision Zero Action Plan, Vision Zero Corridor Plans, and the Citywide Design Guidelines.

The evaluation is listed in Tables 1 to 10 in Appendix B. These tables provide a consistency

designation is proposed as part of this request, as the Project Site will retain the existing Heavy Manufacturing land use designation.

analysis with respect to how the Project conforms to said plans.

Additionally, the Plans, Policies and Programs Consistency sheet included in the TAG as Attachment D was also addressed, which provided answers to the various questions in the worksheets. This is shown in Appendix C of this report.

The results of these evaluations show that the Proposed Project is not in conflict with City plans, programs, ordinances or policies.

Cumulative Impacts

Similar to the Project's consistency analysis with applicable plans, policies and ordinances, all of the related projects within the City would be subject to the City's standard development review process and would be reviewed in accordance with the TAG on a case-by-case basis to ensure consistency with applicable traffic, transit and pedestrian safety-related policies, and be required to be consistent with such.

As discussed above, the Project is generally consistent with the City's General Plan, Central City North Community Plan, and the City's Mobility Element. Thus, the Project's contribution to cumulative transportation planning related impacts would be less than cumulatively considerable. No cumulative impacts would result from the Project in combination with other projects in the area.

2.2 Causing Substantial Vehicle Miles Travelled (Threshold T-2.1)

Introduction

This is an analysis of vehicle-miles traveled (VMT) for the 655 Mesquit Project using the City of Los Angeles VMT Calculator Version 1.3. The analysis shows that with applying the VMT impact criteria established by LADOT, the Proposed Project would have a significant Work VMT per Capita impact. As there are no residential uses in the Project, it would not have a significant Household VMT per Capita impact. With mitigation measures the Work VMT per capita would not exceed the threshold for significance and there would be no significant VMT impact.

Background to VMT Analysis

State of California Senate Bill 743[10], requires the Governor's Office of Planning and Research to change the California Environmental Quality Act (CEQA) guidelines regarding transportation impact analysis. Under SB 743, the focus of transportation analysis will shift from driver delay – typically measured by traffic level of service (LOS) – to a new measurement that better addresses the state's goals on reduction of greenhouse gas emissions (GHG), creation

[10] SB 743(Steinberg, 2013).

of multimodal transportation and promotion of mixed-use developments. Since 2014, the Governor's Office of Planning and Research has been developing guidelines and has recommended that VMT replace LOS as the primary measure of transportation impacts. Fully implemented guidelines were originally scheduled to be in place by January 1, 2016. However, an extension has allowed cities more time to establish an analysis methodology. The City of Los Angeles has updated its travel demand model, and has developed and calibrated to local conditions an impact evaluation methodology and transportation impact thresholds based on VMT. This is called the VMT Calculator. The City of Los Angeles has adopted the new CEQA methodology and thresholds as of July 30, 2019.

VMT Analysis

VMT Screening

In accordance with LADOT, an initial assessment of the development project is conducted to determine if a VMT transportation assessment is required. A Development Project is defined as any proposed land use project that changes the use within an existing structure, creates an addition to an existing structure, or new construction, which includes any occupied floor area. With respect to VMT, if a Project requires a discretionary action and the answer to either of the following questions is affirmative, then a VMT analysis is required.

- *T-2.1.1 Would the land use project generate a net increase of 250 or more daily vehicle trips.*
  Yes. See discussion below.

- *T-2.2.2 Would the project generate a net increase in daily VMT.*

  Yes. See discussion below.

For the purpose of screening for daily vehicle trips, a proposed project's daily vehicle trips are estimated using the VMT Calculator tool. If existing land uses are present on the project site or there were previously terminated land uses that meet the criteria for trip credits, the daily vehicle trips generated by the existing or qualified terminated land uses can be estimated using the VMT Calculator tool and subtracted from the Project's daily vehicle trips to determine the increase in daily vehicle trips.

The Project Site is currently a parking lot, so for the purposes of analysis does not generate any existing trips. As calculated by the VMT calculator, the Proposed Project of 184,629 sq. ft. of office uses and 4,325 square feet of retail commercial, would generate 2,086 daily vehicle trips. The Project is expected to generate a net increase of 2,086 daily trips and thus a project VMT analysis is required. The summary results of the project screening are provided in Table 2.1 below. The VMT Calculator results for project trips are shown on Appendix D.

Table 2.1 Trip Generation – Project Screening

	Land Use	*Scale*	*Daily Trips*
Proposed	General Office	184,629 sf	
	Retail – High-Turnover Sit-Down Restaurant	4,325 sf	
	Sub-total[1]		2,086
Existing	Parking		0
	Sub-total		0
Net Difference [Proposed – Existing]			2,086
Analysis Required (Net Difference > 250)			Yes

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by sub-area of the city. For this area of the City the following thresholds have been identified:

Household VMT per Capita: 6.0
Work VMT per Employee: 7.6

VMT Analysis with Project

The VMT results are summarized in Table 2.2. The results show that with the Project, the Household VMT per Capita would be 0 compared to the threshold of 6.0, and the Work VMT per Capita would be 9.0 compared to the threshold of 7.6. Therefore, it is concluded that the Project would cause significant VMT impacts for Work VMT. With the proposed mitigation program, the Project Work VMT would be 7.5, which would not exceed the threshold and there would be no significant VMT impacts.

Appendix D provides the analysis results shown in the LADOT Calculator. The detailed application of the VMT calculator is described below.

Application of the LADOT VMT Calculator

Input on Project Land Use Information

This part of the VMT Calculator includes entering the Project location address by its latitude and longitude (to identify the specific location of the Project for the correct application of the VMT Calculator localized data), and the type and quantity of proposed land uses.

Table 2.2 Summary of VMT Results

Category	*Household*			*Work*		
Scenario	*Household VMT Threshold*	*Household VMT Per Capita*	*Significant Impact?*	*Work VMT Threshold*	*Work VMT per Employee*	*Significant Impact?*
VMT With Proposed Project	6.0	0.0	No	7.6	9.0	Yes
VMT With Proposed Project and Mitigation	6.0	0.0	No	7.6	7.5	No

Notes: 1. VMT calculations excludes the 5,000 sq. ft. of retail/restaurant space as local serving retail, per LADOT guidelines.

Table 2.3 shows the land use quantities in the Project description for the Project that were entered into the Calculator.

According to Section 2.2.2[11] (Screening Criteria) of the new LADOT Transportation Assessment Guidelines, a portion of, or entirety of a project that contains small-scale or local serving retail land uses are assumed to have less than significant VMT impacts and can be excluded from the VMT analysis if less than 50,000 sq. ft. Local serving retail land uses include restaurants. Therefore, the Project's retail commercial land uses were input to the VMT Calculator as required, but do not contribute to work VMT against the threshold.

Table 2.3 Project Land Uses

Land Use	*Quantity*
<u>Existing Land Uses</u> None (Parking)	 N/A
<u>Proposed Land Uses</u> Office Retail – High Turnover Restaurant	 184,629 SF 4,325 SF

[11] Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines, July 2020.

Input on Project Design Features and Mitigation Measures

The Calculator provides for inputs relating to trip reduction measures (TDM strategies), either as project design features or as project mitigations. The following trip reducing mitigations are necessary and were included in the analysis. These are described in more detail in Chapter 4.

Parking	- Price Workplace Parking (50% of employees assumed eligible, $6 daily parking charge assumed)
Education & Encouragement	- Promotions and Marketing (100% of employees eligible)
Commute Trip Reductions	- Ride-share program (100% of employees eligible)
Bicycle Infrastructure	- Provide bicycle parking per LAMC

Cumulative Impacts

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas emissions reduction targets. As such, projects that are consistent with the 2016-2040 RTP/SCS in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As discussed in further detail in the MND (See Checklist Question XI, Land Use and Planning) the Proposed Project is consistent with the regional growth projections of the 2016-2040 RTP/SCS. Additionally, the Proposed Project is a compact infill development, which is the type of project encouraged by the 2016-2040 RTP/SCS and transportation planning in accordance with Senate Bill (SB) 375. Furthermore, as noted above, the Project falls under the VMT impact threshold and so aligns with the long term VMT and greenhouse gas emissions goals of SCAG's RTP/SCS. There would therefore be no cumulative impacts.

2.3 Substantially Inducing Additional Automobile Travel (Threshold T-2.2)

This threshold addresses transportation improvement projects to assess if the project induces substantial additional vehicle miles travelled. As the Proposed Project is a development project and not a transportation project, this threshold is not applicable to this study.

2.4 Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use (Threshold T-3)

As required in the LADOT Transportation Assessment Guidelines, this section addresses the potential increase of hazards due to a geometric design feature and generally relate to the design

of access points to and from a project site, and may include safety, operational or capacity impacts.

Project Screening

Per the TAG, if a project requires discretionary action and the answer is yes to either of the following questions, then further evaluation is required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses.

- *Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?*

  No. The Project will use the existing driveways already constructed for the Produce LA Project on Santa Fe Avenue and Mesquit Street.

- *Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?*

  No.

Because the Project does not create any new driveways or modify existing driveways, no further evaluation is required.

Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Impact Analysis

Because the Project will use and share the existing driveways to Santa Fe Avenue and Mesquit Street, there will be no increase in hazards due to a geometric design feature or incompatible uses.

The Proposed Project would not make any changes to the roadway system that would impact the High Injury Network or Safe Routes to School (there are no safe routes to school adjacent to the Proposed Project).

Cumulative Impacts

Because the Project will use and share the existing driveways to Santa Fe Avenue and Mesquit Street to access on-site parking and because there will be no increase in hazards due to the Project, there would be no cumulative impacts regarding substantially increasing hazards due to geometric design features or incompatible use.

2.5 Freeway Safety Analysis

2.5.1 Introduction

In this section the need to conduct a freeway safety analysis is assessed. The City of Los Angeles recently released an Interim Guidance for Freeway Safety Analysis[12]. This responded to Caltrans' recent requests that environmental analyses for certain new land use development projects includes freeway off-ramp safety considerations – specifically to evaluate a development project's effects on vehicle queueing on off-ramps. In the absence of published guidelines by Caltrans, the City of Los Angeles developed the Interim Guidance to conduct a freeway safety analysis to determine if a project may potentially result in off-ramp queueing and differential travel speeds that could constitute a potential safety impact under CEQA[13]. Subsequently, Caltrans has released *Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance (December 18, 2020.* That guidance refers largely to procedures for Caltrans staff, and also includes guidance for preparing safety reviews in EIR's prepared for development projects. The guidance states that Mitigated Negative Declarations will not require a traffic safety review. Nevertheless, for the purposes of providing a comprehensive evaluation, the following addresses the LADOT Interim Guidance.

2.5.2 Screening

Per LADOT's Interim Guidance for on Freeway Safety Analysis, the first step is to identify the number of Project trips added to freeway off-ramps to determine the need for a freeway safety analysis. This check is as follows:

> *Identify the number of Project trips expected to be added to nearby freeway off ramps serving the site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts following the identified steps in the guidelines. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.*

Table 2.4 shows the number of Project trips in the AM and PM peak hour that would be added to freeway off-ramps in the vicinity of the Project that could be used by Project traffic.

[12] LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis, LADOT, May 1 2020
[13] The City noted that new Caltrans Transportation Study Guidelines are expected to be released late this year to meet the State's deadline of July 1, 2020, which requires all California agencies to comply with SB 743. Caltrans announced that its new guidelines will include a State highway System safety analysis section. Therefore, the City's interim guidance is expected to be revisited once Caltrans releases the State guidelines to determine if changes are necessary.

As shown in Table 2.4 the Project would add less than 25 trips to all the freeway off-ramps in both peak hours. Therefore, per LADOT's Interim Guidance, it is concluded that a freeway off-ramp safety analysis is not required.

Under the Interim Guidance, a project would not have the potential to result in significant freeway safety unless it adds 25 or more trips to any off ramp in either the morning or afternoon peak hour. As the Project trips would not exceed this screening threshold at any area off ramps, the Project's impacts to freeway safety would be less than significant and the Project would not make a considerable contribution to cumulative freeway safety impacts.

Table 2.4 Project Traffic Added Volumes to Off-Ramps

#	Off-Ramp Location	Project Added Volume	
		AM Peak Hour	PM Peak Hour
1	I-10 WB Off-Ramp at Santa Fe Avenue	13	4
2	I-10- EB Off-Ramp at Santa Fe Avenue	14	4
3	I-5 NB Off-Ramp at 7th Street	6	2
4	US-101 SB Off-Ramp at Commercial Street	14	4
5	US-101 NB Off-Ramp at Commercial Street	8	2

2.6 Combined Project Evaluation

For CEQA purposes, this study also provides a CEQA evaluation for the combined Project, which comprises the Produce LA Project and the 655 Mesquit Project. The evaluations for the TAG thresholds are shown in Appendix F.

3. Non-CEQA Transportation Analysis

3.1 Introduction

This chapter of the Transportation Assessment Study addresses the requirements for Non-CEQA Transportation Analysis described in the LADOT Transportation Assessment Guidelines (TAG). The evaluations follow procedures identified in the MOU approved by LADOT February 25, 2021. It addresses the following four analyses per the TAG:

- Pedestrian, Bicycle, And Transit Assessment
- Project Access, Safety and Circulation Evaluation
- Project Construction
- Residential Street Cut-Through Analysis

3.2. Pedestrian, Bicycle, and Transit Access Assessment

This section of the chapter evaluates potential project effects on pedestrian, bicycle, and transit facilities in the vicinity of the Proposed Project. The evaluation is conducted to determine whether the Proposed Project will cause any physical deficiencies (through the removal, modification, or degradation of facilities) or demand-based deficiencies (adding pedestrian or bicycle demand to inadequate facilities).

3.2.1 Screening

The Transportation Assessment Guidelines require that if all of the following screening questions are answered affirmatively, then evaluation is needed to assess whether the project would negatively affect existing pedestrian, bicycle, or transit facilities.

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning.

  Yes.

- *Does the land use project include construction, or addition of:*
  50 (or more) dwelling units or guest rooms or combination thereof, or
  50,000 square feet (or more) of non-residential space?

  Yes, the Project includes the construction of 184,629 sq. ft. of office space, and 4,325 sq. ft. of retail space.

- *Would the project generate a net increase of 1,000 or more daily vehicle trips, or is the project's frontage along an Avenue or Boulevard (as designated in the City's General Plan) 250 linear feet or more, or is the project's building frontage encompassing an entire block along an Avenue or Boulevard (as designated in the City's General Plan)?*

  Yes, the project's net trip generation calculated using the LADOT's VMT Calculator is previously shown Section 2.2. The project results in a net increase of 2,086 daily trips, and therefore generates more than 1,000 net daily trips. However, the Project does not have frontage on an Avenue of Boulevard.

As the Proposed Project meets all these criteria, further analysis is therefore necessary.

3.2.2 Facilities Inventory

The previously shown Figure 0.1 identifies the Project Site and the quarter mile (1,320 ft.) boundary study area around it. For the study area an inventory of existing pedestrian, bicycle, and transit facilities that could be affected by Project traffic or users travelling between the Project and key destinations was conducted. This inventory was documented in Chapter 1 of this report, and shown in Figures 1.1 through 1.9, including street classifications and designations, transit routes, pedestrian destinations, bicycle facilities, pedestrian facilities, amenities and features, and the High Injury Network. Chapter 1 also provides a discussion of the facilities inventory.

3.2.3 Evaluation

The TAG identifies that evaluation criteria should address the following:

(1) Would a project directly or indirectly result in a permanent removal or modification that would lead to the degradation of pedestrian, bicycle, or transit facilities, and

(2) Would a project intensify use of existing pedestrian, bicycle, or transit facilities.

In Table 3.1 specific potential actions identified in the Transportation Assessment Guidelines under each category are examined to assess project's effect on pedestrian, bicycle, and transit facilities. The responses provided below reflect conditions upon completion of the Proposed Project.

Table 3.1 Application of Evaluation Criteria

#	Criteria	Evaluation
Removal or Degradation of Facilities		
1	Does the Project result in removal or degradation of existing bikeways and/or supporting facilities (e.g., bikeshare stations, on-street bike racks/parking, bike corrals, etc.)	No. There are no bikeways and/or supporting facilities adjacent to the Project Site.
2	Does the Project result in removal or degradation of existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities?	No. There are no existing transit and/or local circulator facilities including stop, bench, shelter, concrete pad, bus lane, or other amenities adjacent to the Project Site.
3	Does the Project result in removal of other existing transportation system elements supporting sustainable mobility?	No. There are no other existing transportation system elements supporting sustainable mobility adjacent to the Project Site.
4	Does the Project result in increasing the street crossing distance for pedestrians; increase in number of travel/turning lanes; increase in turning radius or turning speeds?	No. The Project would not affect the street crossing distance at marked or unmarked crosswalks. The Project would not increase the number of travel lanes or increase turning radii or speed.
5	Does the Project result in removal, degradation, or narrowing of an existing sidewalk, path, crossing, or pedestrian access way?	No. The Proposed Project does not remove, degrade, or narrow any existing sidewalk. Path or pedestrian access way. The previously approved and constructed project at 640 Santa Fe (Produce LA Project) has increased the sidewalk width from 8’ to 15’ on Mesquit Street, has increased the sidewalk width on Jesse Street from 7’ to 8’, and has increased the sidewalk width on Santa Fe Avenue from 8’ to 26’,

#	Criteria	Evaluation
6	Does the Project result in removal or narrowing of existing sidewalk-street buffering elements (e.g., curb extension, parkway, planting strip, street trees, etc.)?	No. Currently there are no sidewalk-street buffering elements on Mesquit Street and Jesse Street adjacent to the Project Site.
Intensification of Use		
1	Would the project result in an increase in pedestrian or vehicle volume, and thereby increase the need or attraction to cross a street at unmarked pedestrian crossings or unsignalized or uncontrolled intersections where a crossing is not available without significant rerouting? Refer to the Guidelines for Marked Crosswalks Across Uncontrolled Locations, in LADOT's Manual of Policies and Procedures (MPP) Section 344, or Guidelines for Traffic Signals in MPP Section 353 to determine approval and warrant criteria for an additional crossing.	Yes. The Project will increase the need to cross Santa Fe Avenue and Jesse Street to access bus stops on 7th Street and other pedestrian destinations such as bike share stations. Currently, the intersection of Santa Fe Avenue and Jesse Street is not signalized and marked pedestrian crossings are not provided. See further discussion in Section 3.3 of this Chapter.
2	Does the project result in new pedestrian demand between project site entries/exits and major destinations or transit stops expected to serve the development where there are missing pedestrian facilities (e.g., gaps in the sidewalk network) or substandard pedestrian facilities (e.g., narrow or uneven sidewalks, no crosswalks at intersections or mid-block, no marked crossing, or push button crossing rather than actuated, etc.)?	Yes. The closest bus stop to the Project Site is located at the intersection Santa Fe Avenue and 7th Street, with additional bus stops located along 7th Street. Pedestrian would access these bus stops to/from the Project Site via Santa Fe Avenue. Sidewalks exist along Santa Fe Avenue north of 7th Street. The intersection of Santa Fe Avenue and 7th Street provides conventional marked and signalized pedestrian crossings. The north-south crosswalks does not have a pedestrian push button. The intersection of Santa Fe Avenue and Jesse Street near the Project Site does not provide any marked or signalized pedestrian crossings.

#	Criteria	Evaluation
3	Does the project increase transit demand at bus stops that lack marked crossings, with insufficient sidewalks, or are in isolated, unshaded, or unlit areas?	No. The bus stops closest to the Project Site are located on 7th Street at intersections with Santa Fe Avenue and Imperial Street. The bus stop at Santa Fe Avenue and 7th Street is served by a 12 feet sidewalk and signalized pedestrian crossing is provided for this stop at the intersection. There is also a street light and a bus bench adjacent to this bus stop. The bus stop at Santa Fe Avenue and Imperial Street is also served by a 12 feet sidewalk. Signalized pedestrian crossing for this bus stop is also provided at the intersection of Santa Fe Avenue and 7th Street, less than 300 feet away. This bus stop is also well-lit having a street light directly above it.

High-Injury Network

The City of Los Angeles Department of Transportation is implementing a program called Vision Zero. Vision Zero Los Angeles represents a citywide effort to eliminate traffic deaths in the City of Los Angeles by 2025. Vision Zero has two goals: a 20% reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network (HIN), which has a higher incidence of severe and fatal collisions. The HIN is comprised of 386 corridors that represent 6% of Los Angeles' street miles. Sixty-five percent of all deaths and severe injuries involving people walking and biking occur on these 6% of streets.

As shown in Figure 1.9 the Proposed Project is not located on the High Injury Network (HIN). There are currently no specific Vision Zero Corridor Plans for streets in the vicinity of the Proposed Project.

3.2.4 Evaluation Summary and Recommended Actions

Summary

There are sidewalks on all streets in the study area that pedestrians from the Proposed Project would use. The Proposed Project would not result in the removal or degradation of pedestrian, bicycle, or transit facilities. The closest intersections to the Project Site are the intersections of Mesquit Street & Jesse Street, and Santa Fe Avenue & Jesse Street. Curb access ramps with tactile warning strips are provided at both of these intersections. However there are no marked crosswalks. The nearest signalized pedestrian crossing is at the intersection of Santa Fe Avenue and 7th Street south of the Project Site.

The Project would lead to a small increase in pedestrian trips accessing bus stops. The nearest bus stops to the Project Site are located on 7th Street close to the intersections with Santa Fe Avenue and Imperial Street. There are signalized traditional crosswalks at 7th Street & Santa Fe Avenue. There are no crosswalks at Santa Fe Avenue & Jesse Street. There are sidewalks on the pedestrian routes to the bus stops. Sidewalks and lighting are provided at both of these bus stops. A bus bench is provided for the bus stop close to the intersection with Santa Fe Avenue, while there is no bus bench at the bus stop close to the intersection with Imperial Street.

The previously approved and constructed Produce LA project has widened the sidewalks on Santa Fe Avenue, Jesse Street and Mesquit Street adjacent to the Produce LA and the 655 Mesquit Project.

In conclusion, the Proposed Project would not cause any physical deficiencies or demand-based deficiencies on pedestrian, bicycle or transit facilities in the vicinity of the Project.

Proposed Actions

Notwithstanding the above conclusion, the Project proposes the following improvement action, given the likely increase in pedestrian traffic at the intersection of Santa Fe Avenue and Jesse Street.

- Consider installing some form of pedestrian crosswalk at the intersection of Santa Fe Avenue and Jesse Street, possibly in conjunction with a new traffic signal at the intersection (see Section 3.3.7 for further discussion of a potential traffic signal).

No further actions are deemed necessary or proposed.

3.3. Project Access, Safety and Circulation Evaluation

3.3.1 Introduction

In this section potential safety, operational, and capacity constraints related to access to and from the Project Site are assessed. Constraints may arise from vehicular/vehicular, vehicular/ bicycle, or vehicular / pedestrian interactions in addition to operational delays.

3.3.2 Screening Criteria

Per the TAG, an affirmative answer to all of the following screening questions triggers a need to assess whether the Project would negatively affect project access and circulation.

- *Does the land use project involve a discretionary action that would be under review by the Department of City Planning?*

  Yes.

- *Would the land use project generate a net increase of 250 or more daily vehicle trips?*

  Yes, the Project's net trip generation calculated using ITE trip rates as shown in Table 3.2 is a net increase of 1,778 daily trips, and therefore generates more than 250 daily trips.

As the Project meets all these criteria, further analysis is therefore necessary.

3.3.3 Methodology

This section describes the methodologies used to perform the evaluation.

Analysis Hours

The analysis addresses the AM peak hour and the PM peak hour.

Project Trip Generation

The trip generation estimates for the Project are shown in Table 3.2. Trip generation estimates are based on trip rates found in *ITE Trip Generation 10th Edition* (Institute of Transportation Engineers, 2017) and adjustment factors considered appropriate to the type and location of the Project which were developed in conjunction with, and with the approval of LADOT. The trip generation estimates were approved by LADOT in the MOU of February 25, 2021.

As calculated with ITE trip rates for the purpose of the traffic operations analysis, the Project would generate 1,778 daily vehicle trips[14], 185 AM peak hour trips (159 in and 26 out), and 203 PM peak hour trips (44 in and 159 out).

Project Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of project tenants, and the characteristics of the street system in the area of the project. The following distribution was assumed:

- 30% of the trips towards the north
- 20% of the trips towards the south
- 23% of the trips towards the east
- 27% of the trips towards the west

[14] Trip Generation calculated per Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017.

Study Intersections

The following intersections were included in the analysis, either as adjacent to the site or where 100 or more Project peak hour trips[15] would pass through them:

1. Santa Fe Avenue & 7th Street (signalized)
2. Mateo Street & 7th Street (signalized)
3. Mateo Street & 6th Street (signalized)
4. Mesquit Street & Jesse Street (unsignalized)
5. Santa Fe Avenue & Jesse Street (unsignalized)
6. Mateo Street & Jesse Street (unsignalized)

Figure 3.1 shows the current lane configurations at the six study intersections.

Project Traffic Volumes

Figures 3.2 and 3.3 show the Project Only traffic volumes at the six study intersections during the AM and PM peak hours, respectively.

Level of Service and Queuing Methodology

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F, with each level defined by a range of delays. The LOS methodology for signalized intersections and unsignalized intersections, are described below.

Signalized Intersections

The analysis of signalized intersections utilizes the operational analysis procedure as outlined in the Highway Capacity Manual (HCM 6). This method defines LOS in terms of delay, or more specifically, average controlled delay per vehicle. The relationship between delay and LOS for signalized intersections is shown in Table 3.3. The analysis used cycle length and signal phasing data that were obtained from the City's signal timing plans.

Unsignalized Intersections

Unsignalized intersections, including two-way and all-way stop controlled intersections were analyzed using the HCM 6 unsignalized intersection analysis methodology. The LOS for a two-way stop controlled intersection is determined by the control delay and is defined for each minor movement. Table 3.4 shows the relationship between delay and LOS for unsignalized intersection analysis.

[15] Per LADOT Transportation Analysis Guidelines.

Table 3.2 655 Mesquit - Trip Generation

2/18/21

Daily

Land Use Assumptions		Source [1] & Code	Quantity	Units	Daily			
						Trip Rate		Total Trips
Proposed Uses								
Office [2,3]		ITE 710	184,629	SF		9.74		1,798
(Reduction for transit trips) -	10%							-180
(Reduction for walk/bike trips) -	5%							-90
Net Office								1,528
Quality Restaurant [2,4]		ITE 931	4,325	SF		83.84		363
(Reduction for internal trips) -	10%							-36
(Reduction for transit trips) -	10%							-33
(Reduction for walk/bike trips) -	5%							-16
(Reduction for pass-by trips) -	10%							-28
Net Quality Restaurant								250
Total Proposed								1,778
Total Net								1,778

Table 3.2 655 Mesquit - Trip Generation

2/18/21

AM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	AM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Proposed Uses										
Office [2,3]		ITE 710	184,629	SF	1.00	0.16	1.16	185	29	214
(Reduction for transit trips) -	10%							-19	-2	-21
(Reduction for walk/bike trips) -	5%							-9	-2	-11
Net Office								157	25	182
Quality Restaurant [2,4]		ITE 931	4,325	SF	0.40	0.33	0.73	2	1	3
(Reduction for internal trips) -	10%							0	0	0
(Reduction for transit trips) -	10%							0	0	0
(Reduction for walk/bike trips) -	5%							0	0	0
(Reduction for pass-by trips) -	10%							0	0	0
Net Quality Restaurant								2	1	3
Total Proposed								159	26	185
Total Net								159	26	185

Table 3.2 655 Mesquit - Trip Generation

2/18/21

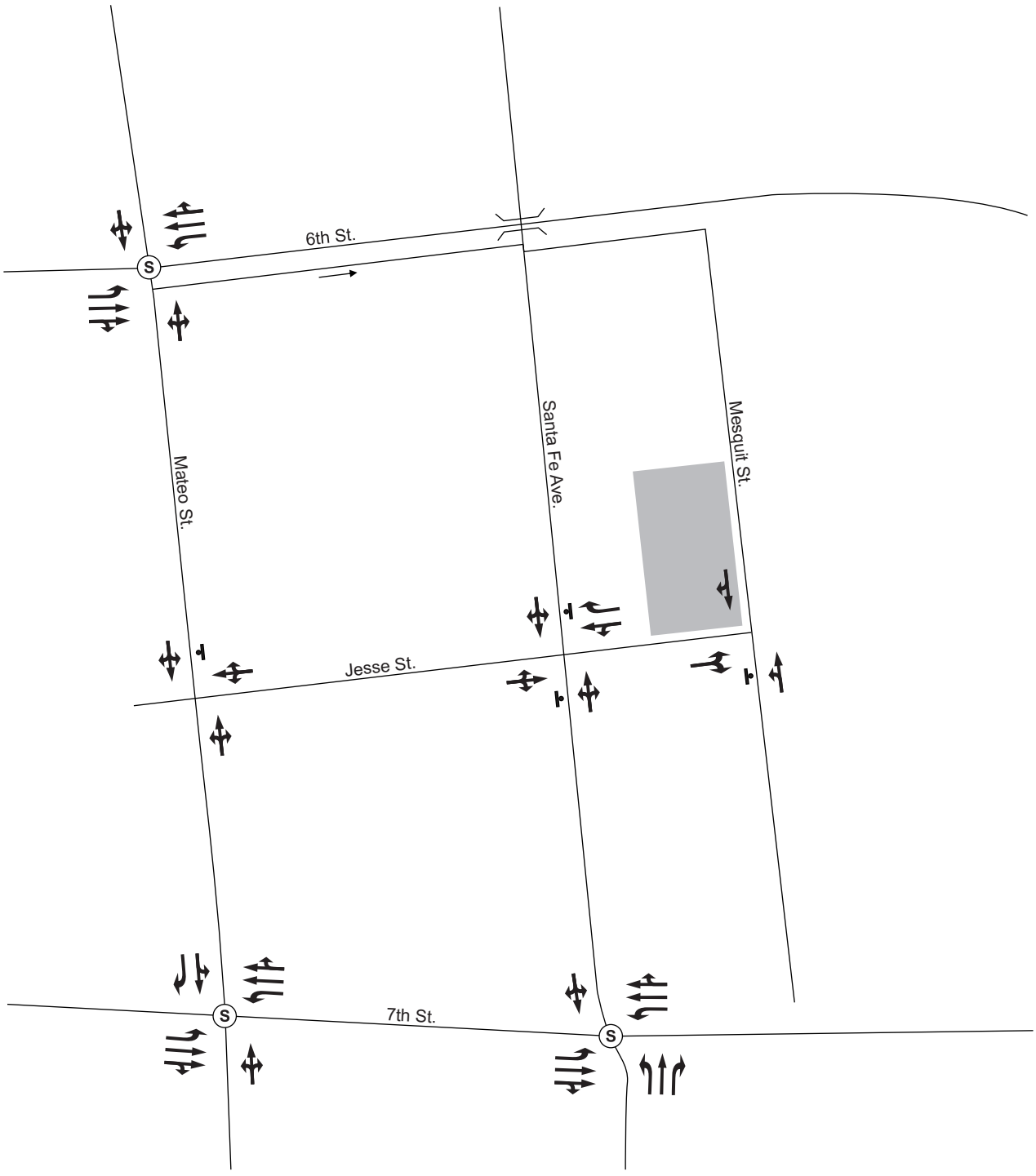
PM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Proposed Uses										
Office [2,3]		ITE 710	184,629	SF	0.18	0.97	1.15	33	179	212
(Reduction for transit trips) -	10%							-3	-18	-21
(Reduction for walk/bike trips) -	5%							-2	-9	-11
Net Office								28	152	180
Quality Restaurant [2,4]		ITE 931	4,325	SF	5.23	2.57	7.80	23	11	34
(Reduction for internal trips) -	10%							-2	-1	-3
(Reduction for transit trips) -	10%							-2	-1	-3
(Reduction for walk/bike trips) -	5%							-1	-1	-2
(Reduction for pass-by trips) -	10%							-2	-1	-3
Net Quality Restaurant								16	7	23
Total Proposed								44	159	203
Total Net								44	159	203

Notes:

1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017.
2. Trip rate reductions were applied per LADOT's Transportation Assessment Guidelines, July 2020.
3. Trip rates from ITE 710 General Office Building (General Urban/Suburban location).
4. Trip rates from ITE 931 Quality Restaurant (General Urban/Suburban location).
   Directional Distribution for AM peak from High-Turnover Restaurant, as non published for Quality Restaurant.

Note: Trip totals may differ marginally due to rounding.



Legend

- Project Location
- Signalized Intersection
- Stop Sign
- Lane Configuration

3/4/21

N

Not to Scale

Figure 3.1
Study Intersection Configurations

655 Mesquit Project

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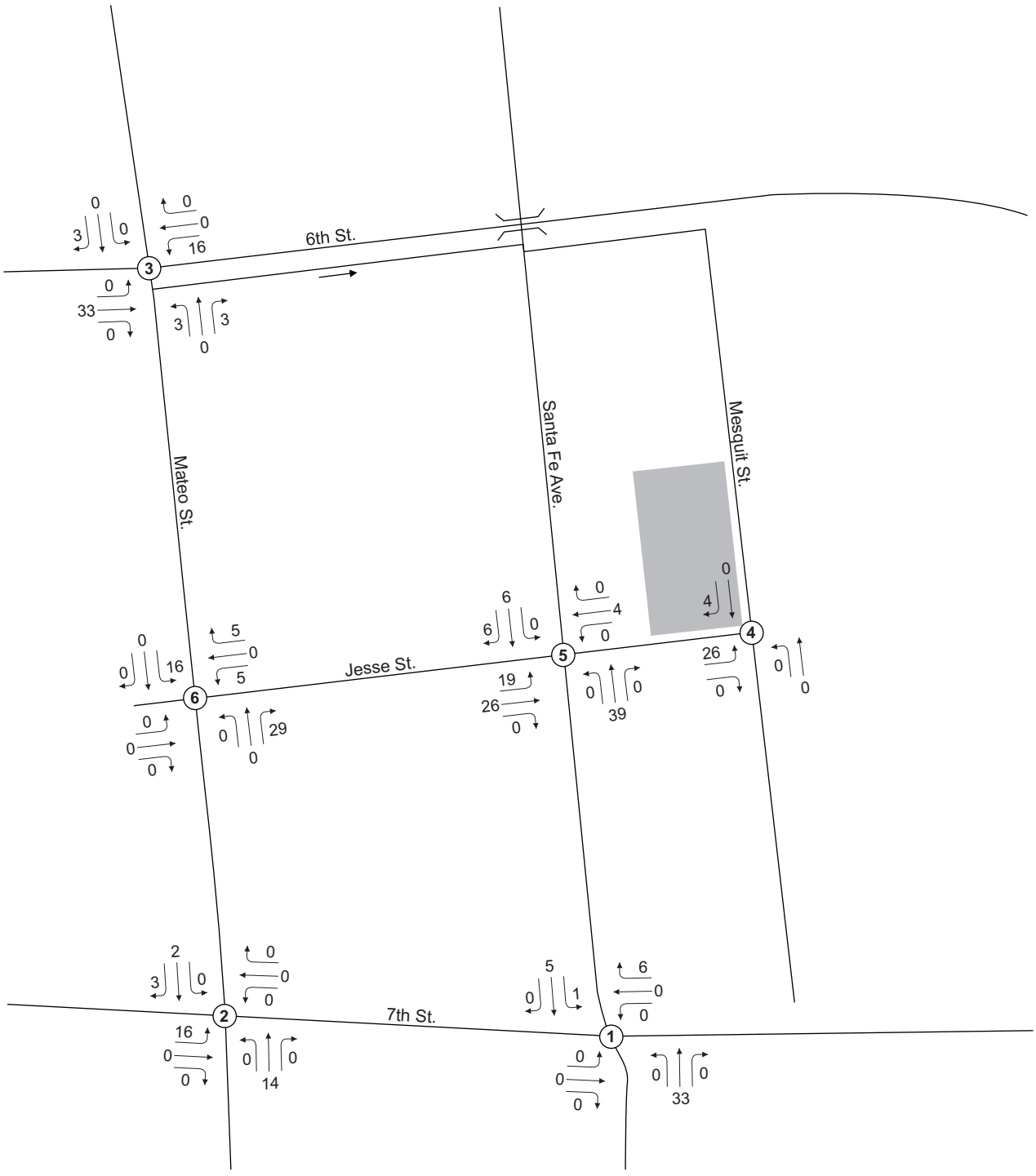

Figure 3.2
Project Traffic Volumes – AM Peak

655 Mesquit Project

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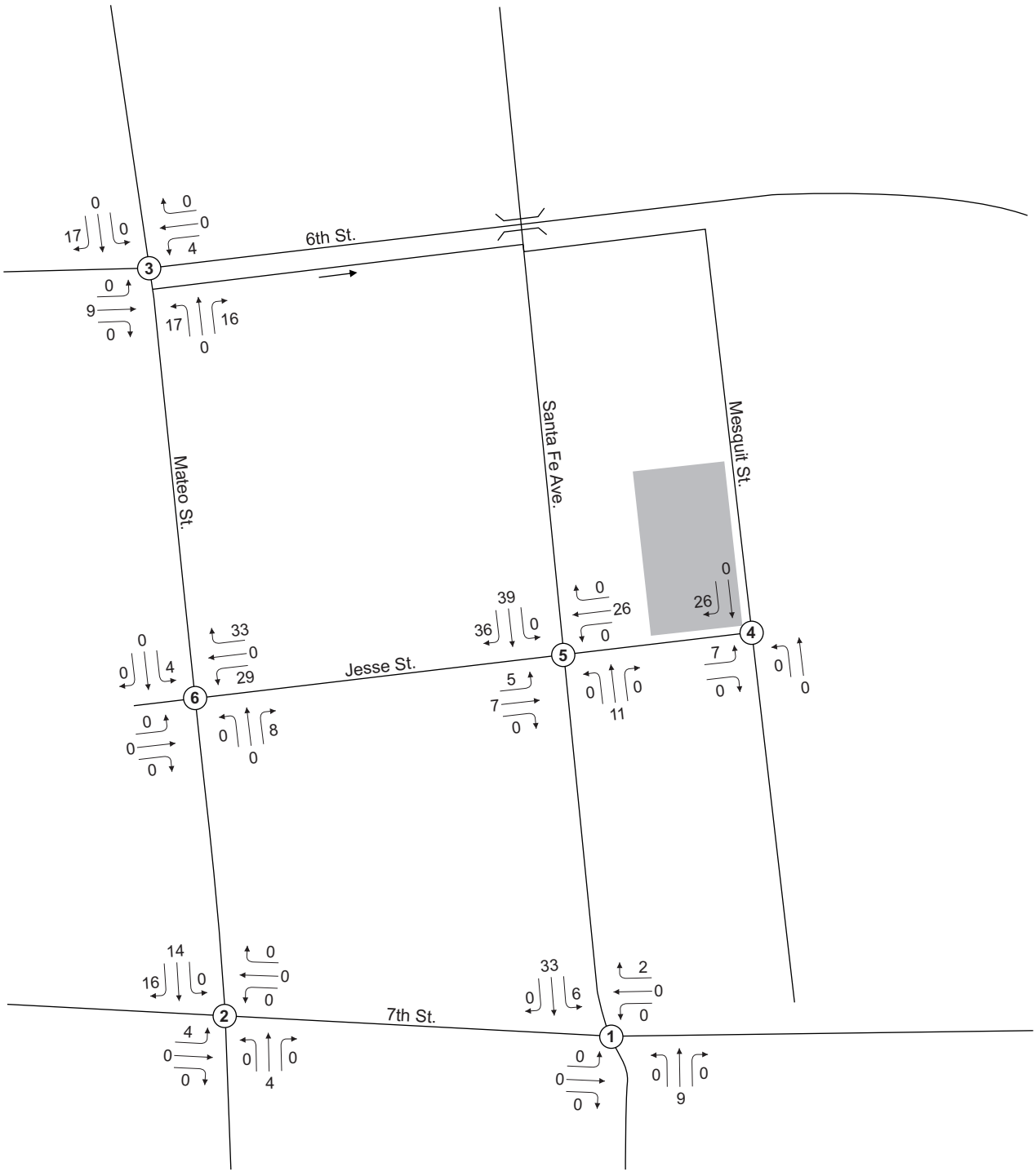

Figure 3.3
Project Traffic Volumes – PM Peak

655 Mesquit Project

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Table 3.3 Level of Service Definitions for Signalized Intersections

Level of Service	*Description of Traffic Conditions*	*Controlled Delay (sec/veh)*
A	Insignificant delay: no approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal delay: an occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 - 20
C	Acceptable delays: major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 - 35
D	Tolerable delays: drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 – 55
E	Significant delays: volumes approaching capacity. Vehicles may wait through several cycles and long vehicle queues form upstream.	> 55 - 80
F	Excessive delays: represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

Source: Highway Capacity Manual, Transportation Research Board, 2016.

Table 3.4 Level of Service Definitions for Unsignalized Intersections

Level of Service	*Description of Traffic Conditions*	*Controlled Delay (sec/veh)*
A	No delay for stop-controlled approaches.	≤ 10
B	Operations with minor delays.	> 10 - 15
C	Operations with moderate delays.	> 15 - 25
D	Operations with some delays.	> 25 - 35
E	Operations with high delays and long queues.	> 35 - 50
F	Operations with extreme congestion, with very high delays and long queues unacceptable to most drivers.	> 50

Source: Highway Capacity Manual, Transportation Research Board, 2016

Queuing

Queue analysis was conducted using procedures in the Highway Capacity Manual. Queues were estimated for intersection approaches and the 95th percentile queue length reported in feet per lane. An average vehicle length of 25 feet was assumed. The 95th percentile queue is the queue length that would be exceeded only 5% of the time, so in effect is a conservative estimate of the maximum queue.

3.3.4 Traffic Forecasts

Existing Traffic Volumes

Recent traffic counts were used for all of the analyzed intersections. AM and PM peak period traffic counts were conducted in 2015-2019[16]. As required by LADOT, counts were collected during the hours of 7:00 – 10:00 AM for the morning peak period and 3:00 – 6:00 PM for the PM peak period, and were conducted when schools were in session and outside of holiday periods. The 2015-2019 counts were factored upward by 2% a year to reflect 2021 conditions. Existing condition traffic volumes are shown in Figures 3.4 and 3.5 for the AM and PM peak hours respectively.

Traffic Growth

Future traffic forecasts were estimated by forecasting two separate components of traffic growth in the Study Area. The first component is the ambient growth that represents a general growth in traffic volumes due to minor new developments in the Project Area, and regional growth and development outside the Study Area. A growth rate of 1.0 percent per year was applied for this ambient traffic growth based on historical trends and in conjunction with LADOT[17]. The existing traffic counts were therefore adjusted upward by a total of 1.0 percent a year for four years (total growth of 1.04) to represent the ambient growth to the Project completion year.

The second component of future growth relates to specific development projects located in the Study Area. These developments are projects located within a half mile from the Project site and one-quarter mile from the furthest study intersection (per LADOT Transportation Assessment Guidelines). They are projects that are currently under construction, have received formal approval, or are under formal planning consideration and potentially could be in place by the year 2025 when the Project will be completed, and that could add traffic growth to the roadways in the Study Area. The following section of this chapter describes the process of estimating traffic from these related projects.

[16] The counts for some study intersections were conducted in September 2015 before the demolition of the Sixth Street Bridge to obtain counts that are representative of normal traffic conditions with the bridge in place. This approach was approved by LADOT and is consistent with other recent studies conducted or being conducted in the same area as the Project.

[17] The CMP provides growth factors based on regional modeling for the Central Los Angeles area estimates an average ambient growth factor of approximately 0.2% per year between the years of 2018 and 2025 (Exhibit D-1 of the CMP). The use of a 1.0% growth factor therefore provides a conservative estimate.

Related Projects

A list of proposed development projects that could affect traffic conditions in the Project Area by adding traffic volumes to Study Area intersections was prepared based on information obtained from LADOT, Department of City Planning, other studies and reports, and field verification and field observations. A total of 26 potential development projects were identified, the locations of which were shown previously in Figure 1.10 and listed in Table 1.2. This list was verified and approved by the Department of City Planning and LADOT.

Trip generation estimates for the related projects were prepared, and are also shown in Table 1.2. These were generally taken from the lists provided by the City, and from environmental and/or traffic studies prepared for the individual projects. Where the information was not available from previous reports, the trip generation was estimated using standard trip rates. These estimates are considered conservative in that they do not account for trip interaction between projects, and they do not in every case account for the possible use of non-auto modes such as transit, walk and bicycling.

Similarly, trip distribution estimates were also taken from the environmental/traffic studies conducted for the individual projects where available or were estimated based on an understanding of the type of the project, its location, the geographic distribution of population and employment from which project trips may be drawn, and the surrounding roadway and circulation system. It should be noted that because of the geographic distribution of these projects, that not all of the related project trips would travel through the Study Area and traverse the study intersections.

Future Traffic Forecasts for 2025 Without Project and With Project Conditions

The trip estimates shown in Table 1.2 for the related projects were then added to the roadway network and combined with existing volumes and ambient traffic growth (described earlier) to provide forecasts of future baseline traffic conditions in the Study Area in 2025, for both the AM and PM peak periods, representing the Future Without Project conditions. These traffic volume forecasts are shown in Figures 3.6 and 3.7.

Then the Project only traffic was added to the above 2025 baseline conditions in 2025 to provide the Future With Project traffic volumes. Figures 3.8 and 3.9 show the Future with Project Traffic volumes for the study intersections during the AM and PM peak hours, respectively.

3.3.5 Operational Evaluation

The results of the operational evaluation of the Project are summarized in Tables 3.5 through 3.8, for existing conditions, future without project conditions, and future with project conditions.

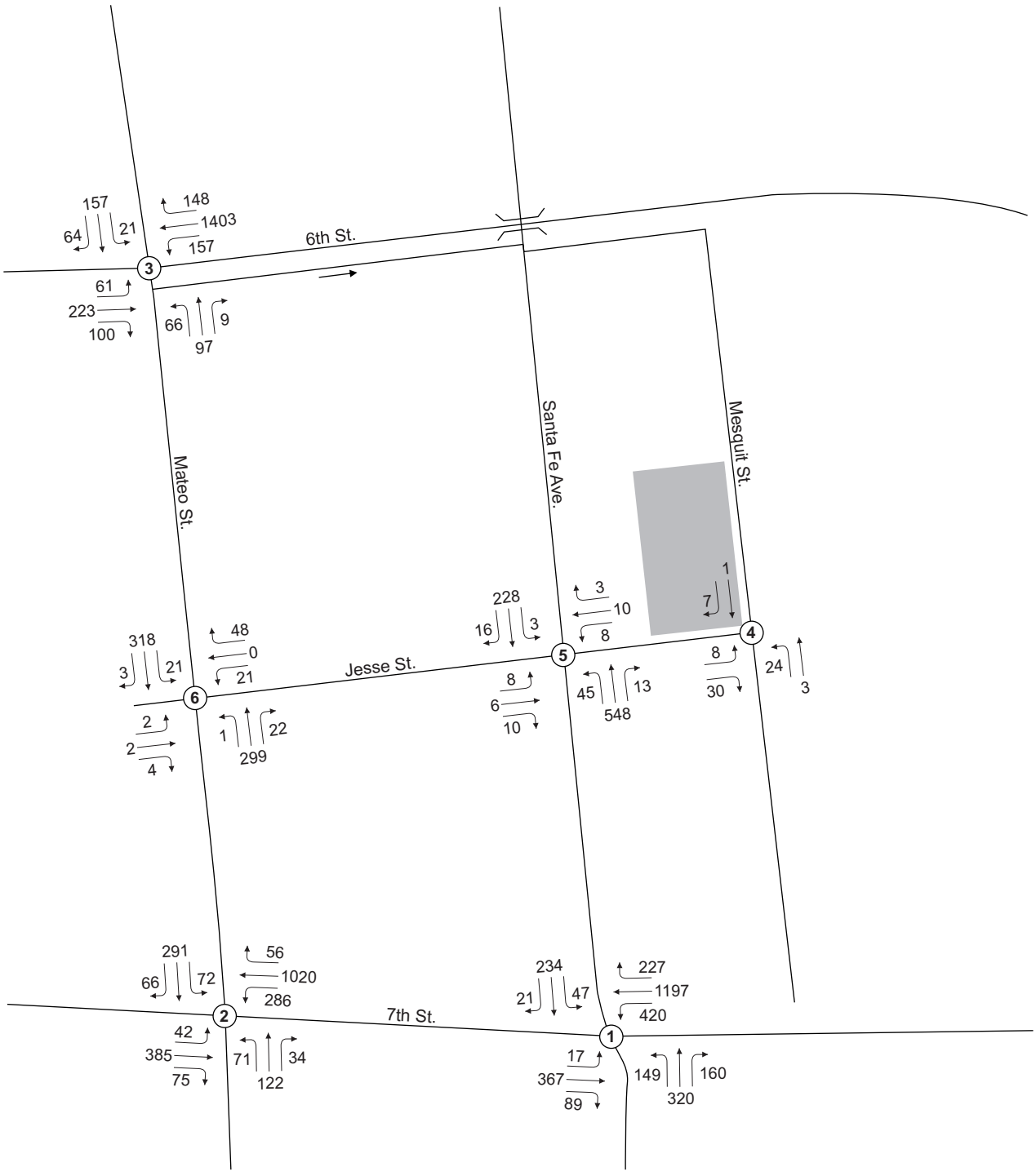

Figure 3.4
Existing Traffic Volumes - AM Peak Hour

655 Mesquit Project

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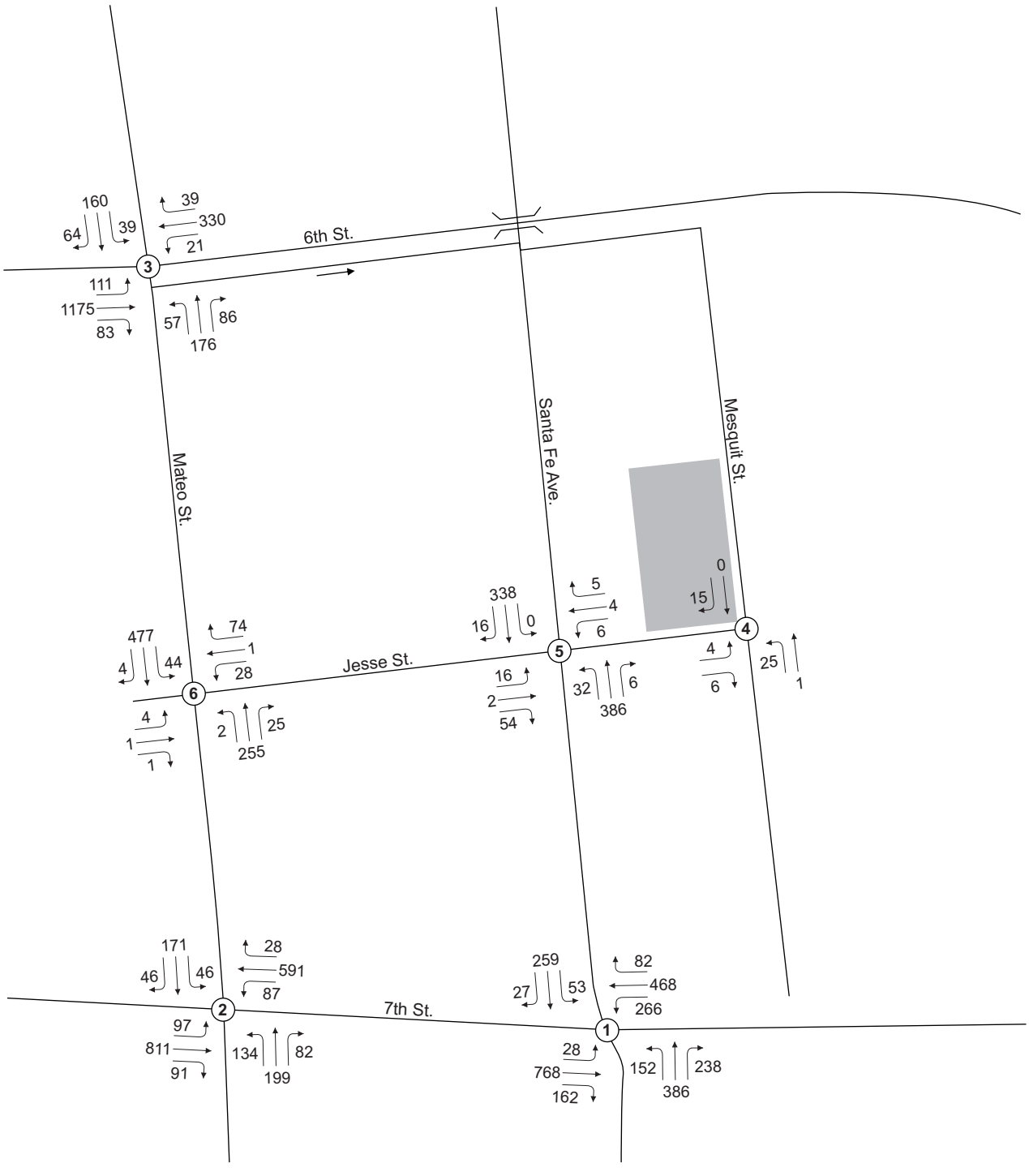

Legend

- Project Location
- (X) Study Intersection
- X Traffic Turn Volume

3/2/21

N

Not to Scale

Figure 3.5
Existing Traffic Volumes - PM Peak Hour

655 Mesquit Project

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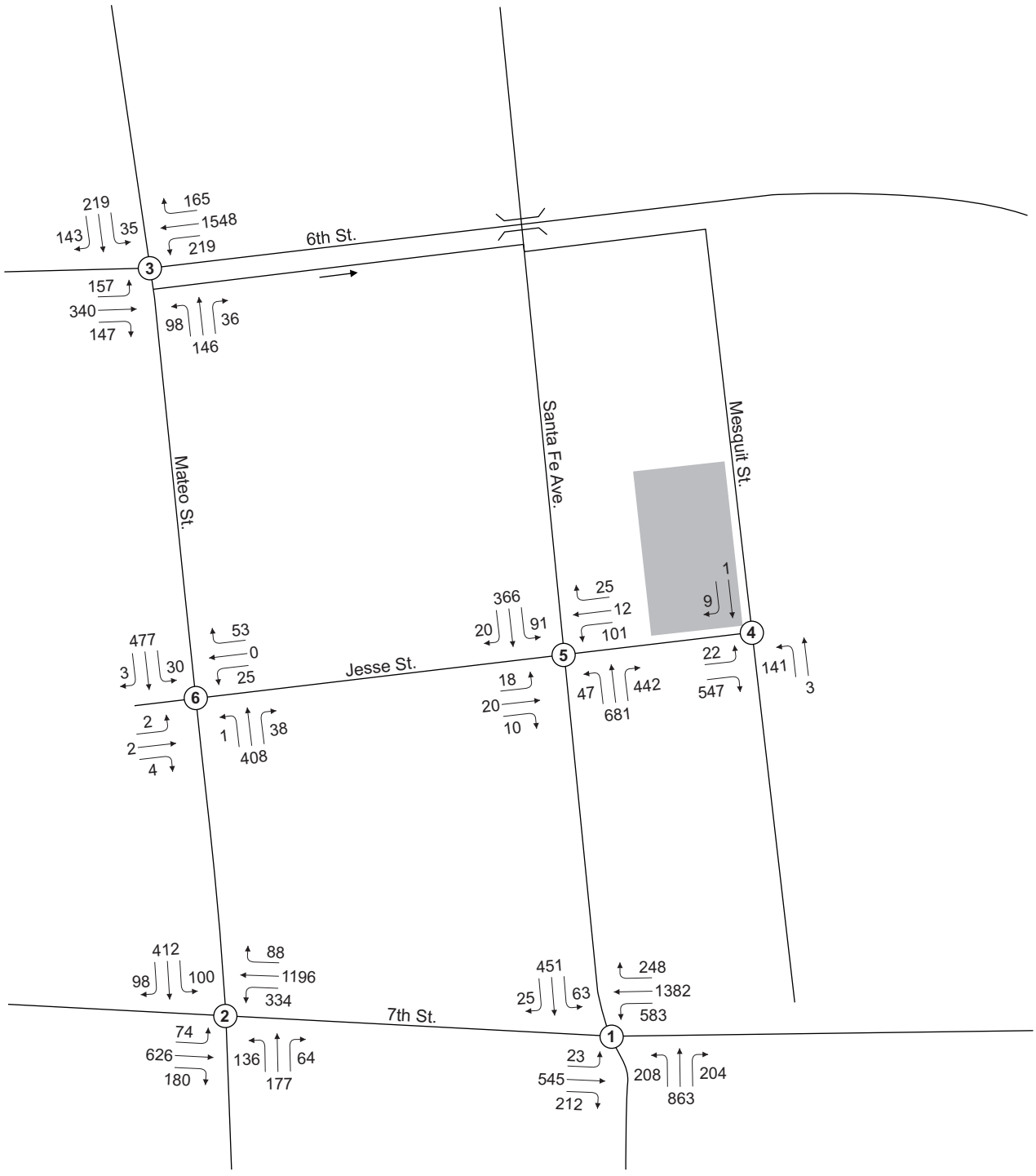

Figure 3.6
Future Without Project Traffic Volumes - AM Peak Hour

655 Mesquit Project

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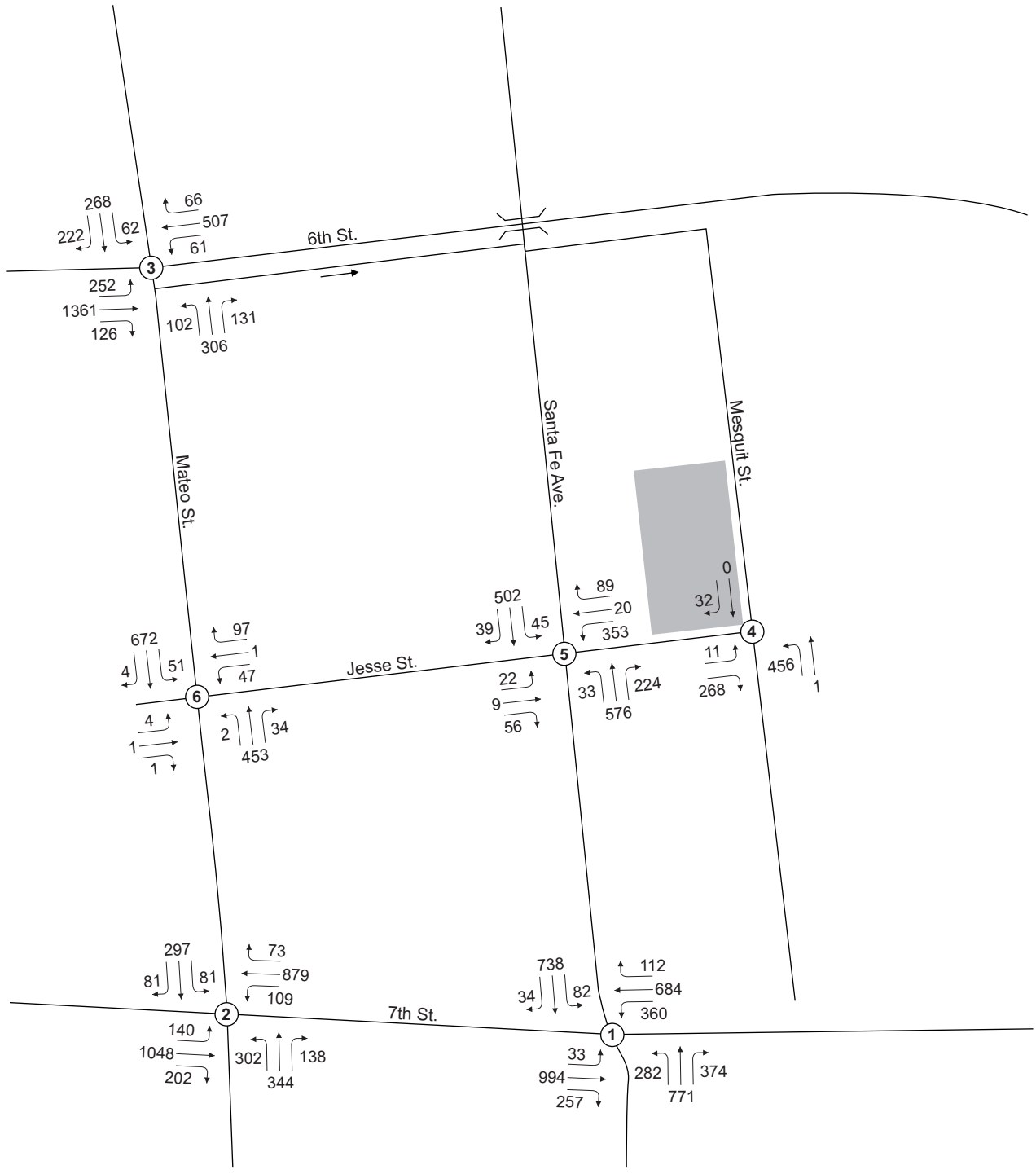

Legend

- Project Location
- (X) Study Intersection
- X Traffic Turn Volume

3/4/21

N

Not to Scale

Figure 3.7
Future Without Project Traffic Volumes - PM Peak Hour

655 Mesquit Project

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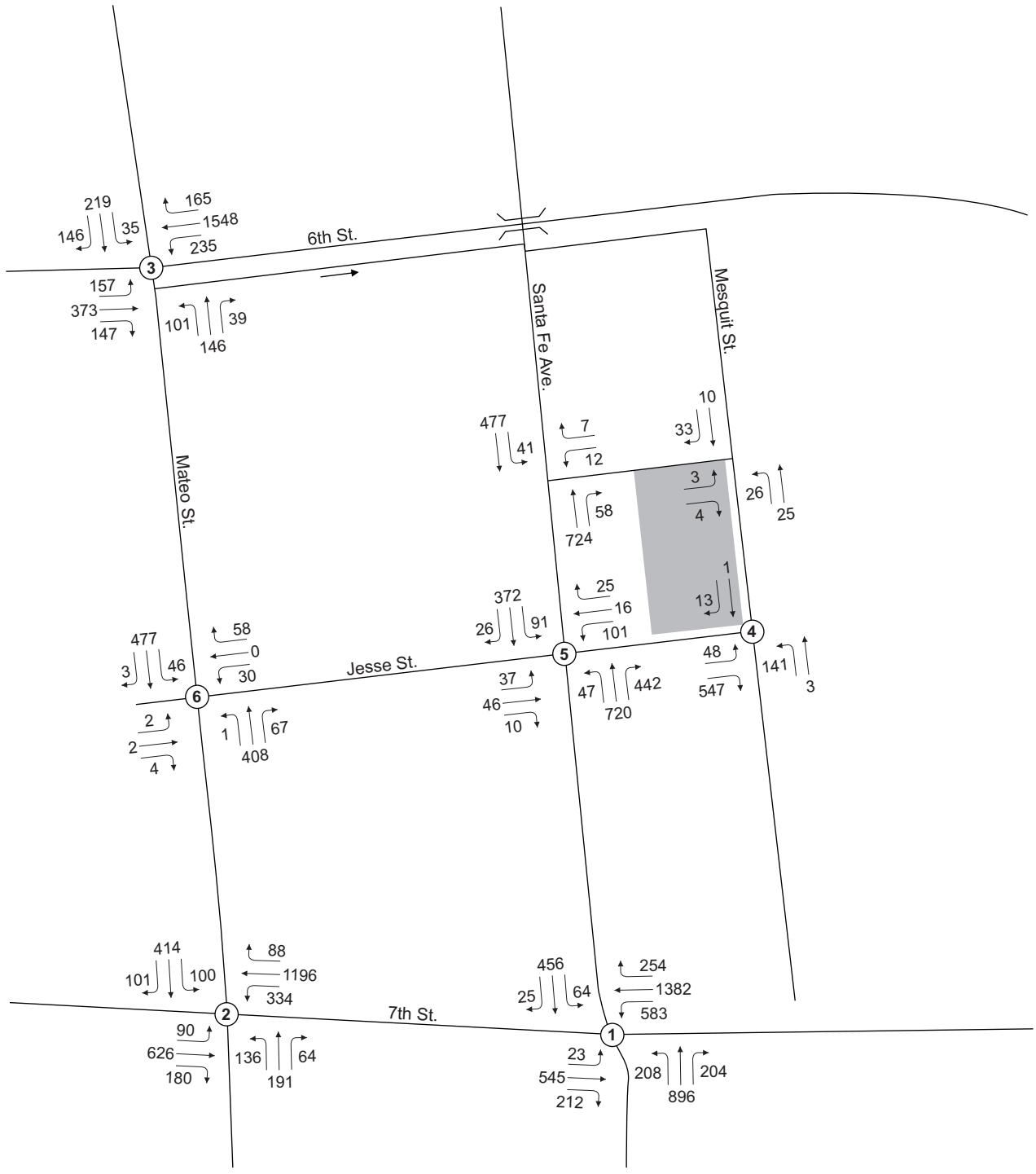

Figure 3.8
Future With Project Traffic Volumes - AM Peak Hour

655 Mesquit Project

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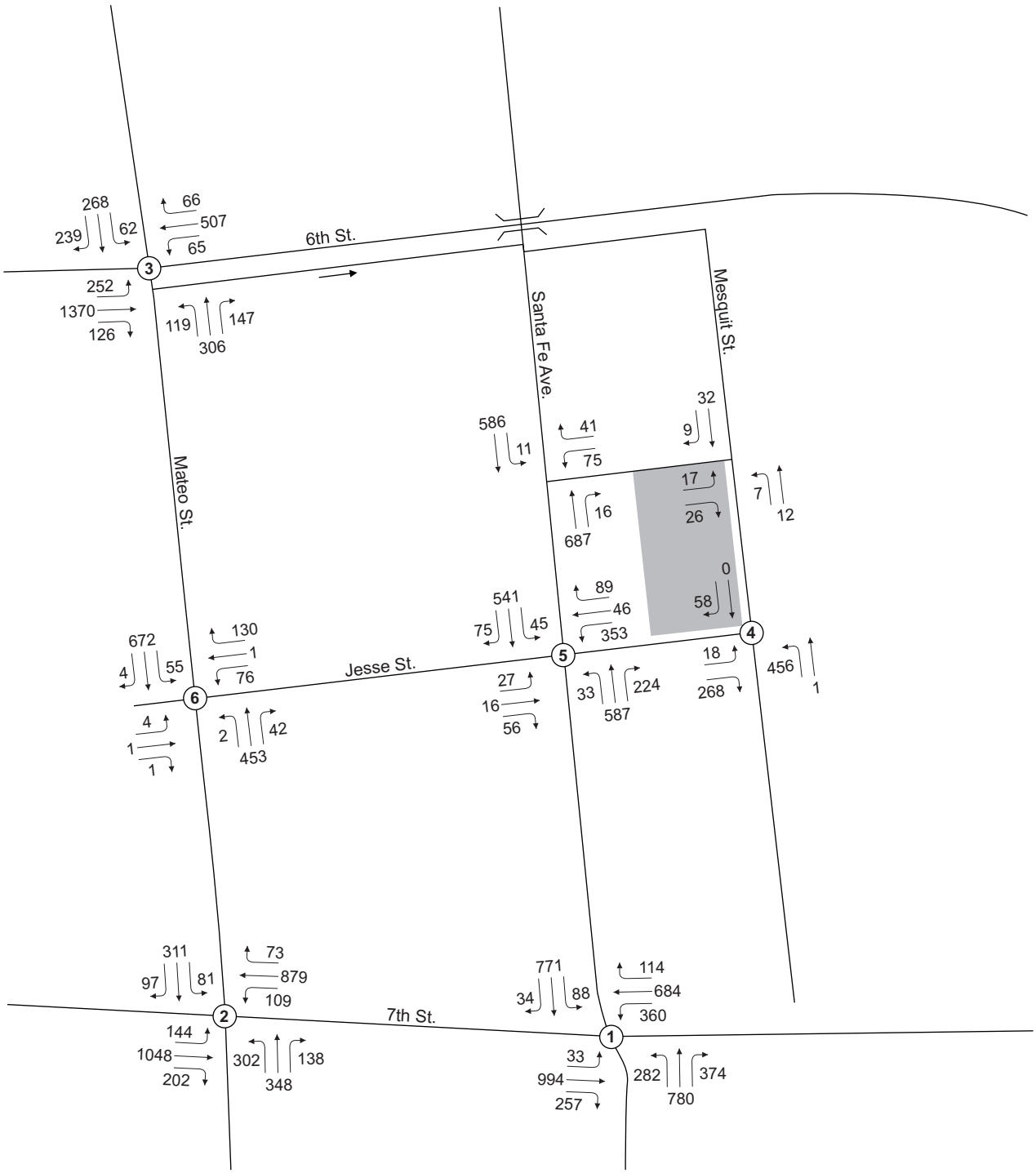

Legend

- Project Location
- (X) Study Intersection
- X Traffic Turn Volume

3/5/21

N

Not to Scale

Figure 3.9
Future With Project Traffic Volumes - PM Peak Hour

655 Mesquit Project

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Tables 3.5 and 3.6 show intersection level of service results for the AM and PM peak hours respectively. Tables 3.7 and 3.8 show the queuing analysis results for the AM and PM peak hours respectively. The analysis addresses each approach by movement (left turn, through, and right turn) as appropriate. The existing storage length for each movement is expressed per lane, and is either the approximate length available for a turn lane or the distance to the upstream intersection for through lanes. The storage length that would be required for an analyzed condition is calculated as the 95th percentile queuing length per lane for each particular movement. If the storage required is less than or equal to the existing storage capacity then it can be concluded that storage capacity is not exceeded.

Tables 3.5 and 3.6 illustrate that for existing conditions the intersection levels of service (LOS) are LOS C or better except for the intersection of Santa Fe & 7th Street where the LOS is LOS F in the AM peak hour. The intersection delays and levels of service typically would worsen between existing conditions and future without project conditions at the signalized intersections, and for some controlled movements at unsignalized intersections, due to the cumulative project traffic growth. In the Future With Project condition, while the Project would result in small increase in delays, it would not lead to changes in the levels of service for any signalized intersection or controlled movement at unsignalized intersections in either peak hour, with two exceptions. The Proposed Project would cause the eastbound approach on Jesse Street at Mesquit Street to change from LOS C to LOS E, and the westbound approach on Jesse Street at Mateo Street to change from LOS E to LOS F in the PM peak hour.

Tables 3.7 and 3.8 illustrate that under existing conditions there is adequate storage for all queues at all study locations except for the westbound left turn on 7th Street at Mateo Street. Under Future Without Project conditions, there are a few locations where the cumulative project traffic would cause queue lengths to exceed available storage capacity, as shown in Tables 3.6 and 3.7. These tables also show that the Proposed Project would cause only minimal increases in queue lengths (generally one car length for most movements), and up to five to seven car lengths at three unsignalized locations near the Project site– eastbound Jesse Street at Santa Fe Avenue in the AM peak hour, eastbound Jesse Street at Mesquit Street in the PM peak hour, and westbound Jesse Street at Santa Fe Avenue in the PM peak hour.

At locations where storage capacities would be exceeded under Future With Project conditions, they would also be exceeded under Future Without Project conditions. The Project would not cause queues to exceed storage capacity at any locations with two exceptions – the eastbound approach on Jesse Street at Santa Fe Avenue in the AM peak hour, and the eastbound approach on Jesse Street at Mesquit Street in the PM peak hour.

Table 3.5 Intersection Level of Service - AM Peak Hour 03/04/21

No.	Intersection	Movement	Existing 2021		Future Without Project 2025		Future With Project 2025	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Santa Fe Ave. & 7th St. (Signalized)	Intersection	87.8	F	Overflow[1]	F	Overflow	F
2	Mateo St. & 7th St. (Signalized)	Intersection	17.7	B	64.7	E	65.9	E
3	Mateo St. & 6th St. (Signalized)	Intersection	14.1	B	97.1	F	100.0	F
4	Mesquit St. & Jesse St. (Unsignalized)	NB Left	7.3	A	7.5	A	7.5	A
		EB Left/Right	8.6	A	15.6	C	18.2	C
5	Santa Fe Ave. & Jesse St. (Unsignalized)	NB Left	7.9	A	8.4	A	8.4	A
		SB Left	8.8	A	13.2	B	13.6	B
		EB Left/Right/Thru	18.3	C	Overflow	F	Overflow	F
		WB Left/Thru	24.0	C	Overflow	F	Overflow	F
		WB Right	12.5	B	19.0	C	20.0	C
6	Mateo St. & Jesse St. (Unsignalized)	SB Left	8.0	A	8.5	A	8.5	A
		WB Left/Right	13.4	B	19.1	C	22.0	C

Notes:
1. Indicates calculated delay greater than 300 seconds.

Table 3.6 Intersection Level of Service - PM Peak Hour 03/04/21

No.	Intersection	Movement	Existing 2021		Future Without Project 2025		Future With Project 2025	
			Delay	LOS	Delay	LOS	Delay	LOS
1	Santa Fe Ave. & 7th St. (Signalized)	Intersection	33.7	C	236.1	F	268.7	F
2	Mateo St. & 7th St. (Signalized)	Intersection	20.0	C	104.0	F	108.5	F
3	Mateo St. & 6th St. (Signalized)	Intersection	16.3	B	137.6	F	156.9	F
4	Mesquit St. & Jesse St. (Unsignalized)	NB Left	7.3	A	9.4	A	9.8	A
		EB Left/Right	8.7	A	21.5	C	46.5	E
5	Santa Fe Ave. & Jesse St. (Unsignalized)	NB Left	8.1	A	8.7	A	9.0	A
		SB Left	0.0	A	9.9	A	9.9	A
		EB Left/Right/Thru	13.7	B	61.5	F	233.4	F
		WB Left/Thru	19.9	C	Overflow[1]	F	Overflow	F
		WB Right	10.7	B	16.0	C	16.2	C
6	Mateo St. & Jesse St. (Unsignalized)	SB Left	8.4	A	8.6	A	8.7	A
		WB Left/Right	14.8	B	40.3	E	96.3	F

Notes:
1. Indicates calculated delay greater than 300 seconds.

Table 3.7 Intersection Queuing - AM Peak Hour 03/04/21

No.	Intersection	Movement	Provided Storage (ft.)	Existing 2021		Future Without Project 2025		Future With Project 2025	
				Minimum Storage Required (ft.)	Storage Adequate?	Minimum Storage Required (ft.)	Storage Adequate?	Minimum Storage Required (ft.)	Storage Adequate?
1	Santa Fe Ave. & 7th St. (Signalized)	NB Left	210	163	Yes	240	No	241	No
		NB Thru	590	238	Yes	838	No	881	No
		NB Right	590	71	Yes	86	Yes	86	Yes
		SB Left/Thru/Right	1,271	284	Yes	716	Yes	727	Yes
		EB Left	130	20	Yes	36	Yes	36	Yes
		EB Thru/Right	600	104	Yes	269	Yes	269	Yes
		WB Left	1,043	425	Yes	803	Yes	803	Yes
		WB Thru/Right	1,390	535	Yes	897	Yes	901	Yes
2	Mateo St. & 7th St. (Signalized)	NB Left/Thru/Right	650	175	Yes	476	Yes	481	Yes
		SB Left/Thru	540	271	Yes	451	Yes	444	Yes
		SB Right	100	27	Yes	53	Yes	54	Yes
		EB Left	80	34	Yes	121	No	153	No
		EB Thru/Right	425	89	Yes	187	Yes	193	Yes
		WB Left	85	199	No	422	No	428	No
		WB Thru/Right	650	257	Yes	373	Yes	383	Yes
3	Mateo St. & 6th St. (Signalized)	NB Left/Thru/Right	650	132	Yes	370	Yes	383	Yes
		SB Left/Thru/Right	600	159	Yes	398	Yes	404	Yes
		EB Left	190	82	Yes	147	Yes	147	Yes
		EB Thru [1]	470	35	Yes	113	Yes	123	Yes
		EB Right	95	-	-	39	Yes	39	Yes
		WB Left	425	61	Yes	202	Yes	216	Yes
		WB Thru [2]	1,000	335	Yes	792	Yes	792	Yes
		WB Right	200	-	-	58	Yes	58	Yes
4	Mesquit St. & Jesse St. (Unsignalized)	NB Left	615	25	Yes	25	Yes	25	Yes
		EB Left/Right	265	25	Yes	150	Yes	200	Yes
5	Santa Fe Ave. & Jesse St. (Unsignalized)	NB Left	600	25	Yes	25	Yes	25	Yes
		SB Left	670	0	Yes	25	Yes	25	Yes
		EB Left/Thru/Right	280	25	Yes	150	Yes	325	No
		WB Left/Thru	280	25	Yes	425	No	Overflow	No
		WB Right	120	0	Yes	25	Yes	25	Yes
6	Mateo St. & Jesse St. (Unsignalized)	SB Left	655	25	Yes	25	Yes	25	Yes
		WB Left/Right	285	25	Yes	25	Yes	50	Yes

Notes:
1. Analyzed as "EB Thru/Right" in the Existing Conditions.
2. Analyzed as "WB Thru/Right" in the Existing Conditions.

Table 3.8 Intersection Queuing - PM Peak Hour 03/04/21

No.	Intersection	Movement	Provided Storage (ft.)	Existing 2021		Future Without Project 2025		Future With Project 2025	
				Minimum Storage Required (ft.)	Storage Adequate?	Minimum Storage Required (ft.)	Storage Adequate?	Minimum Storage Required (ft.)	Storage Adequate?
1	Santa Fe Ave. & 7th St. (Signalized)	NB Left	210	147	Yes	362	No	369	No
		NB Thru	590	285	Yes	612	No	624	No
		NB Right	590	103	Yes	143	Yes	143	Yes
		SB Left/Thru/Right	1,271	333	Yes	861	Yes	946	Yes
		EB Left	130	33	Yes	49	Yes	49	Yes
		EB Thru/Right	600	338	Yes	634	No	634	No
		WB Left	1,043	258	Yes	493	Yes	493	Yes
		WB Thru/Right	1,390	177	Yes	328	Yes	330	Yes
2	Mateo St. & 7th St. (Signalized)	NB Left/Thru/Right	650	317	Yes	918	No	931	No
		SB Left/Thru	540	142	Yes	249	Yes	260	Yes
		SB Right	100	20	Yes	34	Yes	42	Yes
		EB Left	80	77	Yes	232	No	239	No
		EB Thru/Right	425	257	Yes	517	No	517	No
		WB Left	85	94	No	152	No	152	No
		WB Thru/Right	650	164	Yes	317	Yes	317	Yes
3	Mateo St. & 6th St. (Signalized)	NB Left/Thru/Right	650	239	Yes	655	No	707	No
		SB Left/Thru/Right	600	191	Yes	590	Yes	599	Yes
		EB Left	190	64	Yes	247	No	247	No
		EB Thru [1]	470	352	Yes	725	No	744	No
		EB Right	95	-	-	52	Yes	54	Yes
		WB Left	425	22	Yes	66	Yes	69	Yes
		WB Thru [2]	1,000	77	Yes	186	Yes	189	Yes
		WB Right	200	-	-	29	Yes	30	Yes
4	Mesquit St. & Jesse St. (Unsignalized)	NB Left	615	25	Yes	75	Yes	75	Yes
		EB Left/Right	265	25	Yes	150	Yes	275	No
5	Santa Fe Ave. & Jesse St. (Unsignalized)	NB Left	600	25	Yes	25	Yes	25	Yes
		SB Left	670	0	Yes	25	Yes	25	Yes
		EB Left/Thru/Right	280	25	Yes	100	Yes	200	Yes
		WB Left/Thru	280	25	Yes	1,100	No	1,225	No
		WB Right	120	0	Yes	25	Yes	25	Yes
6	Mateo St. & Jesse St. (Unsignalized)	SB Left	655	25	Yes	25	Yes	25	Yes
		WB Left/Right	285	25	Yes	100	Yes	225	Yes

Notes:
1. Analyzed as "EB Thru/Right" in the Existing Conditions.
2. Analyzed as "WB Thru/Right" in the Existing Conditions.

3.3.6 Project Access

Vehicular Access

Vehicle access into the Project Site will be provided by two driveways (as shown in Figure 0.4): a 2-way driveway on Santa Fe Avenue and a 2-way driveway on Mesquit Street. Both driveways will be two-lanes. These driveways will connect across the northern edge of the site to provide access to on-site surface and structured parking. All movements would be allowed at both driveways. Both driveways are existing driveways and were built by the recently completed Produce LA Project. The 655 Mesquit and Produce LA projects will share these driveways. The 655 Mesquit Project would not make any changes to the location or physical characteristics of the existing driveways.

Table 3.9 shows the analysis of the Project Driveway on Santa Fe Avenue. All controlled moves would operate at LOS D or better, except the outbound (westbound) move from the Project site in the PM peak hour which would operate at LOS F. The on-site 95th percentile queue would be only four vehicles. The driveway to Mesquit Street would carry low volumes both on the driveway and on Mesquit Street so no operational issues are anticipated at this driveway.

High Injury Network

The Proposed Project would not make any changes to the roadway system that would impact the High Injury Network or Safe Routes to School (there are no safe routes to school adjacent to the Proposed Project).

Pedestrian and Bicycle Access

The site plan is designed to facilitate convenient and safe pedestrian access and circulation. Pedestrian access will be provided from Mesquit Street, Jesse Street, and Santa Fe Avenue (via the Produce LA Project). The sidewalks on all three streets have been improved by the Produce LA Project as previously described. Landscaping has been designed to provide safe and adequate pedestrian and vehicle visibility, and all designs have been prepared according to City standards. Design of the pedestrian realm has ensured no hazardous conditions are created.

Bicycle access to the site will be facilitated by the bicycle lane on Santa Fe Avenue being implemented with the Arts District Pedestrian and Bicycle Safety Program. On-site bicycle parking will be provided according to the City of Los Angeles Municipal code.

Passenger Loading

Passenger loading could occur on site at the surface parking level and at a passenger loading zone planned on Mesquit Street adjacent to the Project. The passenger loading zone will require approval and appropriate design review by LADOT. Mesquit Street at that location has

Table 3.9 Driveway Intersection Level of Service - Future With Project 03/05/21

Intersection	Future With Project					
	AM Peak Hour			PM Peak Hour		
	Delay	LOS	Queue (veh)	Delay	LOS	Queue (veh)
Santa Fe Avenue Driveway						
SB Left Movement	9.8	A	1	9.3	A	0
WB Right/Left Movements	27.7	D	1	54.4	F	4
Mesquit Street Driveway						
NB Left Movement	7.4	A	1	7.3	A	0
EB Right/Left Movements	8.8	A	0	8.8	A	1

minimal traffic and pedestrian volumes as it serves only a local access function for traffic. The sidewalk is 15 feet wide and there are no bicycle lanes or transit service on the street. It is anticipated that the passenger loading provisions would adequately accommodate needs, and would not create pedestrian or bicycle conflicts.

Truck Loading

All truck loading would occur on site in the surface level of parking, with access from both Mesquit Street and Santa Fe Avenue.

3.3.7 Evaluation Summary

The operational evaluation showed that the Project would add minimal vehicle delays at study intersections and would not cause the LOS to change at study intersections, except for two approaches at unsignalized intersections:

- eastbound approach on Jesse Street at Mesquit Street to change from LOS C to LOS E,
- westbound approach on Jesse Street at Mateo Street to change from LOS E to LOS F,

  both in the PM peak hour.

The evaluation showed that the Proposed Project would generally cause only minimal increases in queue lengths (one car length for most movements). At three unsignalized locations near the Project site, it would cause increases of up to five to seven car lengths

- eastbound Jesse Street at Santa Fe Avenue in the AM peak hour,
- eastbound Jesse Street at Mesquit Street in the PM peak hour,
- westbound Jesse Street at Santa Fe Avenue in the PM peak hour,
- westbound Jesse Street at Mateo Street in the PM peak hour
-

The evaluation showed that the Project would generally not cause queuing conditions that would exceed storage capacities. At locations where storage capacities would be exceeded under Future With Project conditions, they would also be exceeded under Future Without Project conditions. The Project would not cause queues to exceed storage capacity at any locations with two exceptions:

- eastbound approach on Jesse Street at Santa Fe Avenue in the AM peak hour
- eastbound approach on Jesse Street at Mesquit Street in the PM peak hour.

Proposed Corrective Actions

Based on the above evaluation the following corrective actions are proposed:

New Traffic Signal

Consider installing a new traffic signal at the intersection of Santa Fe Avenue & Jesse Street. In order to investigate the feasibility of new traffic signals at the intersections of Santa Fe Avenue & Jesse Street and at Mateo Street and Jesse Street, a peak hour traffic signal warrant analysis was performed for both locations. The Signal Warrant analyses are attached as Appendix E.

This analysis showed that a new signal would be warranted at Santa Fe Avenue & Jesse Street for both peak hours. It would also be warranted in the Future Without Project conditions, i.e. without the Proposed Project. The analysis also showed that a new signal at Mateo Street & Jesse Street would not be warranted in the AM peak hour but would be warranted in the PM peak hour. Without the Project a signal would not be warranted in the AM peak hour but would be warranted in the PM peak hour, so the Project would not cause a change in condition with respect to warrants.

If a new traffic signal were installed at the intersection of Santa Fa Avenue & Jesse Street it should include continental crosswalks and pedestrian push buttons, which would provide for signalized crosswalks on Santa Fe Avenue at this location to facilitate pedestrian movements.

Trip Reduction Measures

The VMT analysis in Chapter 2.2 of this report identified a number of trip reduction measures to reduce VMT to a level where there would be no significant VMT impacts. These measures would reduce Project vehicle trips.

3.4. Project Construction

3.4.1 Introduction

This section addresses construction activities associated with the Project, to assess if the Project could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation.

3.4.2 Screening

Per LADOT's Transportation Assessment Guidelines an affirmative answer to <u>any</u> of the following screening questions requires further evaluation of Project construction on existing pedestrian, bicycle, transit, or vehicle circulation:

- *Would a project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street?)*

No, the Project would require construction activities on Mesquit Street and Jesse Street which are both classified as Collector Streets under the City's Mobility Plan 2035.

- *Would a project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?*

  Yes, the Project would require construction activities on Mesquit Street and potentially on Jesse Street which are both classified as Collector Streets under the City's Mobility Plan 2035, and could require temporary closing part of these streets. No alleys would need to be closed.

- *Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of existing bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?*

  No. Construction activity would not result in the loss of access to any other land use.

- *Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?*

  No. None in the vicinity of the Project.

- *Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?*

  No. There is no transit service on either Mesquit Street or Jesse Street.

- *Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?*

  No. There is no on-street metered parking adjacent to the Project.

- *Would the Project involve a discretionary action to construct new buildings or addition of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?*

  No. The Project is not in a hillside area.

Based on the above screening, further analysis of Project construction on existing pedestrian, bicycle, transit, or vehicle circulation, is required, as detailed below.

3.4.3 Existing Physical Setting

The Project Site is located north of Jesse Street and east of Mesquit Street. These adjacent streets are classified as Collector Streets. On Mesquit Street there is a 15-foot sidewalk, with some red curb and space for five on-street parking spaces, adjacent to the Project site. On Jesse Street there is an 8-foot sidewalk and a commercial loading zone and no on-street parking adjacent to the Project site. There are no bike facilities or transit service on either Mesquit Street or Jesse Street. Chapter 1 provides a detailed description of the transportation facilities within a quarter mile of the Project Site.

3.4.4 Project Construction Activity

Construction would occur for a period of approximately 30 months.

It is expected that construction activities will necessitate the closure of the existing sidewalk on the north side of Jesse Street and the west side of Mesquit Street adjacent to the Project site. There is a sidewalk on the south side of Jesse Street and on the east side of Mesquit Street so alternate pedestrian routes exist. As there is very little pedestrian activity in the area of the Project site, it is expected that closures of the sidewalks adjacent to the Project would not cause substantive negative effects on pedestrian circulation.

It is also expected that construction activities will necessitate the closure of the parking lane and potentially one traffic lane on Mesquit Street for deliveries and staging. If the southbound lane were closed for construction on Mesquit Street, the northbound traffic lane would remain open, and flagmen would control traffic during construction as necessary. With the low traffic volume on Mesquit, it is therefore expected that the above partial street closure on Mesquit Street during Project construction would not impact vehicle traffic and would not be expected to cause substantive negative traffic effects.

There are currently five on-street parking spaces on Mesquit Street and no on-street parking on Jesse Street adjacent to the Project site. These would be removed during construction. The temporary loss of a very small number of spaces during construction would not constitute a substantive negative effect as there is currently very little on-street parking observed on Mesquit Street.

Project construction would not close, or block access to any properties in the vicinity of the Project Site. The Project would ensure that access to the loading docks opposite the Project site on Mesquit Street would be maintained. There would therefore be no substantive negative effects on access to other properties

Truck Access

During construction, the Project proposes materials and deliveries truck access to/from the Project Site on Mesquit Street with an anticipated approach route via Mesquit Street southbound

and departures routes via Jesse Street westbound. Where necessary, flagmen would control truck traffic at the intersections of Mesquit Street and Jesse Street and Jesse Street & Santa Fe Avenue.

General

The Project would not change, close or restrict vehicular, pedestrian, or bicycle access to adjacent land uses.

Proposed Haul Route

The proposed haul route is anticipated to be to and from the I-10 Freeway south of the Project site, via Santa Fe Avenue to Jesse Street and Mesquit Street. Where necessary, flagmen would control truck traffic at the intersections of Mesquit Street and Jesse Street and Jesse Street & Santa Fe Avenue.

3.4.5 Evaluation

Temporary Transportation Constraints

Temporary closure of the adjacent sidewalks and partial closure of part of Mesquit Street would occur for a period of approximately 30 months. The adjacent streets of Mesquit Street and Jesse Street are classified as Collector Streets, but are low traffic volume streets as they serve only local land uses and carry no thru traffic. They are also low pedestrian volume streets.

The Project would prepare a Worksite Traffic Control Plan to be approved by LADOT. With these provisions, the closures would not create any safety hazards or issues.

There are no emergency services (fire stations, hospitals, etc.) adjacent to the Project Site and the temporary lane closures would not degrade the circulation of emergency vehicles in the area.

Temporary Loss of Access

The Project would not affect pedestrian, bicycle, or vehicle activity to adjacent parcels or parcels fronting the construction area. Existing access to uses on the opposite sides of Mesquit Street and Jesse Street would be fully maintained during the construction impacts, so the Project would not cause any impacts to those parcels.

Project construction would not affect pedestrian, bicycle, or vehicular access to facilities within a quarter mile of the Project Site, and would not affect access/circulation to and land uses in the area of the Project.

Temporary Loss of Bus Stops or Rerouting of Bus Lines

There are no bus stops or bus routes on Mesquit Street or Jesse Street. The Project would not cause the temporary loss of any bus stops or rerouting of bus lines.

Conclusions

All of the effects identified above would be temporary for the duration of the construction period. The above evaluation has shown that construction of the Project would not cause substantial negative effects on pedestrian, bicycle, transit, or vehicle circulation in the area of the Project, and would not limit or degrade access to adjacent properties.

3.4.6 Corrective Actions

Corrective actions during Project construction are identified in the LADOT Transportation Assessment Guidelines. Notwithstanding the above conclusions that Project construction would not cause any substantial negative effects, in order to facilitate the efficient and safe operations of circulation during the construction period the Project would implement the following corrective actions.

A Construction Traffic Management Plan (CTMP) will be prepared for approval by the City prior to the issuance of any construction permits, to define overall transportation management procedures during construction. A Worksite Traffic Control Plan (WTCP) will also be prepared by the Applicant, and will identify sidewalk or lane closures, alternate pedestrian routes, all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The WTCP would minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians. Both plans will be reviewed and approved by LADOT prior to commencement of construction.

3.5. Residential Street Cut-Through Analysis

3.5.1 Introduction

In this section the need to conduct a Local Residential Street Cut-Through Analysis is assessed. A residential street cut-through analysis determines if potential increases in average daily traffic volumes on local streets near a Project that can be classified as cut-through trips generated by the Project, could adversely effect the character and function of those streets. Cut-through trips are defines as those which feature travel along a street classified as a Local Street in the City's General Plan, with residential land use frontage, as an alternative to a higher classification street segment to access a destination that is not within the neighborhood within which the Local Street is located.

3.5.2 Screening

Per LADOT's Transportation Assessment Guidelines if the answer to the following questions is yes then further analysis may be required to assess whether the project would negatively affect residential streets.

- *Would the project generate a net increase of 250 or more daily vehicle trips?*

  Yes, the project's net trip generation as shown in Table 3.2 show the Project results in a net increase of 1,778 daily trips, and would therefore generate more than 250 daily trips.

- *Does the land use project include a discretionary action that would under review by the Department of City Planning?*

  Yes.

In addition, for development projects, when for a residential street segment analysis to be conducted, all the following conditions must be present:

- *(1) The project is located along a currently congested Boulevard or Avenue (LOS E or F at intersections) and adds trips that may lead to trip diversion to parallel routes along residential Local Streets.*

- *(2) The project is projected to add a substantial amount of automobile traffic to the congested Boulevard(s), Avenue(s), or Collector(s) that could potentially cause a shift to alternative route(s); and*

- *(3) Nearby local residential street(s) (defined as Local streets as designated in the City's General Plan passing through a residential neighborhood) provide motorists with a viable alternative route. A viable alternative route is defined as one which is parallel and reasonably adjacent to the primary route as to make it attractive as an alternative to the primary route. LADOT has discretion to define which routes are viable alternative routes, based on, but not limited to, features such as geography and presence of existing traffic control devices, etc.*

The Project Site is located in the Arts District. With respect to Condition #1, there are no Local Residential Streets adjacent or near the Project Site. Condition #1 is therefore not met.

With respect to Condition #2, based on the preceding analysis the Project adds a moderate amount of trips to Santa Fe Avenue, which is classified as an Avenue II under the City's General Plan. The LOS analysis previously shown in Section 3.3 indicates that intersections in the

vicinity of the Project Site along Santa Fe Avenue are congested. However, as there are no alternative routes to access the Project Site. Condition #2 is therefore not met.

With respect to Condition #3, there are no nearby local residential streets (per the Mobility Plan 2035), and no nearby residential neighborhoods. Condition #3 is therefore not met.

Therefore, as none of the three conditions are met, a Residential Street Cut-Through Analysis is not necessary.

4. Transportation Mitigation Measures and Corrective Actions

This chapter identifies mitigation measures that may be necessary to address any VMT impacts, as well as corrective actions that may be necessary to address potential operational, capacity, and safety constraints arising from the Proposed Project.

CEQA Analysis of Transportation Impacts

The analysis in Chapter 2 identified that the Proposed Project would be consistent with applicable current plans, programs, ordinances and polices.

The analysis also identified that the Project would cause a significant VMT impact for Work VMT per employee (VMT of 9.0 versus the threshold of 7.6).

The Project would implement the following mitigation measures, as identified in the LADOT VMT Calculator:

Parking	- *Price Workplace Parking* (50% of employees assumed eligible, This measure assumes a $6 daily parking of charge.
Education & Encouragement	- *Promotions and Marketing (100% employees and eligible)* This measure will involve the use of marketing, educational and promotional tools and materials (such as posters, info boards, or a website with information) to educate and inform travelers about site-specific transportation options and the effects of their travel choices.
Commute Trip Reductions	- *Ride-share program (100% employees eligible)* This measure would provide a rideshare program to include ride-share matching services, designating preferred parking for ride-share participants, adequate passenger loading/unloading and waiting areas for ride-share vehicles, and providing a website or message board to connect riders and coordinate rides.
Bicycle Infrastructure	- Provide bicycle parking per LAMC This measure will provide short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at the Project.

With these measures the Work VMT per employee would be 7.5 and as the threshold would not be exceeded there would be no significant VMT impacts.

The analysis in Chapter 2 concluded that the Proposed Project would not substantially increase hazards due to a geometric design feature or incompatible use.

No mitigation measures beyond those identified for the VMT analysis are therefore necessary.

Non-CEQA Transportation Analysis –
Pedestrian, Bicycle, and Transit Access Assessment

This assessment identified that the closest intersections to the Project Site are the intersections of Mesquit Street & Jesse Street, and Santa Fe Avenue & Jesse Street. Curb access ramps with tactile strips are provided at both of these intersections. Pedestrian crosswalks are currently not provide at the intersections. The nearest signalized pedestrian crossings are provided at the intersection of Santa Fe Avenue & 7th Street south of the Project Site.

The assessment in Chapter 3 concluded the Proposed Project would not cause any physical deficiencies or demand-based deficiencies on pedestrian, bicycle or transit facilities in the vicinity of the Project.

Proposed Actions

Notwithstanding the above conclusion, the Project proposes the following improvement action, given the likely increase in pedestrian traffic at the intersection of Santa Fe Avenue and Jesse Street.

- Install pedestrian crosswalks at the intersection of Santa Fe Avenue and Jesse Street, possibly in conjunction with a new traffic signal at the intersection (see also below).

No further actions are deemed necessary or proposed.

Non-CEQA Transportation Analysis –
Project Access, Safety and Circulation Evaluation

The operational evaluation showed that the Project would add minimal vehicle delays at study intersections and would not cause the LOS to change at study intersections, except for two approaches at unsignalized intersections:

- eastbound approach on Jesse Street at Mesquit Street to change from LOS C to LOS E,
- westbound approach on Jesse Street at Mateo Street to change from LOS E to LOS,

both in the PM peak hour.

The evaluation showed that the Proposed Project would generally cause only minimal increases in queue lengths (one car length for most movements). At three unsignalized locations near the Project site, it would cause increases of up to five to seven car lengths

- eastbound Jesse Street at Santa Fe Avenue in the AM peak hour,
- eastbound Jesse Street at Mesquit Street in the PM peak hour,
- westbound Jesse Street at Santa Fe Avenue in the PM peak hour,
- westbound Jesse Street at Mateo Street in the PM peak hour
-

The evaluation showed that the Project would generally not cause queuing conditions that would exceed storage capacities. At locations where storage capacities would be exceeded under Future With Project conditions, they would also be exceeded under Future Without Project conditions. The Project would only cause queues to exceed storage capacity at two locations:

- eastbound approach on Jesse Street at Santa Fe Avenue in the AM peak hour
- eastbound approach on Jesse Street at Mesquit Street in the PM peak hour.

The Project proposes to consider a new traffic signal at the intersection of Santa Fa Avenue & Jesse Street with continental crosswalks and pedestrian push buttons. This would also provide for signalized crosswalks on Santa Fe Avenue at this location to facilitate pedestrian movements.

The satisfaction of LADOT's criteria for installing a traffic signal is not the same as a significance threshold for determining significant impacts. Further, the satisfaction of a traffic signal warrant does not itself require the installation of a signal. If the traffic volumes at an unsignalized intersection should surpass the established thresholds to warrant a traffic signal, LADOT will ultimately determine if a signal is feasible and if it should be installed, after a consideration of other factors relative to safety, traffic flow, signal spacing and coordination, and roadway geometrics (including: eight hour, four hour, and one hour traffic volumes, pedestrian volumes, accident records, existence of suitable gaps for turning traffic, traffic signal coordination issues, and providing the safe and orderly movement of vehicles for all movements through the intersection).

It is noted that another development project is also planning on implementing a new traffic signal at the intersection of Santa Fe Avenue & Jesse Street.

Non-CEQA Transportation Analysis – Project Construction

The assessment in Chapter 3.4 concluded that the construction effects would be temporary for the duration of the construction period. The evaluation showed that construction of the Project would not cause substantial negative effects on pedestrian, bicycle, transit, or vehicle

circulation in the area of the Project, and would not limit or degrade access to adjacent properties.

That notwithstanding, a Construction Traffic Management Plan (CTMP) and a Worksite Traffic Control Plan (WTCP) will be prepared for approval by the City prior to the issuance of any construction permits. These will specify the details of any sidewalk or lane closures. The Worksite Traffic Control Plan will be developed by the Applicant, and will identify all traffic control measures, signs, delineators, and work instructions to be implemented by the construction contractor through the duration of demolition and construction activity. The Worksite Traffic Control Plan would minimize the potential conflicts between construction activities, street traffic, bicyclists and pedestrians. The plan will be reviewed and approved by LADOT prior to commencement of construction.

Non-CEQA Transportation Analysis - Residential Street Cut-Through Analysis

The evaluation in Chapter 3 concluded that this analysis was not necessary. No corrective actions or measures are therefore necessary.

Appendix A

LADOT MOU

LADOT

Transportation Assessment Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. Project Information

Project Name: **655 Mesquit Project**

Project Address: **655 Mesquit Street, Los Angeles, CA 90021**

Project Description: **See Attachment A.**

LADOT Project Case Number: CEN21-51082 Project Site Plan attached? *(Required)* ☑ Yes ☐ No

II. Transportation Demand Management (TDM) Measures

Provide any transportation demand management measures that are being considered where the eligibility needs to be verified in advance (e.g. bike share kiosks, unbundled parking, microstransit service, etc.). Note that LADOT staff will make the final determination if TDM measures eligibility for a particular project. Please confirm eligibility with the LADOT Planning and Bureau staff assigned to your project.

1 **Price Workplace Parking** 3 **Ride-Share Program**

2 **Promotions and Marketing** 4 **Bike Parking per LAMC**

Select any TDM measures that are currently being considered that may be eligible as a Project Design Feature[1]:

	Reduced Parking Supply[2]
✓	Bicycle Parking and Amenities
	Parking Cash Out

III. Trip Generation

Trip Generation Rate(s) Source: ITE 10th Edition / Other **ITE 10th**

Trip Generation Adjustment *(Exact amount of credit subject to approval by LADOT)*	Yes	No
Transit Usage	☑	☐
Existing Active or Previous Land Use	☐	☑
Internal Trip	☑	☐
Pass-By Trip	☑	☐
Transportation Demand Management (See above)	☑	☐

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☑ Yes ☐ No

	IN	OUT	TOTAL
AM Trips	144	23	167
PM Trips	40	144	184

NET Daily Vehicle Trips (DVT)
1,609 DVT (ITE 10 ed.)
1,887 DVT (VMT Calculator ver. 1.3)

[1] At this time Project Design Features are only those measures that are also shown to be needed to comply with a local ordinance, affordable housing incentive program, or state law.
[2] Select if reduced parking supply is pursued as a result of a parking incentive as permitted by the City's Bicycle Parking Ordinance, State Density Bonus Law, or a the City/s Transit Oriented ted Community Guidelines

LADOT

City of Los Angeles Transportation Assessment MOU
LADOT Project Case No: _____

IV. Study Area and Assumptions

Project Buildout Year: 2025 Ambient Growth Rate: 1 % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? *(Required)* ☑ Yes ☐ No

STUDY INTERSECTIONS and/or STREET SEGMENTS *(May be subject to LADOT revision after access, safety and circulation evaluation)*

1 Santa Fe Avenue and 7th Street
2 Mateo Street and 7th Street
3 Mateo Street and 6th Street
4 Mesquit Street and Jesse Street
5 Santa Fe Avenue and Jesse Street
6 Mateo Street and Jesse Street

Is this Project located on a street within the High Injury Network? ☐ Yes ☑ No

V. ACCESS ASSESSMENT

a. Does the project exceed 1,000 total DVT? ☑ Yes ☐ No
b. Is the project's frontage 250 linear feet or more along an Avenue or Boulevard as classified by the City's General Plan? ☑ Yes ☐ No
c. Is the project's building frontage encompassing an entire block along an Avenue or Boulevard as classified by the City's General Plan? ☐ Yes ☑ No

If questions a., b., or c. is Yes then complete **Attachment C.1: Access Assessment Criteria.**

VI. SITE PLAN and MAP of Study Area

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
Project Vehicle Peak Hour trips at each study intersection	☐	☐	☐
Project Vehicle Peak Hour trips at each project access point	☐	☐	☐
Project driveways (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☑	☐	☐
Delivery loading zone or area	☑	☐	☐
Bicycle parking onsite	☑	☐	☐
Bicycle parking offsite (in public right-of-way)	☐	☐	☑

VII. Contact Information

	CONSULTANT	DEVELOPER
Name:	The Mobility Group	655 Mesquit, LLC.
Address:	18301 Von Karman, Suite 490, Irvine, CA 92612	1881 16th Street, Denver, CO 80202
Phone Number:	949.474.1591	720.946.4663
E-Mail:	mbates@mobilitygrp.com	chris.laberge@continuumpartners.com

Approved by: x [signature] 2-24-21 (Consultant's Representative / Date) x [signature] 2-25-2021 (LADOT Representative / *Date)

*MOUs are generally valid for two years after signing. If after two years a transportation assessment has not been submitted to LADOT, the developer's representative shall check with the appropriate LADOT office to determine if the terms of this MOU are still valid or if a new MOU is needed.

Attachment A

Project Description

655 Mesquit Project - Project Description

The Proposed Project comprises approximately 184,629 sf of office space and 4,325 sf of retail space (categorized as restaurant for the purposes of analysis). Vehicular access is anticipated to be provided from Santa Fe Avenue and Mesquit Street via a two-way internal driveway at the north end of the site, with all turns allowed at both driveways.

The Proposed Project is adjacent to a previously approved and recently constructed project at 640 Santa Fe Avenue, known as Produce LA. The Produce LA project comprises 91,235 sq. ft. of office space, and 15,989 sq. ft. of retail space (which was analyzed as 9,435 sq. ft. of retail and 6,554 sq. ft. of restaurant in the approved traffic study[1]).

For CEQA purposes, the current study will address VMT analysis for the Proposed Project and for the Combined Project (655 Mesquit and Produce LA). This study will only address traffic operations analysis for the Proposed Project at 655 Mesquit, as a previous traffic study was conducted and approved for the Produce LA (640 Santa Fe) Project.

[1] 640 Santa Fe Avenue Project Traffic Study, The Mobility Group, August 10, 2017.

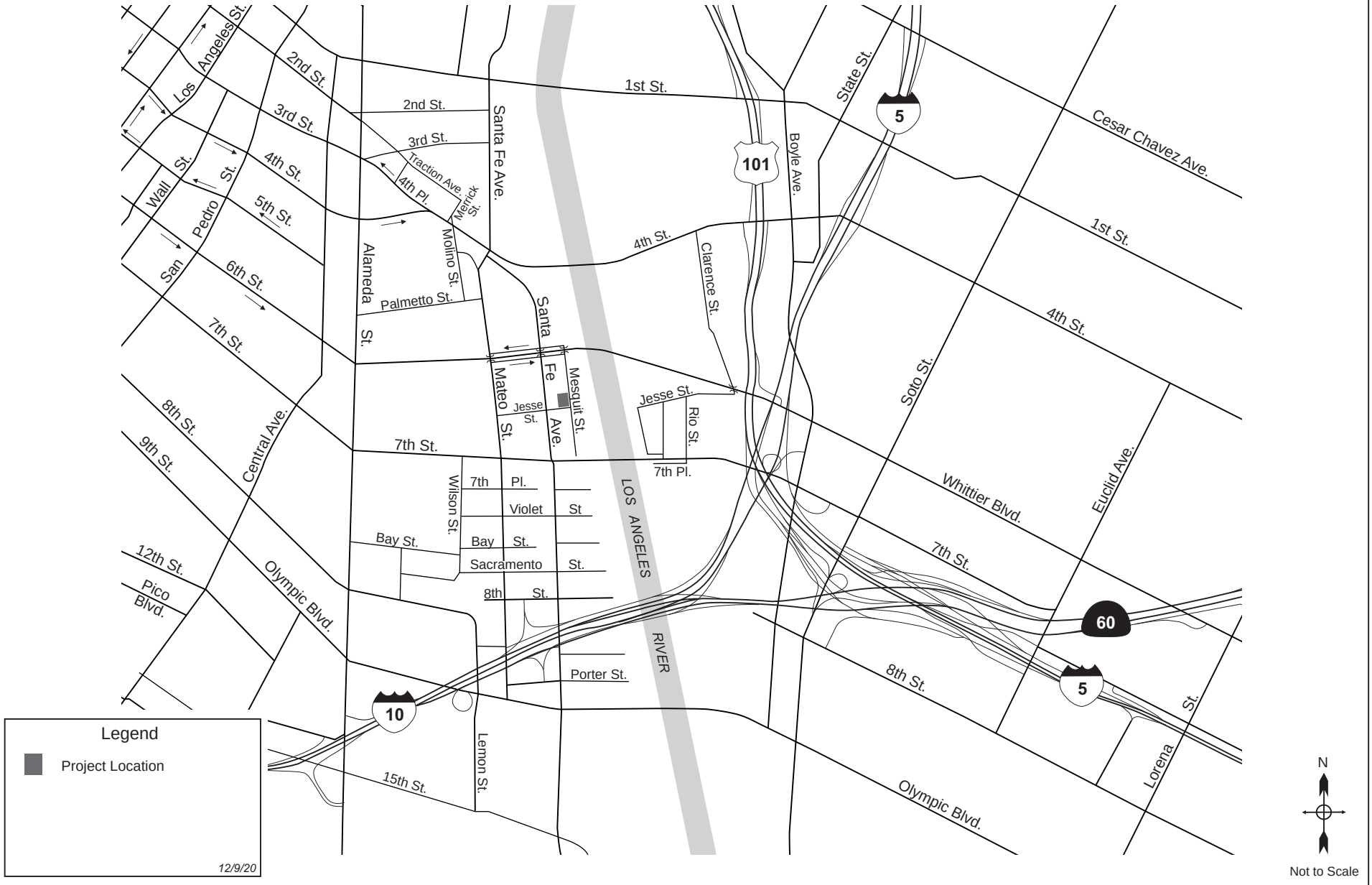
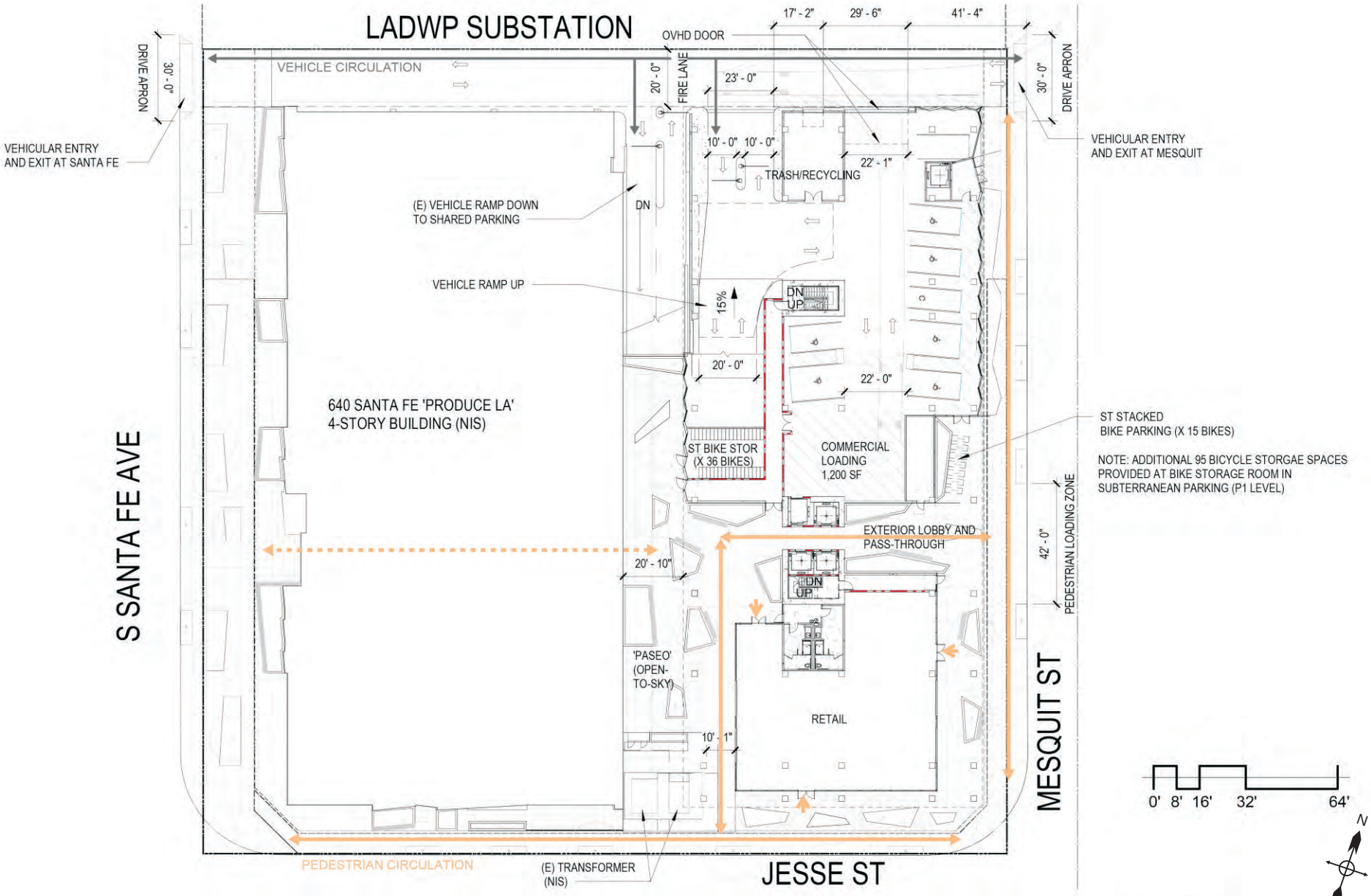


Figure A.1
Project Site Location

655 Mesquit Project

The **Mobility** Group
Transportation Strategies & Solutions



Source: Ehrlich Yanai Rhee Chaney Architects 2/5/21

2/18/21

Figure A.2
Project Site Plan

655 Mesquit Project

The **Mobility** Group
Transportation Strategies & Solutions

Attachment B

Trip Generation

Table B.1 655 Mesquit - Vehicle Trip Generation Estimates - Proposed Project

2/18/21

Daily

Land Use Assumptions		Source [1] & Code	Quantity	Units	Daily			
						Trip Rate		Total Trips
Proposed Uses								
Office [2,3]		ITE 710	184,629	SF		9.74		1,798
(Reduction for transit trips) -	10%							-180
(Reduction for walk/bike trips) -	5%							-90
Net Office								1,528
Quality Restaurant [2,4]		ITE 931	4,325	SF		83.84		363
(Reduction for internal trips) -	10%							-36
(Reduction for transit trips) -	10%							-33
(Reduction for walk/bike trips) -	5%							-16
(Reduction for pass-by trips) -	10%							-28
Net Quality Restaurant								250
Total Proposed								1,778
Total Net								1,778

Table B.1 655 Mesquit - Vehicle Trip Generation Estimates - Proposed Project

2/18/21

AM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	AM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Proposed Uses										
Office [2,3]		ITE 710	184,629	SF	1.00	0.16	1.16	185	29	214
(Reduction for transit trips) -	10%							-19	-2	-21
(Reduction for walk/bike trips) -	5%							-9	-2	-11
Net Office								157	25	182
Quality Restaurant [2,4]		ITE 931	4,325	SF	0.40	0.33	0.73	2	1	3
(Reduction for internal trips) -	10%							0	0	0
(Reduction for transit trips) -	10%							0	0	0
(Reduction for walk/bike trips) -	5%							0	0	0
(Reduction for pass-by trips) -	10%							0	0	0
Net Quality Restaurant								2	1	3
Total Proposed								159	26	185
Total Net								159	26	185

Table B.1 655 Mesquit - Vehicle Trip Generation Estimates - Proposed Project 2/18/21

PM Peak

Land Use Assumptions		Source [1] & Code	Quantity	Units	PM Peak Hour					
					Trip Rate			Total Trips		
					In	Out	Total	In	Out	Total
Proposed Uses										
Office [2,3]		ITE 710	184,629	SF	0.18	0.97	1.15	33	179	212
(Reduction for transit trips) -	10%							-3	-18	-21
(Reduction for walk/bike trips) -	5%							-2	-9	-11
Net Office								28	152	180
Quality Restaurant [2,4]		ITE 931	4,325	SF	5.23	2.57	7.80	23	11	34
(Reduction for internal trips) -	10%							-2	-1	-3
(Reduction for transit trips) -	10%							-2	-1	-3
(Reduction for walk/bike trips) -	5%							-1	-1	-2
(Reduction for pass-by trips) -	10%							-2	-1	-3
Net Quality Restaurant								16	7	23
Total Proposed								44	159	203
Total Net								44	159	203

Notes:

1. ITE Rates from Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC, 2017.
2. Trip rate reductions were applied per LADOT's Transportation Assessment Guidelines, July 2020.
3. Trip rates from ITE 710 General Office Building (General Urban/Suburban location).
4. Trip rates from ITE 931 Quality Restaurant (General Urban/Suburban location).
   Directional Distribution for AM peak from High-Turnover Restaurant, as non published for Quality Restaurant.

Note: Trip totals may differ marginally due to rounding.

Table B.2 655 Mesquit - Pedestrian Person Trip Generation Estimates

2/17/21

Daily

Land Use Assumptions		Source & Code[1]	Quantity	Units	Daily			
						Trip Rate[2]		Total Trips
Proposed Uses								
Office		ITE 710	184,629	SF		1.27		234
(Reduction for transit trips) -	0%							0
(Reduction for walk/bike trips) -	0%							0
Net Office								234
Quality Restaurant		ITE 931	4,325	SF		1.18		5
(Reduction for internal trips) -	10%							-1
(Reduction for transit trips) -	0%							0
(Reduction for walk/bike trips) -	0%							0
(Reduction for pass-by trips) -	0%							0
Net Quality Restaurant								4
Total Proposed								238
Total Net								238

Table B.2 655 Mesquit - Pedestrian Person Trip Generation Estimates

2/17/21

AM Peak

Land Use Assumptions		Source & Code[1]	Quantity	Units	AM Peak Hour			
						Trip Rate		Total Trips
Proposed Uses								
Office		ITE 710	184,629	SF		0.11		20
(Reduction for transit trips) -	0%							0
(Reduction for walk/bike trips) -	0%							0
Net Office								20
Quality Restaurant[3]		ITE 931	4,325	SF		-		-
(Reduction for internal trips) -	10%							-
(Reduction for transit trips) -	0%							-
(Reduction for walk/bike trips) -	0%							-
(Reduction for pass-by trips) -	0%							-
Net Quality Restaurant								-
Total Proposed								20
Total Net								20

Table B.2 655 Mesquit - Pedestrian Person Trip Generation Estimates

2/17/21

PM Peak

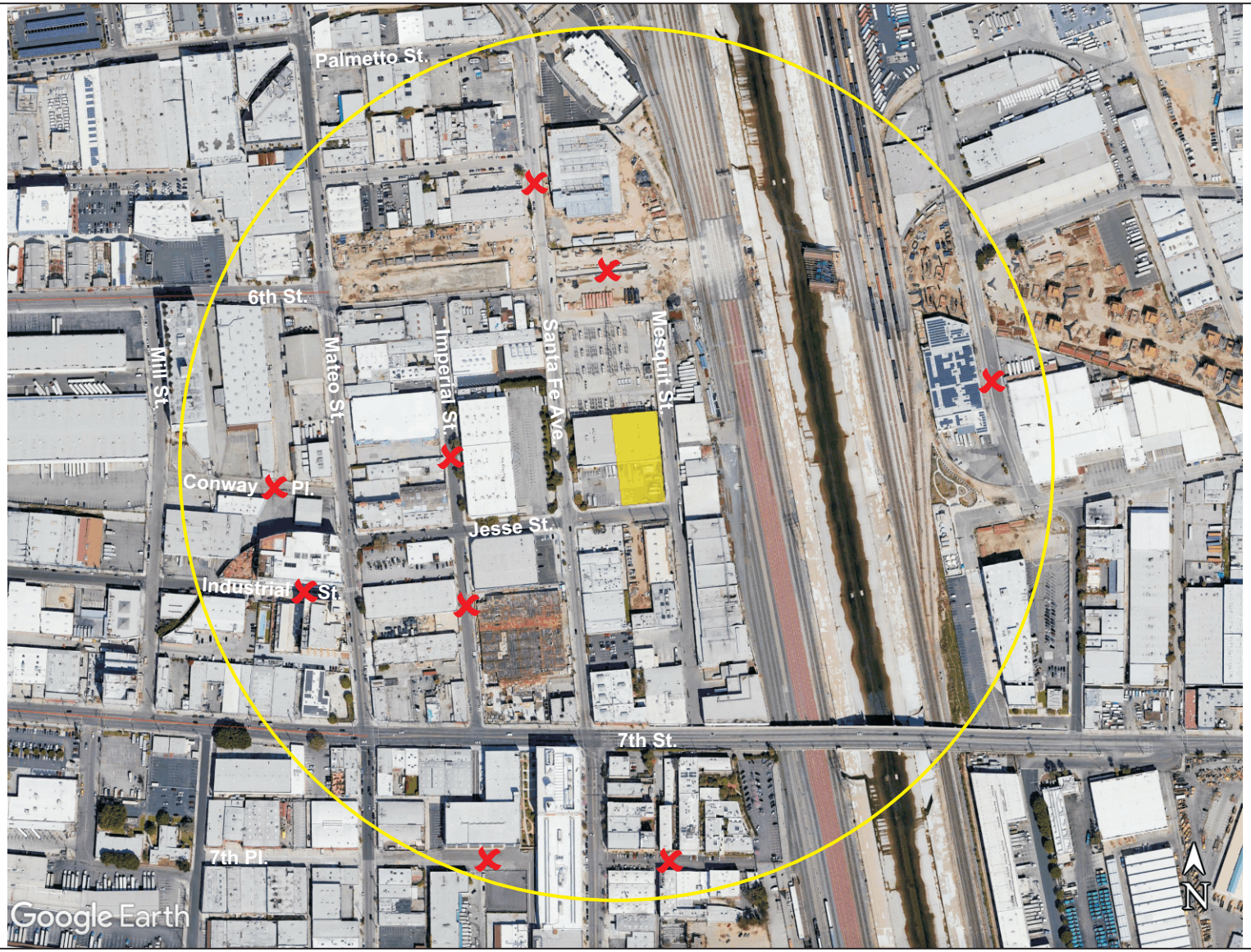
Land Use Assumptions		Source & Code[1]	Quantity	Units	PM Peak Hour			
						Trip Rate		Total Trips
Proposed Uses								
Office		ITE 710	184,629	SF		0.15		28
(Reduction for transit trips) -	0%							0
(Reduction for walk/bike trips) -	0%							0
Net Office								28
Quality Restaurant[4]		ITE 931	4,325	SF		0.11		1
(Reduction for internal trips) -	10%							0
(Reduction for transit trips) -	0%							0
(Reduction for walk/bike trips) -	0%							0
(Reduction for pass-by trips) -	0%							0
Net Quality Restaurant								1
Total Proposed								29
Total Net								29

Notes:
1. ITE Trip Rates from Trip Generation Manual, 10th Edition (Supplement), Institute of Transportation Engineers, February 2020.
2. No daily trip rate available. Trip rate estimated from PM peak hour/daily ratio for vehicle trips.
3. No AM peak hour trip rate avalibale, Assumed no AM peak hour trip for Quality Restaurant. (not open)
4. No PM peak hour trip rate avaliable, Used trip rate for PM peak hour of generator.

Note: Trip totals may differ marginally due to rounding.

Attachment C

Study Area Features



Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Excluded Streets and Alleys (No circulation function for Project trips)

N

Not to Scale
2/17/21

Figure C.1
Streets/Alleys Excluded from Inventory Analysis

655 Mesquit Project

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Transportation Strategies & Solutions

655 Mesquit Project - Study Intersections

After a review of the project location, surrounding street network and location of signalized intersections, the following study intersections are proposed for the impact analysis:

1. Santa Fe Avenue & 7th Street (Signalized)
2. Mateo Street & 7th Street (Signalized)
3. Mateo Street & 6th Street (Signalized)
4. Mesquit Street & Jesse Street (Unsignalized)
5. Santa Fe Avenue & Jesse Street (Unsignalized)
6. Mateo Street & Jesse Street (Unsignalized)

There are no other intersections with ≥ 100 peak hour project trips.



Legend

- Project Site
- Study Intersection
- 1/4 Mile from Project Site (Study Area)

N

Not to Scale
2/17/21

Figure C.2
Study Intersections and Project Driveways

655 Mesquit Project

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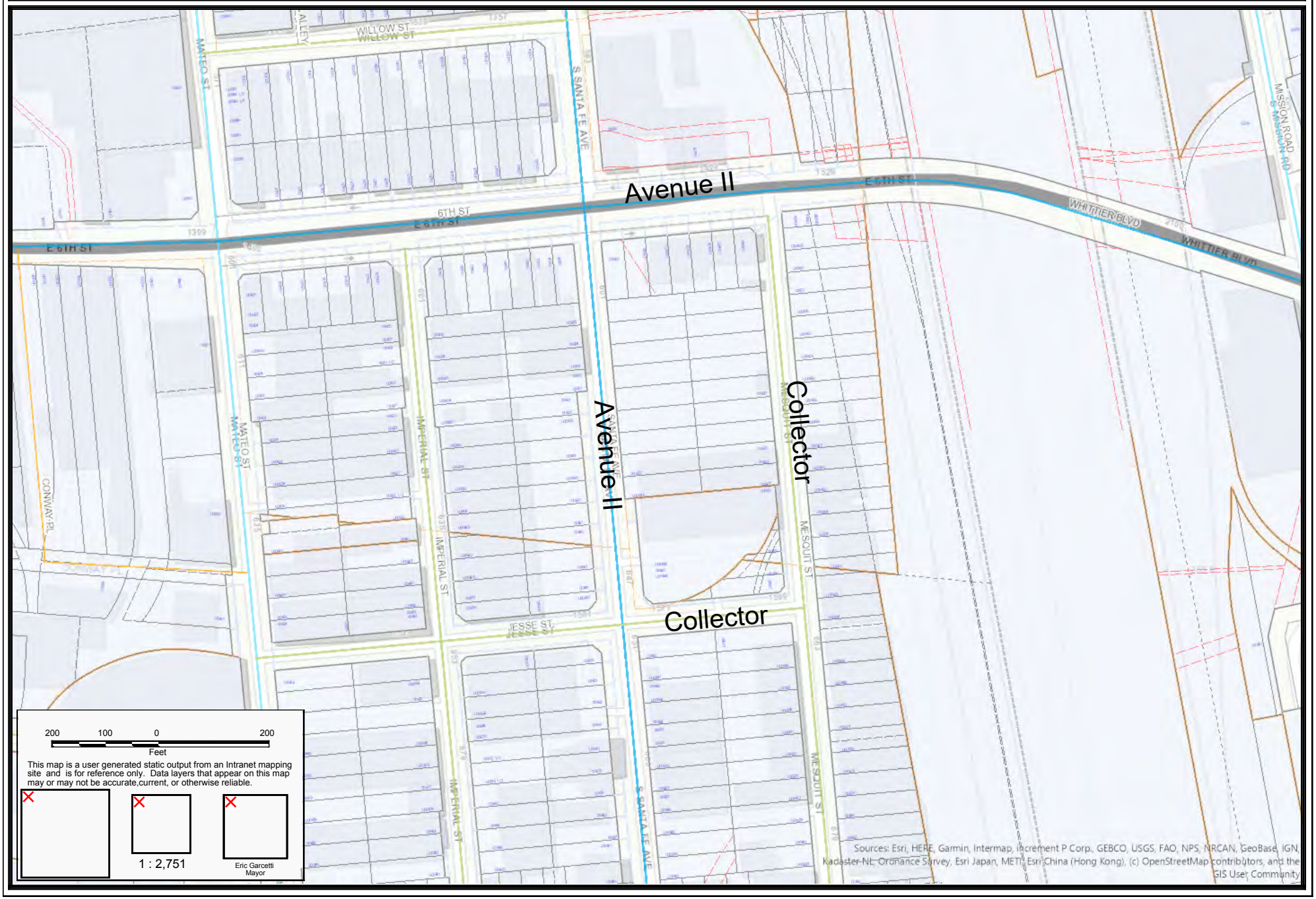
Transportation Strategies & Solutions

NavigateLA Map

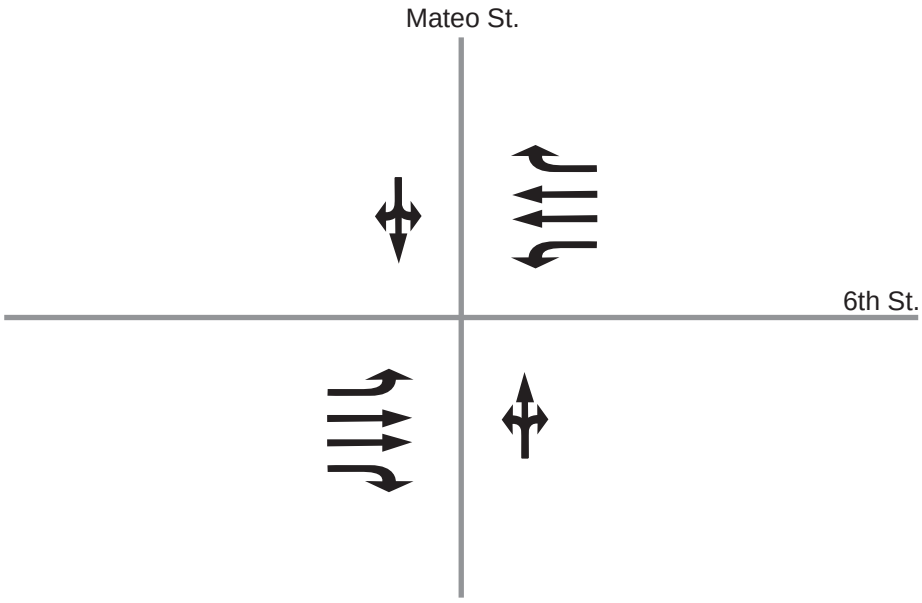


655 Mesquit Project – Trip Distribution

The likely distribution of Project trips was identified based on the type of land uses in the Project, the likely origins and destinations of Project users, and the characteristics of the street system in the area of the Project. The following distribution was assumed:

- 30% of the trips towards the north
- 20% of the trips towards the south
- 23% of the trips towards the east
- 27% of the trips towards the west

6th & Mateo



Note: Estimated from available information from LADOT, February 5, 2021

2/17/21

Figure C.3
Intersection Layouts With New 6th Street Bridge

655 Mesquit Project

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Attachment D

Attachment C.1 – Access Assessment Criteria, Including Maps

LADOT Access Assessment Criteria

This Criteria acknowledges that the Transportation Assessment for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Assessment Guidelines:

I. PROJECT INFORMATION

Project Name: **655 Mesquit Project**
Project Address: **655 Mesquit Street, Los Angeles, CA 90021**
Project Description: **184,629 sq.ft office; 4,325 sq.ft retail (assumed restaurant). See Attachment A.**

LADOT Project Case Number: _____

II. PEDESTRIAN/ PERSON TRIP GENERATION

Source of Pedestrian/Person Trip Generation Rate(s)? □ VMT Calculator ☑ ITE 10th Edition □ Other:

	Land Use	Size/Unit	Daily Person Trips
Proposed	**Office**	**184,629**	**234**
	Restaurant	**4,325**	**4**
	Total new trips:		**238**

Pedestrian/Person trip generation table including a description of the proposed land uses, trip credits, person trip assumptions, comparison studies used for reference, etc. attached? ☑Yes □ No

III. PEDESTRIAN ATTRACTORS INVENTORY

Attach Pedestrian Map for the area (1,320 foot radius from edge of the project site) depicting:

- site pedestrian entrance(s)
- Existing or proposed passenger loading zones
- pedestrian generation/distribution values
  - Geographic Distribution: N **15** % S **45** % E **5** % W **35** %
- transit boarding and alighting of transit stops (should include Metro rail stations; Metro, DASH, and other municipal bus stops)
- Key pedestrian destinations with hours of operation:
  - schools (school times) **None**
  - government offices with a public counter or meeting room **None**
  - senior citizen centers **None**
  - recreation centers or playgrounds **None**
  - public libraries **None**
  - medical centers or clinics **None**
  - child care facilities **None**
  - post offices **None**

- places of worship **None**
- grocery stores **None**
- other facilities that attract pedestrian trips **Bus Stops**

- pedestrian walking routes to key destinations from project site

Note: Pedestrian Count Summary, Bicycle Count Summary, Manual Traffic Count Summary will need to be attached to the Transportation Assessment

IV. FACILITIES INVENTORY

Is a High Injury Network street located within 1,320 foot radius from the edge of the project site? ☑ Yes □ No

If yes, list streets and include distance from the project:

6th Street West of Mateo at **920** (feet)

7th Street West of Mateo at **1,040** (feet)

_____ at_____(feet)

_____ at_____(feet)

Attach Radius Map for the area (1,320 foot radius from edge of the project site) depicting the following existing and proposed facilities:

- transit stops
- bike facilities
- traffic control devices for controlled crossings
- uncontrolled crosswalks
- location of any missing, damaged or substandard sidewalks

For a reference of planned facilities, see the Transportation Assessment Support Map

Crossing Distances

Does the project property have frontage along an arterial street (designated as either an Avenue or Boulevard?)

□ Yes ☑ No

If yes, provide the distance between the crossing control devices (e.g. signalized crosswalk, or controlled mid-block crossing) along any arterial within 1,320 feet of the property.

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

_____(feet) at _____ _____(feet) at _____

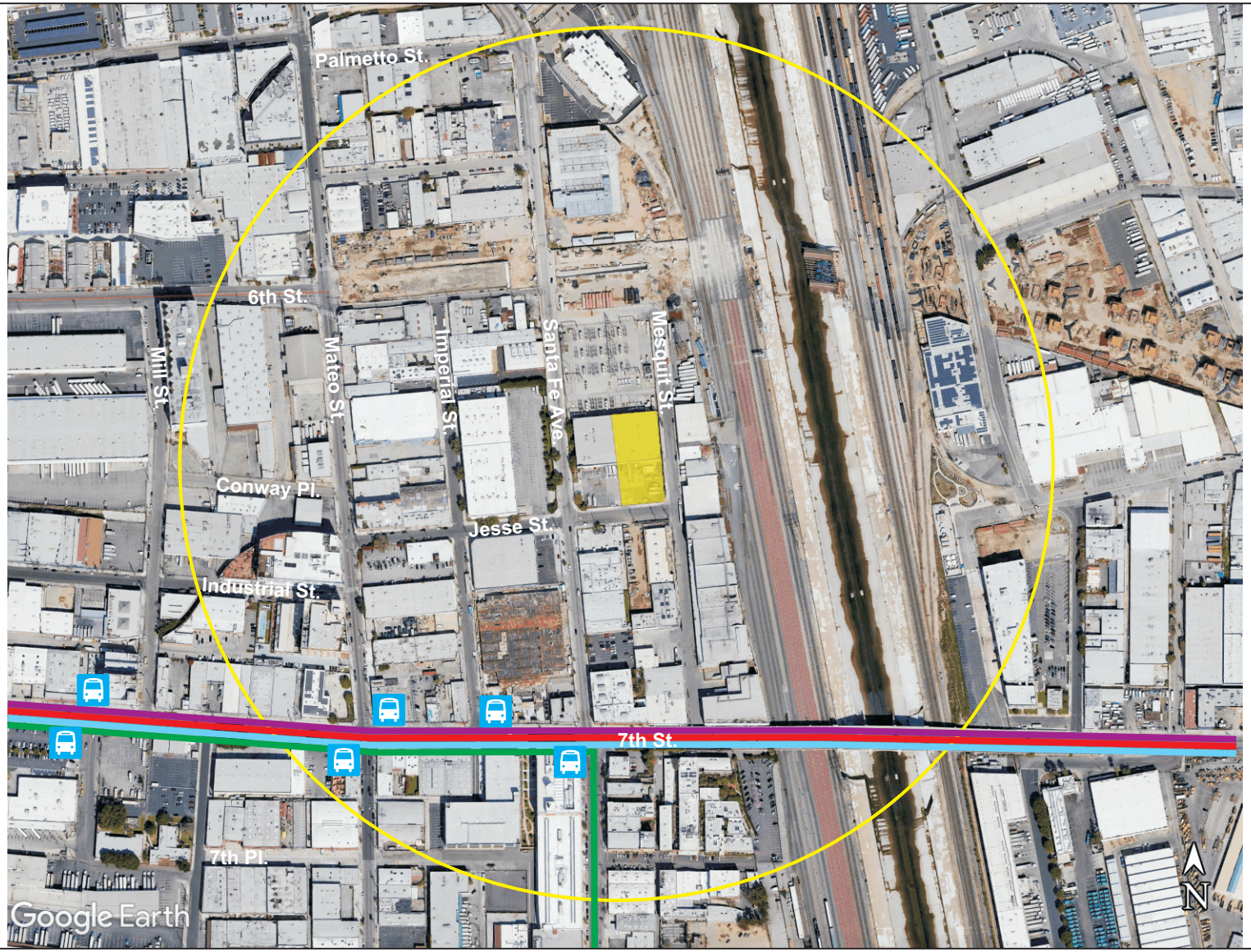
_____(feet) at _____ _____(feet) at _____

V. Project Construction

Will the project require any construction activity within the city right-of-way? ☑ Yes □ No

If yes, will the project require temporary closure of any of the following city facilities?

- Sidewalk ✓
- bike lane
- parking lane ✓
- travel lane ✓
- bus stop
- bicycle parking (racks or corrals)
- bike share or other micro-mobility station
- car share station
- parklet
- other: _____



Legend

Project Site

1/4 Mile from Project Site (Study Area)

Transit Service

M720

M60

M62

M18

Transit Stop

N

Not to Scale
2/17/21

Figure C.4
Existing Transit Routes

655 Mesquit Project

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Legend

- Project Site
- Transit Stop
- Bike Share Station
- 1/4 Mile from Project Site (Study Area)
- Pedestrian travel paths to transit

N

Not to Scale
2/17/21

Figure C.5
Key Pedestrian Destinations

655 Mesquit Project

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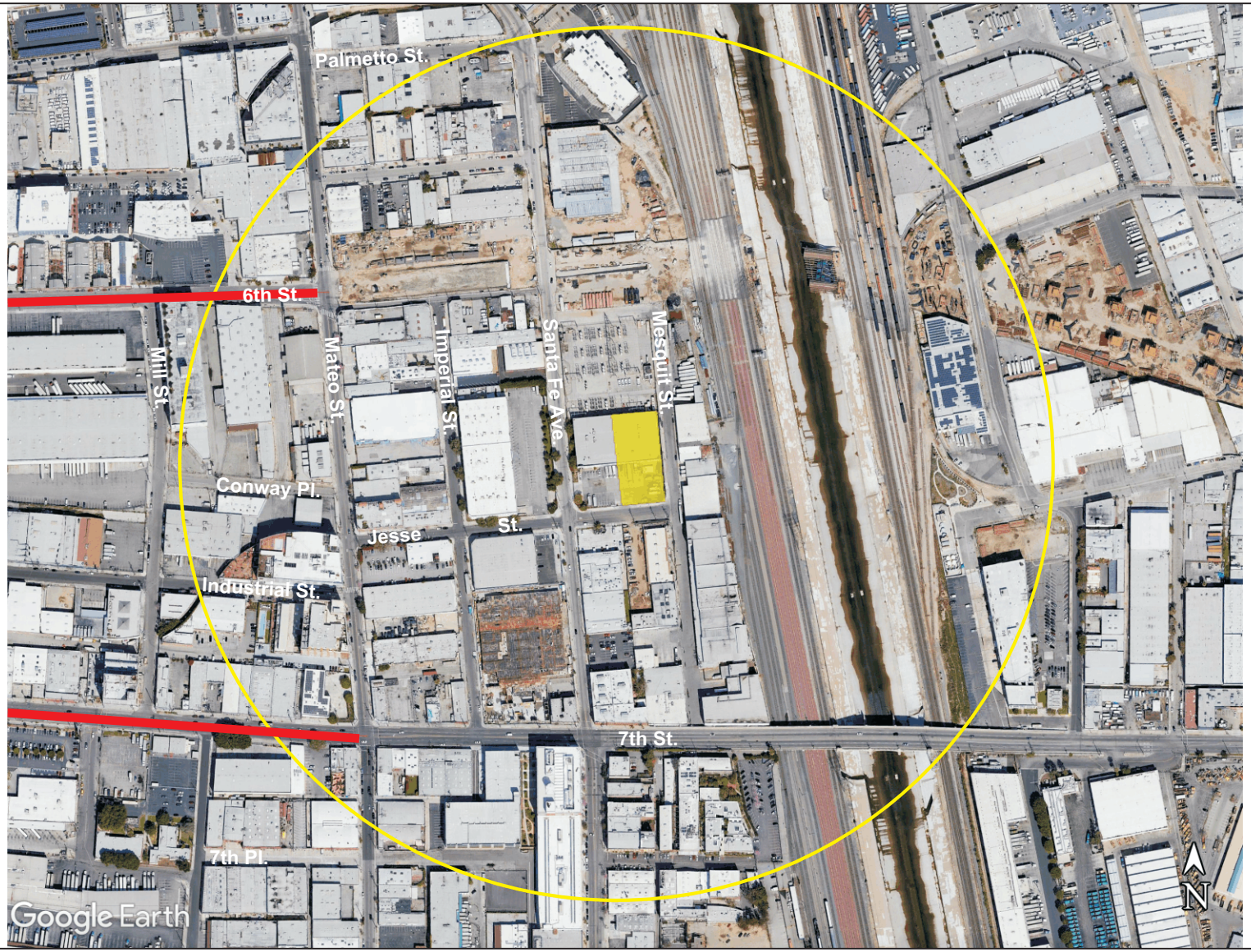

Legend

- Project Site
- High Injury Network
- 1/4 Mile from Project Site (Study Area)

N

Not to Scale
2/17/21

Figure C.6
High Injury Network

655 Mesquit Project

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Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Existing Bicycle Lane
- Metro Bike Share Station

N

Not to Scale
2/17/21

Figure C.7
Existing Bicycle Facilities

655 Mesquit Project

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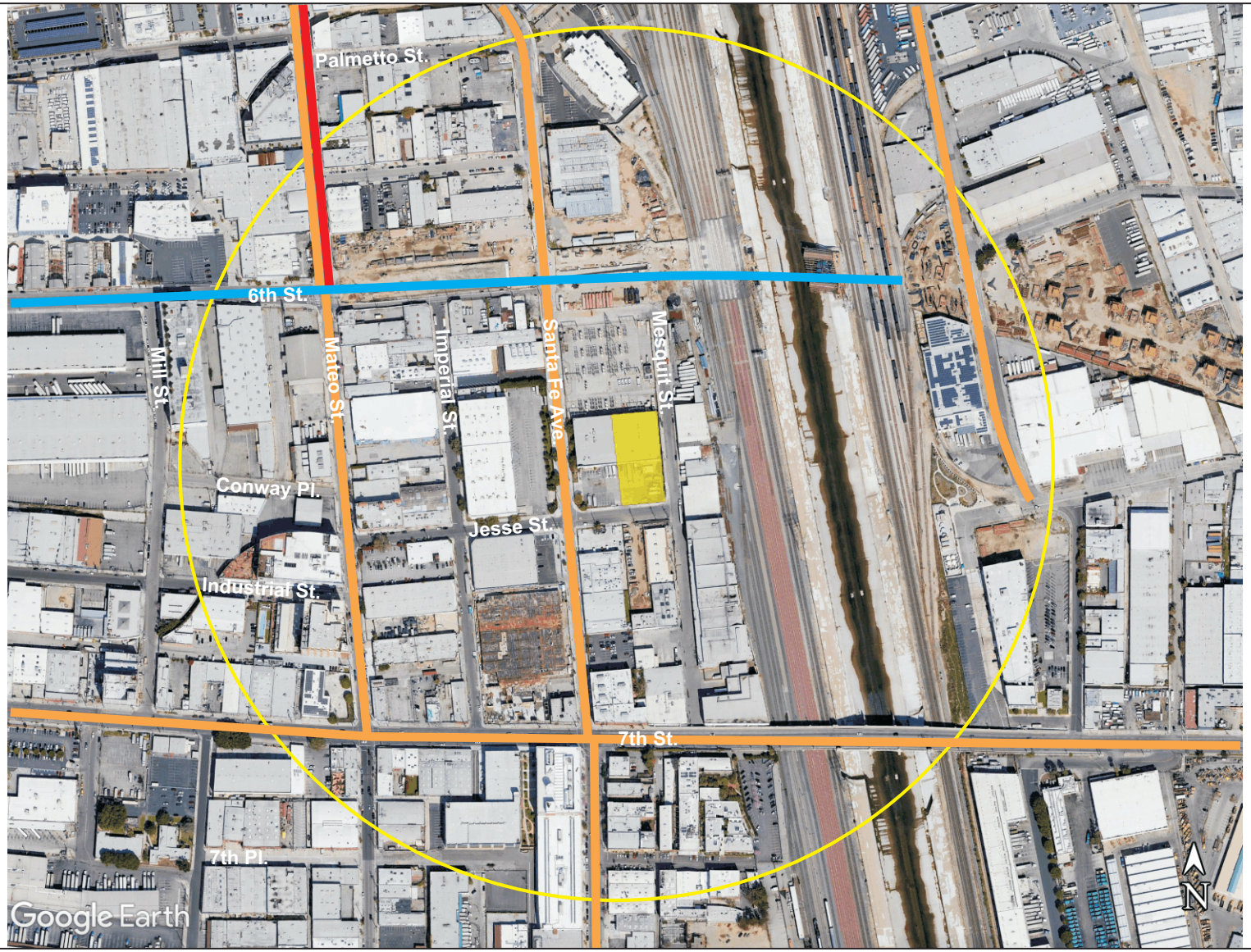

Legend

- Project Site
- 1/4 Mile from Project Site (Study Area)
- Existing Bicycle Lane
- Tier 1 Bicycle Lane
- Tier 2 Bicycle Lane

N

Not to Scale
2/17/21

Figure C.8
Designated Bicycle Facilities

655 Mesquit Project

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Attachment E

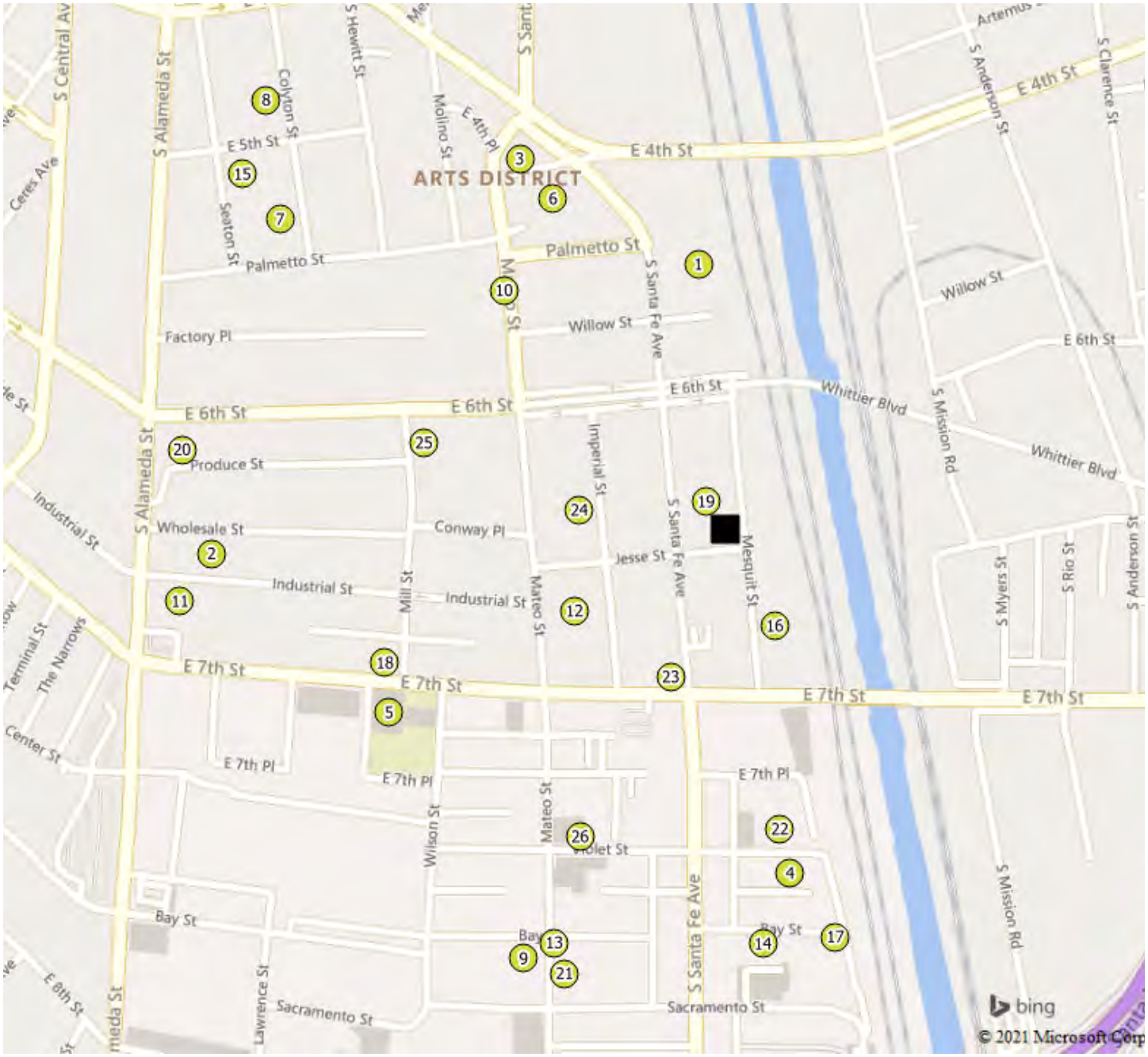
Related Projects

655 Mesquit Project - Related Projects

The latest LADOT transportation assessment guidelines dated July 2020 states the following regarding inclusion of related projects:

The transportation assessment must consider related projects. For related development projects, this should include the associated trip generation for known development projects within one-half mile (2,640 foot) radius of the Project Site and one-quarter mile (1,320 foot) radius of the farthest outlying study intersections.

According to above criteria, the one-half mile (2,640 foot) radius is the controlling radius for related project selection. Additionally, the related projects list is developed from the latest information from LADOT and DCP.



Legend

- Project Site
- Related Project

N

Not to Scale

Figure E.1
Location of Related Projects

655 Mesquit Project

The **Mobility** Group
Transportation Strategies & Solutions

Table 655 Mesquit Project - Draft Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
1	Office	540 S Santa Fe	89,825 sf Office	726	90	12	102	17	81	98
2	Camden Arts Project	1525 Industrial St.	328 DU Apartments 27,300 sf Office 5,700 sf Restaurant 6,400 sf Retail	2,288	58	73	131	86	69	155
3	Restaurant	500 S Mateo St.	12,882 sf Restaurant	1,052	48	41	89	50	31	81
4	Mixed-Use	2130 E Violet St.	94,000 sf Office 4,000 sf Restaurant 3,500 sf Retail	1,351	137	30	167	39	122	161
5	Mixed-Use Project	1800 E 7th St.	122 DU Apartments 4,605 sf Office 3,245 sf Retail	992	25	52	77	54	34	88
6	Mixed Use	520 S Mateo St	600 DU Apartments 15,000 sf Restaurant 15,000 s.f Retail 30,000 s.f Office	4,995	157	220	377	274	223	497
7	Palmetto	527 Colyton St.	346 DU Apartments 24,792 sf Restaurant	4,535	36	85	121	175	113	288
8	Arts District Center	1101-1129 E 5th St 445 S. Colyton St.	129 DU Apartments 26,979 sf Retail 113 Rooms Hotel 15,197 sf Quality Restaurant 13,634 sf High-Turnover Restaurant 2,888 sf Fast-Food Restaurant 10,341 sf Art Gallery 3,430 sf Design Incubator	4,713	133	140	273	157	72	229

Table 655 Mesquit Project - Draft Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
9	Industrial Park	1005 S Mateo St.	94,849 s.f Industrial Park	426	40	9	49	10	39	49
10	Retail	555 S Mateo St.	153,000 sf Retail	4,300	5	30	35	220	205	425
11	Mixed-Used	668 Alameda St.	475 DU Apartments 33,100 sf Office 17,500 sf Specialty Retail 16,300 sf Restaurant 15,300 sf Supermarket	4,002	107	182	289	216	145	361
12	Mixed-Used	676 S Mateo St.	185 DU Apartments 8,375 sf Retail 3,900 sf Office 15,005 sf Restaurant	1,991	64	81	145	100	68	168
13	Mixed-Used	1000 S Mateo St.	113 DU Apartments 134,000 sf Commercial	2,238	153	83	236	90	131	221
14	2110 Bay Development	2110 Bay St.	99 DU Apartments 11 DU Affordable Housing 113,350 sf General Office 43,657 sf Shopping Center	2,394	180	63	243	89	192	281
15	1100 E 5th St (Mixed-Use)	1100 E 5th St.	220 DU Apartment 9,250 sf Retail 20,021 sf Office 19,609 sf Restaurant	2,583	79	119	198	133	74	207
16	670 Mesquit Project	670 Mesquit St.	944,055 sf Office 308 DU Apartments 236 Rooms Hotel 79,240 sf Retail 89,576 sf Restaurant 62,148 sf Gym 93,617 sf Event Space 56,912 sf Grocery	22,845	1,258	321	1,579	640	1,195	1,835

Table 655 Mesquit Project - Draft Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description	Daily Trips	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
17	Hyperloop One / Expand Creative Office Campus	2159 Bay St.	217,189 sf Creative Office 5,000 sf Restaurant	2,281	144	25	169	47	158	205
18	1745 E 7th St	1745 E 7th St.	57 DU Apartments 6,000 sf Commercial	635	10	25	35	34	23	57
19	640 S Santa Fe Ave	640 S Santa Fe Ave.	91,235 sf General Office 9,435 sf Retail 6,554 sf Restaurant	1,305	83	15	98	45	97	142
20	6th & Alameda	1206 E 6th St.	1,305 DU Apartments 431 sf Condominiums 253,514 sf Office 127,609 sf Community-Serving 22,429 sf Commercial 412 Rooms Art Space 300 Student Hotel School	15,298	474	624	1,098	758	692	1,450
21	Mixed-Use	1024 S Mateo St.	104 DU Apartments 95,000 sf Office 13,126 sf Restaurant 13,974 sf Retail 5,519 sf Arts & Production	1,862	102	64	166	73	101	174
22	Mixed-Use	2143 E Violet St.	347 DU Apartments 21,858 sf High-Turnover Restaurant 187,374 sf Office	4,651	206	129	335	182	208	390
23		2053 E 7th St.	103 Rooms Hotel	732	24	17	41	26	26	52
24	641 Imperial	641 Imperial St.	140 DU Apartments 7375 sf Retail	1,245	44	61	105	66	60	126

Table 655 Mesquit Project - Draft Related Project List

2/10/21

Project ID	Project Name	Location/Address	Project Description		Daily Trips	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
25	Mixed-Use	1340 E 6th St.	193 DU 255,088 sf	Live/Work Residence Units Commercial	6,621	102	100	202	322	329	651
26	Mixed-Use	826 S Mateo St.	90 DU 11,000 sf 5,600 sf	Apartments Retail Restaurant	1,267	11	34	45	62	39	101
	Total				**97,328**	**3,770**	**2,635**	**6,405**	**3,965**	**4,527**	**8,492**

Attachment F

VMT

Project VMT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

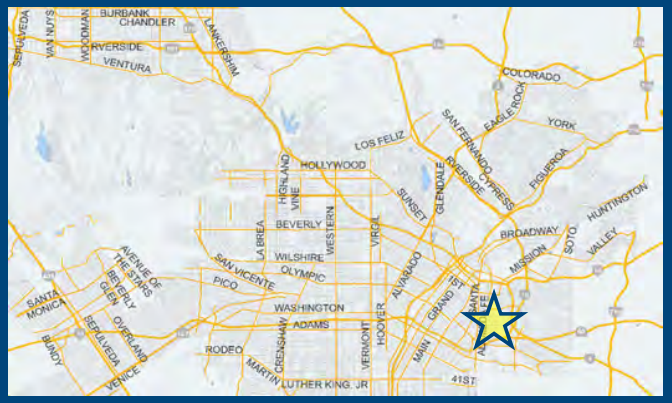
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 655 Mesquit

Scenario: Project w/Mitigation

Address: 655 S MESQUIT ST, 90021



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	184.629	ksf
Retail | High-Turnover Sit-Down Restaurant	4.325	ksf
Office | General Office	184.629	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	2,086 Daily Vehicle Trips
0 Daily VMT	15,528 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,086 Net Daily Trips
The net increase in daily VMT ≤ 0	15,528 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	4.325 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

Combined Project VMT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

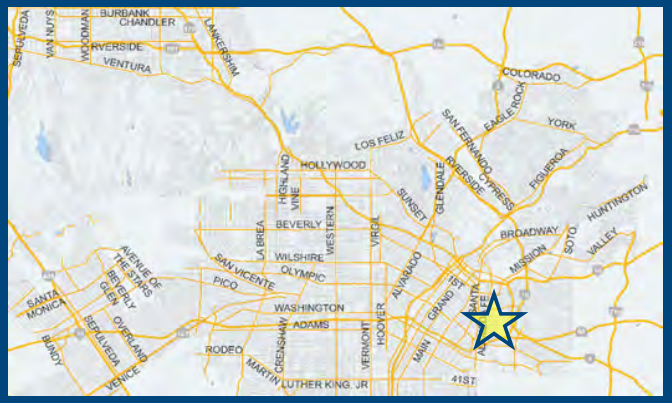
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 655 Mesquit

Scenario: 655 Mesquit & Produce LA Combined with Mitigation

Address: 655 S MESQUIT ST, 90021



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	275.864	ksf
Retail | General Retail	9.435	ksf
Retail | High-Turnover Sit-Down Restaurant	10.879	ksf
Office | General Office	275.864	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	3,745 Daily Vehicle Trips
0 Daily VMT	27,487 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,745 Net Daily Trips
The net increase in daily VMT ≤ 0	27,487 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	20.314 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/29/2021

Appendix B

Project Consistency Tables

Appendix B – IS/MND Project Consistency Tables

For the purposes of presenting a complete Transportation Assessment document, the following is the consistency analysis from the IS/MND for the 655 Mesquit Proejct. It is Appendix L in the IS/MND. All references within the attached Appendix L refer to the IS/MND Document.

The IS/MND conservatively analyzes the Project utilizing the two environmental baselines, referenced as the Original Baseline and Current Baseline. The Original Baseline describes the environmental conditions that originally existed beginning at the time of submittal of Case No. ENV-2016-3860-CE (referred to as the 640 S. Santa Fe Project or 640 S. Santa Fe building). At that time the Project Site was improved with a 36,958 square-foot cold storage warehouse and associated surface parking. The 640 S. Santa Fe Project included the construction, use, and maintenance of an approximately 107,224 square-foot and the proposed construction of an approximately 107,224 square-foot, four-story commercial office building with two levels of subterranean parking and surface parking ("Approved Project"). The Current Baseline will describe existing environmental conditions, which include the four-story,107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking and a surface parking lot. Thus, the Original Baseline analysis evaluates the environmental impacts of the Approved Project plus the Project. The Project and Approved Project together are conservatively analyzed against the Original Baseline to measure the combined impacts against the physical conditions of the Project Site prior to the Approved Project, the Original Baseline. The Project is then analyzed against the conditions of the existing conditions that exist today, the Current Baseline. With respect to the Project's consistency with the applicable plans/policies and ordinances addressed herein, the analysis is primarily based on the design and buildout of the Project. In cases where the Project's consistency analysis is based on a comparison of the existing conditions, the analysis addresses both the Original Baseline and Current Baseline, as applicable.

In this Transportation Assessment the Project is the 655 Mesquit Project, and the Combined Project is the 640 Santa Fe Project and the 655 Mesquit Project.

APPENDIX L

Land Use Plans/Policies Consistency Analysis Tables

This Appendix evaluates the Project's potential impacts relative to conflicts with policies, plans, or ordinances adopted specifically to mitigate or avoid an environmental impact. This Appendix identifies the various elements and policies of the City of Los Angeles General Plan, and other applicable plans/policies and ordinances including:

1. Los Angeles General Plan Framework Element
2. Central City North Community Plan
3. Applicable Specific Plans
    a. River Improvement Overlay District (ZI-2358)
    b. Enterprise Zone/Employment and Economic Incentive Program Area (EZ)
    c. Industrial Land Use Policy
4. Los Angeles Mobility Plan 2035
5. Plan for Healthy Los Angeles,
6. LAMC Section 12.21 A.16 Bicycle Parking Requirements,
7. LAMC Section 12.26 J Transportation Demand Management Ordinance,
8. Vision Zero Action Plan,
9. Vision Zero Corridor Plans, and the
10. Citywide Design Guidelines.

These tables provide a consistency analysis with respect to how the Project conforms to said plans.

The IS/MND conservatively analyzes the Project utilizing the two environmental baselines, referenced as the Original Baseline and Current Baseline. The Original Baseline describes the environmental conditions that originally existed beginning at the time of submittal of Case No. ENV-2016-3860-CE (referred to as the 640 S. Santa Fe Project or 640 S. Santa Fe building). At that time the Project Site was improved with a 36,958 square-foot cold storage warehouse and associated surface parking. The 640 S. Santa Fe Project included the construction, use, and

maintenance of an approximately 107,224 square-foot and the proposed construction of an approximately 107,224 square-foot, four-story commercial office building with two levels of subterranean parking and surface parking ("Approved Project"). The Current Baseline will describe existing environmental conditions, which include the four-story,107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking and a surface parking lot. Thus, the Original Baseline analysis evaluates the environmental impacts of the Approved Project plus the Project. The Project and Approved Project together are conservatively analyzed against the Original Baseline to measure the combined impacts against the physical conditions of the Project Site prior to the Approved Project, the Original Baseline. The Project is then analyzed against the conditions of the existing conditions that exist today, the Current Baseline. With respect to the Project's consistency with the applicable plans/policies and ordinances addressed herein, the analysis is primarily based on the design and buildout of the Project. In cases where the Project's consistency analysis is based on a comparison of the existing conditions, the analysis addresses both the Original Baseline and Current Baseline, as applicable.

(1) City of Los Angeles General Plan Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Central City North Community Plan provide growth projections and Community Plan Area ("CPA") capacity, respectively, for the year 2010. The Central City North Community Plan recognizes that population, jobs, and housing within the CPA could grow more quickly, or more slowly, than anticipated, depending on economic trends.

Table 1, below, includes the consistency analysis with the Framework Element's goals, objectives, and policies relevant to the Project.

Table 1
Project Consistency with Applicable Objectives and Policies of the Framework Element

Objective / Policy	Project Consistency Analysis
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural	**No Conflict.** The Project would redevelop the eastern half of the Project Site currently improved as a surface parking lot for the 640 S. Santa Fe building with a 14-story mixed-use office and ground floor commercial building, with 184,629 square feet of creative proposed office space and 4,325 square feet of ground floor commercial retail and restaurant uses that would front Mesquit Street

Objective / Policy	Project Consistency Analysis
resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.	and Jesse Street. As compared to the Original and Current Baseline Conditions, the Project would provide new office and commercial uses, and thus employment opportunities as well as new customers, to the surrounding existing businesses. This would aid in improving the economic viability of the surrounding industrial area which is home to other office, commercial, retail, and some residential land uses. Thus, development of the Project would help to economically revitalize what would otherwise be an underutilized surface parking lot. Therefore, the Project would contribute to these long-term goals and would not be in conflict with this Goal. Further, compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation.
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**No Conflict.** The Project proposes to construct a 14-story mixed-use office and ground floor commercial retail and restaurant building that would provide and accommodate creative office space and commercial retail uses that would support the needs of the City's existing and future residents, businesses, and visitors to the Central City North area of the City. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.	**No Conflict.** The Project is located on an infill lot that is already adequately served by public infrastructure. The Project Site is readily accessed via Santa Fe Avenue and Mesquit Street and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, and recreation/parks). Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**No Conflict.** The Project, which is located in a High Quality Transit Area as defined by CEQA, would develop new office and commercial uses in walking distance to numerous services, retail, commercial, and residential areas. As previously discussed, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less and would provide bicycle parking for employees and patrons on-site, in addition to being within walking distance (one-half

Objective / Policy	Project Consistency Analysis
	mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. Thus, as compared to the Original and Current Baseline Conditions, both the location and the design of the Project would encourage a variety of transportation options, such as walking, biking, bus transit, and potentially rail. As such, this diversity of transit options near the Project Site would facilitate a reduction of vehicular trips, vehicle miles traveled, and air pollution. The Project would, therefore, not conflict with this Objective.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.	**No Conflict.** As previously mentioned, the Project would develop new office and commercial uses in walking distance to numerous services, including retail, restaurant, and other commercial uses. In addition, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Project would provide on-site bicycle parking for both employees and patrons to further promote the use of biking. Therefore, As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**No Conflict.** The Project would provide new office space and commercial uses on what would otherwise be an underutilized surface parking lot. The introduction of new, creative office space and commercial uses would enhance the character of the surrounding industrial, office, and commercial uses in the Project vicinity. The Project would also be designed to complement and provide continuity with the adjacent 640 S. Santa Fe building on the western half of the Project Site. With the requested General Plan Amendment and Height District Change, the Project's proposed uses would be allowed. The Project would develop the eastern half of the Project Site in a manner that would be visually compatible with the surrounding industrial, commercial, and office uses and in compliance with the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), and the Los Angeles River Design Guidelines. Therefore, as compared

Objective / Policy	Project Consistency Analysis
	to the Original and Current Baseline Conditions, the Project would enhance the character of the surrounding industrial, commercial, and office area and be consistent with this Policy.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**No Conflict.** As discussed below in response to Checklist Question XIV a) Population and Housing, the Project's estimated future employment and population growth would be consistent with SCAG's future employment and population growth projections for the City of Los Angeles, including transportation, utility infrastructure, and public services. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not be in conflict with this Objective.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**No Conflict.** As stated above, the Project would redevelop the eastern half of the Project Site currently improved with a surface parking lot for the 640 S. Santa Fe building with a 14-story mixed-use office and ground floor commercial building, which would provide employment opportunities as well as new customers, to the surrounding existing businesses. The Project Site is situated nearly equidistant between 6th Street and 7th Street, which have multiple bus stop locations, some with peak service intervals of 15 minutes or less into and out of Downtown Los Angeles and the greater Los Angeles region beyond. Therefore, the Project would encourage new office and commercial uses along adjoining transit corridors/boulevards while helping to sustain existing office, commercial, and industrial economic activity in the Project area. Therefore, as compared to the Original and Current Baseline Conditions, Project would not conflict with this Objective.
Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	**No Conflict.** The Project would promote a pedestrian-oriented environment by providing active ground floor commercial uses that would provide new foot traffic for the surrounding retail, restaurant, and commercial uses. The Project's building's design would also complement and provide continuity with the adjacent 640 S. Santa Fe building on the western half of the Project Site, which will provide ground floor commercial uses. Previously existing curb cuts on Jesse Street and Santa Fe Avenue have been removed for the 640 S. Santa Fe building. In conjunction with the 640 S. Santa Fe project, access to the Project would be provided by a driveway along the northern property

Objective / Policy	Project Consistency Analysis
	like abutting the LADWP substation where cars may enter and exit from both Mesquit Street and Santa Fe Avenue. This would limit and control vehicular movement into the Project Site and help create a more continuous sidewalk to minimize pedestrian-vehicle conflict. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level of the Project is proposed to function as a flexible community and event space when not in use for parking, such as farmer's markets and flea markets, thus providing local identity, commercial activity, and supporting Los Angeles's neighborhoods. Thus, as compared to the Original and Current Baseline Conditions, the Project would enhance pedestrian activity in the area, especially within the local Central City North area, and would not conflict with this Goal.
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	**No Conflict.** As discussed above, the Project would promote a pedestrian-oriented environment by providing active ground floor commercial uses that would front Mesquit Street and Jesse Street and complement the ground floor commercial uses being developed for the 640 S. Santa Fe building. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level of the Project is proposed to function as a flexible community and event space when not in use for parking and could be used for events such as farmer's markets and flea markets, thus enhancing pedestrian activity by design. Furthermore, compliance with the Commercial Citywide Design Guidelines and coordination with the Department of City Planning would ensure the Project would be attractively designed and landscaped. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	**No Conflict.** The Project is an infill development in a High Quality Transit Area as defined by CEQA. The Project area is served by bus lines with peak commute service intervals of 15 minutes or less. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options, which would be effective in reducing Project vehicle trips, vehicle miles traveled, and air

Objective / Policy	Project Consistency Analysis
	pollution. The Project would be a smart growth, infill development adjacent to transit corridors like 6th Street and 7th Street and would function as an office and commercial center in similarity to other office and commercial uses adjacent to and in the vicinity of the Project. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	**No Conflict.** As discussed above, the Project would place new office and ground floor commercial uses in a transit-rich area, as the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The Project Site's proximity to bus routes and in walking distance to services, retail stores, restaurants, and commercial uses would promote a pedestrian-friendly environment. The location of the Project would promote the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options, in addition to the Project Site being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. The Project would also foster pedestrian activity by complementing and providing continuity with the adjacent ground floor commercial uses of 640 S. Santa Fe on the western half of the Project Site. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level is proposed to function as a flexible community and event space when not in use for parking and could be used for events such as farmer's markets and flea markets, thus focusing on activity for and investment in the community. Furthermore, compliance with the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), the Los Angeles River Design Guidelines, and coordination with the Department of City Planning would ensure the Project would be attractively designed and landscaped, which would encourage further pedestrian activity. Therefore, as compared to the Original and Current Baseline

Objective / Policy	Project Consistency Analysis
	Conditions, the Project would not conflict with this Objective.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**No Conflict.** The Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial retail and restaurant building that would provide new creative office space and commercial uses in the City, thus helping to sustain economic growth in the area to meet the needs of residents, businesses, and visitors. The Project Site is also directly served by multiple buses (refer to Section 3, Project Description, for description of public transportation serving the Project Site and Figure 3.1, Project Location Map, for the locations). The Project Site is also within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. The Project would implement the following features to reduce energy demands and assure maximum environmental quality: proximity to mass transit, in-fill smart growth, and resource conservation. The Project would also implement project design features, regulatory compliance measures, and mitigation measures as applicable to assure maximum feasible environmental quality. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	**No Conflict.** Development of the Project would encourage new commercial development in proximity to bus transit corridors and stations. As previously discussed, the Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial retail and restaurant building with two levels of subterranean parking and five parking levels above grade. The Project Site is located in an area directly served by bus lines with peak commute service intervals of 15 minutes or less along 7th Street and Alameda Street, in addition to being within walking distance (one-half mile) of two proposed Metro stations for a Red Line/Purple Line extension. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.

Objective / Policy	Project Consistency Analysis
Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.	**No Conflict.** Development of the Project would concentrate new office development in close proximity to mass transit. As previously discussed, the Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial building. The Project Site is located in an area directly served by bus lines with peak commute service intervals of 15 minutes or less along 7th Street and Alameda Street, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Source: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996.	

(2) Central City North Community Plan

The Project Site is located within the Central City North Community Plan area. Therefore, all development activity on-site is subject to the land use goals, objectives, and policies of the Central City North Community Plan ("Community Plan"). The Project Site has a General Plan land use designation of Heavy Manufacturing. An analysis of the Project's consistency with the applicable objectives and policies of the Central City North Community Plan is presented in Table 2, below.

Table 2
Project Consistency with Applicable Objectives and Policies of the
Central City North Community Plan Land Use Element for Commercial Land Uses

Objective / Policy	Project Consistency Analysis
Commercial	
Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.	**No Conflict.** The Project would provide new ground floor commercial uses in an area that provides commercial retail and restaurant uses in the surrounding Project vicinity. The Project would also complement the adjacent ground floor commercial uses of 640 S. Santa Fe, on the western half of the Project Site. The Project would consist of a mixed-use office and commercial development, which would provide additional commercial services to the area and additional foot traffic for the surrounding commercial uses. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.	**No Conflict.** The Project would expand commercial uses by constructing ground floor commercial fronting Jesse Street and Mesquit Street. Santa Fe Avenue, which borders the Project to the west, and 7th Street, which is located 670 feet south, contain a variety of shopping centers and commercial uses. As such, the Project would be located in close proximity to existing commercial areas with shopping centers. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.	**No Conflict.** The Project would consist of a mixed-use office and ground floor commercial building in an area with industrial, commercial, office, retail, and some residential uses. The Project does not contain any residential components. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	**No Conflict.** Existing neighborhood stores and commercial retail and restaurant businesses supporting the local needs of the residents and industrial uses exist in the Project vicinity along 7th Street, Santa Fe Avenue, Mateo Street, and Alameda Street. The Project would complement the neighborhood with the development of additional ground floor commercial retail and restaurant space that would support and maintain the viability of neighborhood stores and

	businesses. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	**No Conflict.** The Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The proposed building would be designed in cooperation with the Los Angeles Department of City Planning and compliant with the Commercial Citywide Design Guidelines and the Central City North Community Plan (including Chapter V Urban Design) to achieve a high level of quality that is compatible with the existing neighborhood and maintains its distinctive character. Further, the Project Site is located within the RIO District, which provides further design and landscaping guidelines, as required by LAMC Section 13.17. As compared to the Original and Current Baseline Conditions, the Project would not conflict with these plans, and as such, would not conflict with this Policy.
Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.	**No Conflict.** The Project would consist of a mixed-use office and commercial development, which would provide additional foot traffic for the surrounding commercial uses along 7th Street and Santa Fe Avenue, in addition to complementing the ground floor commercial uses on the western half of the Project Site for the 640 S. Santa Fe project. Thus, the Project would strengthen the economic base and expand market opportunities in the Central City North Community. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.	**No Conflict.** As compared to the Original and Current Baseline Conditions, the Project would enhance existing pedestrian street activity by providing ground floor commercial that would both enhance the existing pedestrian street activity of other commercial businesses in the vicinity along Santa Fe Avenue, 7th Street and Mesquit Street. As compared to the Current Baseline Conditions the Project would complement the adjacent ground floor commercial uses of the 640 S. Santa Fe project on the western half of the Project Site. These first-floor commercial retail and restaurant uses would enhance pedestrian usage of the

	Project Site. Further, coordination with the Department of City Planning regarding design and landscaping would ensure that the Project would not conflict with this Policy.
Policy 2-2.3: Require that the first-floor street frontage of structures, including mixed use project and parking structures located in pedestrian oriented districts, incorporate commercial uses.	**No Conflict.** As mentioned above, the commercial spaces on the ground level would front Mesquit Street and Jesse Street. These commercial uses would strengthen the pedestrian areas in the vicinity of the Project Site. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-3: To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.	**No Conflict.** The Project would place office and commercial uses in a High Quality Transit Area. The Project Site is located within multiple bus routes. The Project Site's location near mass transit and in walking distance to services, retail stores, and restaurants promotes a pedestrian-friendly environment. The Project is an infill development in a location that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation, in addition to providing code compliant bicycle parking for both employees and patrons, all of which would help to reduce vehicular trips and congestion. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-3.4: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented areas incorporate commercial uses.	**No Conflict.** As mentioned above, the commercial retail and restaurant spaces on the ground level would front Mesquit Street and Jesse Street. These commercial uses would strengthen the pedestrian areas in the vicinity of the Project Site. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Objective 2-4: To enhance the appearance of commercial districts.	**No Conflict.** The Project would revitalize an existing surface parking lot with a mixed-use office and commercial development in an area dominated by industrial and commercial uses. The Project would be designed and developed with the guidance of City Planning Staff and other necessary City departments. Additionally, the Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site, such as the Central City North Community Plan (including Chapter V Urban Design), the LAMC, RIO District design requirements, and the Commercial Citywide Design Guidelines. As compared to the Original

	and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.	**No Conflict.** The Project would be placing office and commercial uses in an area highly developed with industrial, commercial, and office uses. The Project would be designed and developed with the guidance of City Planning Staff and other necessary City departments. Additionally, the Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site, such as the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), the LAMC, and the RIO District design requirements. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.2: Preserve community character, scale, and architectural diversity.	**No Conflict.** The Project would preserve and enhance community character by constructing an office and commercial project that would support and complement the existing industrial, office, and commercial buildings in the area. The Project would visually enhance the Project Site, which is currently occupied by a surface parking lot and the 640 S. Santa Fe project, a four-story project with mixed-use office with ground floor commercial uses on the western half of the Project Site. The Project's design would be consistent with the design guidelines of the Central City North Community Plan (including Chapter V Urban Design), the Commercial Citywide Design Guidelines, RIO District design requirements, and the LAMC. As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.	**No Conflict.** The Project would provide parking on-site in two subterranean levels and five levels above grade. Access to the two levels of subterranean parking would be provided by a shared ramp with 640 S. Santa Fe, and access to the remaining five levels of parking above grade would be provided by an interior ramp within the Project building. Vehicular access to the Project Site would be limited to a driveway on the northern property line of the Project Site that abuts the LADWP substation, where cars may enter and exit from Mesquit Street and Santa Fe Avenue. The remaining sidewalk space of the Project Site would provide continuous, uninterrupted access to the

	Project building and the640 S. Santa Fe building, which would help to reduce pedestrian-vehicle conflict, improve safety, and enhance pedestrian circulation. As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.4: Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.	**No Conflict.** The Project would enhance views of the Project Site and views of Mesquit Street and Jesse Street with a well-designed and landscaped project. The Project would provide a total of 15,547 square feet of open space, including 12,261 square feet of ground floor hardscape (641 square feet of which would be permeable pavement) and 3,286 square feet of ground floor landscaped area. Additionally, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden. A total of 20 trees would be planted on the Development Site for the Project in accordance with the Los Angeles Urban Forestry Division requirements, including 13 ground level trees planted along Mesquit Street and Jesse Street and 7 trees located on the rooftop garden (see Figure 3.17 and 3.18). As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Source: City of Los Angeles, Land Use and Planning Element, Central City North Community Plan, December 15, 2000. *Parker Environmental Consultants, 2020.*	

(3) Consistency with Specific Plans

(a) River Improvement Overlay District (ZI-2358)

Table 3a
Project Consistency Analysis with Applicable Objectives of the RIO Ordinance 183,145

Regulation	Project Consistency Analysis
Subsection F: Development Regulations	
F.1: Landscaping shall conform to the following regulations: 75 percent of any Project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. This requirement is for new landscaping only	**No Conflict.** The Project would provide approximately 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden area. The Project would provide at least 75 percent of these proposed landscaped open

and does not apply to existing landscaping.	space areas with California native species or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Regulation.
F.2 Screening/Fencing (a) Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exists to a loading area or parking facility, and shall consist of one or a combination of the following: (i) A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen; or (ii) A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least 4 feet and not more than 6 feet in height. (b) Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment. (c) Exterior trash enclosures shall: (i) Be designed to complement the primary building with a wall height that exceeds the disposal unit it is	**No Conflict.** The Project would provide an approximately 1,200 square-foot loading area located on the interior of the ground floor of the northern section of the proposed building (see Figure 3.8, Ground Floor Plan). This would be screened from the abutting public right-of-way by the fire control room and exterior bicycle parking adjacent to the sidewalk on Mesquit Street. The view of drivers entering or leaving the loading area inside the building would not be obstructed, nor would the view of drivers be obstructed as they enter or exit from the off-street driveway entrance located along the northern property line of the Project Site that abuts the LADWP substation. Proper placement of 5-foot in width landscaped strips on either side of the off-street driveway entrance into the parking structure and loading zone inside would ensure that parking and loading is sufficiently screened to the degree of compliance with this Regulation (see Figure 3.8 Ground Floor Plan). All electrical transformers, mechanical equipment, water meters, and other equipment would be either be located inside the proposed building or screened in accordance with subsection (b) regulations. Likewise, the dedicated trash enclosure located along the northern border of the Project building would be designed in compliance with the requirements of subsection (c). Thus, the Project would not conflict with this Regulation.

designed to contain by at least 18 inches; (ii) Have a solid roof to deter birds and block view from adjacent properties; (iii) Have solid metal doors that accommodate a lock and remain closed when not in use; and (iv) Not be constructed of chain link or wood. With the exception of single-family homes, all projects facing a street that crosses the river or terminates at the river or a river frontage road shall have all fences within the front or side yards visible from said street consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines.	
F.3 Exterior Lighting (1) All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down). (1) Allow low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a), above.	**No Conflict.** The Project would provide exterior lighting features consisting of low-level illuminated pedestrian walkways and lighting within common open space areas, parking areas, and the outdoor paseo and open air pass through. Lighting would meet the requirements of this Regulation and be designed and installed with shielding to reduce glare on neighboring properties. Therefore, the Project would not conflict with this Regulation.
Source: City of Los Angeles, Department of City Planning, River Improvement Overlay Ordinance 183,145, effective August 20, 2014.	

(b) East Los Angeles State Enterprise Zone (ZI-2129)

Table 3b
Project Consistency Analysis with the Enterprise Zone/Employment and Economic Incentive Program Area ("EZ")

Objective	Project Consistency Analysis
Reduced Parking Ratio	
Except for the Downtown Business District parking area described in Section 12.21A4(i), projects within EZs, as listed in Section 12.21A4(x)(3), may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small.	**No Conflict.** Pursuant to LAMC Section 12.21 A.4(x)(3)(6), the Project would utilize a lower parking ratio of two vehicle parking spaces for every one thousand square feet of combined gross floor area of its commercial and office uses. As shown in the IS/MND, a breakdown of 184,629 square feet of office space and 4,325 square feet of commercial space was used to calculate a total of 379 required vehicle parking spaces. An additional 54 vehicle parking spaces were added to account for the 54 parking spaces that would be displaced when the Project would redevelop the surface parking lot that currently exists as the Development Site, thereby increasing the total to 433 required vehicle parking spaces. Thus, the Project would utilize the lower parking ratio of this Ordinance. As shown in Table 3.3 of the IS/MND, required parking would be reduced pursuant to LAMC 12.21 A.4, which states that for a non-residential building, up to 20 percent of LAMC required vehicle parking may be reduced and replaced with bicycle parking at a ratio of one vehicle space removed for every 4 bicycle parking spaces added. A total of 36 vehicle parking spaces were replaced with bicycle parking, decreasing the total required amount of vehicle parking spaces to 397. As such, the Project would not conflict with this Ordinance.
Source: City of Los Angeles, Department of City Planning, Enterprise Zone/Employment and Economic Incentive Program Area ("EZ"), Shown as "State Enterprise Zone" on ZIMAS.	

(c) Industrial Land Use Policy

Table 3c
Project Consistency Analysis with the Industrial Land Use Policy

Objective	Project Consistency Analysis
ILUP Memorandum – A. Land Use and Zoning Determinations	
A. Land Use and Zoning Determinations 1. **"Employment Protection Districts"** – Areas where industrial zoning should be maintained, and where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project proposes office and ground floor commercial uses and does not propose residential uses. The Project would maintain its Heavy Industrial Zone of M3 and would only change the Height District from No. 1 to No. 2, thus modifying the zoning code from M3-1-RIO to M3-2-RIO to allow for an increase in FAR from 1.5:1 to a proposed 4.5:1, which would allow the Project's proposed 4.3:1 FAR. Thus, as compared to the Original and Current Baseline Conditions, the Project's industrial zoning would remain consistent with the Central City North Community Plan. Therefore, the Project would not conflict with this Land Use and Zoning Determination.
ILUP Attachment A – Geographically Specific Directions Central City North – Alameda: Analysis Area 5 (Map)	
Staff Directions: Preserve industrial zoning consistent with Central City North Community Plan; allow industrial and ancillary commercial uses only.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project proposes office and ground floor commercial uses. The Project would preserve its existing Heavy Industrial Zone of M3, consistent with the Central City North Community Plan. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Staff Direction.
ILUP Alameda Preliminary Staff Recommendation Map for Analysis Area 5 (sub portion of Area 3)	
Preliminary Recommendations: Preserve industrial zoning consistent with current Central City North Community Plan; allow industrial and ancillary commercial uses only. Identify and implement infrastructure plans and investment strategies to facilitate industrial uses. No new residential uses; existing residential may remain.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project would preserve the existing Heavy Industrial Zone M3 consistent with the Central City North Community Plan. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Recommendation.
Source: City of Los Angeles, Department of City Planning, Industrial Land Use Policy, January 3, 2008.	

Objective	Project Consistency Analysis

(4) Consistency with Los Angeles Mobility Plan 2035

Table 4
City of Los Angeles Mobility Plan Consistency Analysis

Mobility Plan Key Goals	Project Consistency Analysis
Goal 1: Safety First: Crashes, speed, protection, security, safety education, and enforcement.	**No Conflict.** The Project would not include unusual or hazardous design features. Primary vehicular access to the Project Site would be provided via a driveway on the northern property line that abuts the LADWP substation where cars may enter and exit from Mesquit Street and Santa Fe Avenue. The Project does not include any hazardous design features which could impede emergency access. The Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not substantially increase hazards due to design features, or incompatible uses, and would not hinder this Goal.
Policy 1.1 Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**No Conflict.** Vehicle access to the Project Site would be limited to one driveway along the northern border of the property line that abuts the LADWP substation, where cars may enter and exit from Mesquit Street and Santa Fe Avenue. This minimizes the number of curb cuts into the Project Site to two and would allow the remaining sidewalk surrounding the Project Site to maintain a continuous, uninterrupted pathway for pedestrians. Restricting vehicle access helps serve to minimize any potential pedestrian-vehicle conflict and increases pedestrian safety. The Project would also provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, which would also further this policy in encouraging and providing space for nonmotorized forms of transportation. As compared to the Original

Mobility Plan Key Goals	Project Consistency Analysis
	and Current Baseline Conditions, the project would not conflict with this Policy.
Policy 1.6 Multi-Modal Detour Facilities: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**No Conflict.** Prior to construction activities, the Project would submit a Project Construction Management Plan to be approved by LADOT. This plan will detail the measures during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS), as needed, to minimize the impact of construction traffic to congested roadways and residential streets. This will ensure that construction related activities would not significantly affect roadway user circulation in and around the Project Site while under construction. As such, the Project would not conflict with this Policy.
Goal 2: World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	**No Conflict.** This goal is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of on-site bike parking promotes a variety of transportation options. Thus, the Project would promote this Goal.
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.	**No Conflict.** The Project would facilitate pedestrian flow and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would provide planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and trees located along the perimeter of the building and at the street curb. Further, the Project would restrict vehicular access to the Project Site by providing one driveway along

Mobility Plan Key Goals	Project Consistency Analysis
	the northern border of the property line that abuts the LADWP substation, thus limiting the curb cuts on the Project Site to two and leaving the remaining sidewalk to provide a continuous, uninterrupted pathway for pedestrian access. This would serve to minimize any potential for vehicle-pedestrian conflict. Thus, the Project would not conflict with this Policy.
Policy 2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	**No Conflict.** The Project would provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces on-site. Thus, the Project would provide designated bicycle parking space and contribute to the City's policy goals in encouraging bicycle transportation and circulation. Therefore, the Project would not conflict with this Policy.
Policy 2.10 Loading Areas: Facilitate the provision of adequate on and off-street loading areas.	**No Conflict.** The Project would provide a ground floor 1,200 square-foot loading and unloading zone strategically located in the interior of the building, thus accommodating the delivery and unloading of goods for the proposed commercial uses internally within the Project building, which would minimize impacts of delivery trucks having to unload on the street or block the right-of-way. Therefore, the Project would not conflict with this Policy.
Goal 3: Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	**No Conflict.** The Project Site is located in a highly urbanized Arts District area of the City of Los Angeles. The Project would develop new office and commercial uses in walking distance to services, retail, restaurants, and commercial uses. The Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options for Angelenos, in addition to the Project Site being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Therefore, both the location and design of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
Policy 3.1 Access for All: Recognize all	**No Conflict.** The Project would be designed

Mobility Plan Key Goals	Project Consistency Analysis
modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	to facilitate pedestrian circulation and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would be designed to facilitate bicycle travel by providing a total of 146 bicycle parking spaces on-site, provided on the ground floor and in the parking garage. The Project would accommodate vehicular travel by providing code-compliant vehicular parking space and access on-site via one full-access driveway where cars may enter and exit from either Mesquit Street or Santa Fe Avenue, and where they may park on-site in an interior parking garage. Thus, the Project would not conflict with this Policy.
Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**No Conflict.** As previously stated, the Project would provide a total of 146 bicycle parking spaces, including 51 short-term and 95 long-term spaces, which would be located on the ground floor and in the secure parking garage of the Project building. Thus, the Project would not conflict with this Policy.
Goal 4: Collaboration, Communication and Informed Choices: Real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and database management.	**No Conflict.** This policy is oriented towards the City in providing real time information at all major transit stations and providing informed wayfinding and communication with regional transportation agencies. While it does not pertain to individual development projects, the Project would not be in conflict with this Goal.
Policy 4.8 Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** The Project would implement a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). As such, the Project's TDM Program would further promote a reduction in vehicle miles traveled and serve to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Thus, the Project would not conflict with this Policy.
Goal 5: Clean Environments and Healthy	**No Conflict.** The Project is located in a High

Mobility Plan Key Goals	Project Consistency Analysis
Communities: Environment, public health, clean air, clean fuels and fleets.	Quality Transit Area and would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Project would promote clean fuels by complying with the LAMC's requirement by providing 120 parking spaces that have Electric Vehicle charging stations. As discussed further in IS/MND Sections III. Air Quality, VI Energy Use, and VII Greenhouse Gas Emissions, operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would not conflict with this Goal.
Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.	**No Conflict.** As stated previously, the Project would facilitate a more sustainable transportation system that promotes environmental and public health through its design: the Project would facilitate pedestrian circulation and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would facilitate bicycle travel by providing a total of 146 bicycle parking spaces on-site, provided on the ground floor and in the parking garage. Additionally, the Project is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Thus, the Project would not conflict with this Policy.
Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict.** The Project would support ways to reduce vehicle miles traveled per capita by implementing a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). As shown in the DOT VMT Calculation worksheets, the Project under the Original Baseline Conditions

Mobility Plan Key Goals	Project Consistency Analysis
	with mitigation would generate 7.2 work VMT per employee. Under the Current Baseline Conditions with mitigation, the Project would generate 7.5 work VMT per employee. With incorporation of the TDM Program, the Project's work-related VMT impacts would be reduced to less than significant levels. As such, both the Project's design and TDM Program would further promote a reduction in vehicle miles traveled and serve to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Sources: City of Los Angeles General Plan, Mobility Plan 2035, September 7, 2016.	

(5) Plan for Healthy Los Angeles

Table 5
Plan for Healthy Los Angeles Consistency Analysis

Applicable Goal/Objective/Policy	Project Consistency Analysis
Chapter 1: Los Angeles, a Leader in Health and Equity	
Policy 1.3 Prevention: Promote healthy communities by focusing on prevention, interventions, and by addressing the root causes of health disparities and inequities in Los Angeles.	**No Conflict.** This Policy is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would be within walking distance to several Major Transit Stops and services, retail stores, and employment opportunities in the vicinity, in addition to providing code-compliant bicycle parking for both employees and patrons, all of which would promote a variety of transportation options. The Project would also enhance pedestrian activity and circulation around the Project Site by providing ground floor commercial uses fronting Jesse Street and Mesquit Street, which would complement adjacent ground floor commercial uses of the 640 S. Santa Fe building on the western half of the Project Site. These first-floor commercial areas would help increase pedestrian usage and increase street level activity. The Project would provide

Applicable Goal/Objective/Policy	Project Consistency Analysis
	approximately 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided in a roof deck as a rooftop garden area for tenants of the building. Further, the top parking level, (level 6), is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, the use of which would create additional open space on-site. Thus, the Project would help further the goals of this Policy of improving access to opportunities for physical activity and recreation and provide a cleaner, healthier environment and would not conflict with this Policy.
Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**No Conflict.** This Policy is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would help further the goals of this Policy by revitalizing and redeveloping a surface parking lot into a 14-story office and ground floor commercial building, which would bring new office and commercial uses in walking distance to other services, retail, restaurants, office, and commercial uses in the vicinity. As stated previously, pedestrian circulation and street-level activity would be increased on-site, and approximately 15,547 square feet of open space would be provided, in addition to 3,685 square feet of rooftop garden open space uses for office tenants. The top parking level, (level 6), is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' and meeting space. The Project's location within walking distance to several Major Transit Stops and the proposed code-compliant bicycle parking on-site would add to the diversity of transit options of the area and allow patrons, employees, and visitors to utilize multiple modes of transportation to reach the Project Site. Thus, the design, location, and use of the Project would help to foster a built environment that promotes health and well-being and would not conflict

Applicable Goal/Objective/Policy	Project Consistency Analysis
	with this Policy.
Chapter 2: A City Built for Health	
Objective 2.2: Decrease the average annual rate of motor vehicle collisions with pedestrians per 10,000 residents so that no Community Plan Area has a rate higher than 7 collisions per 10,000 residents (currently citywide average)	**No Conflict.** This Objective is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would help further the goals of this Policy by complying with all applicable design standards for driveways and providing accessible sidewalks to minimize the potential for vehicle pedestrian conflicts around the Project Site. As discussed in further detail below (see Subheading 6. Vision Zero Action Plan), 6th Street (between Mateo Street and Alameda Street) and 7th Street (west of Mateo Street) are identified as part of the High Injury Network in the Vision Zero Action Plan. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with this Objective.
Objective 2.3: Decrease the average annual rate of motor vehicle collisions with bicyclists per 10,000 residents so that no Community Plan Area has a rate higher than 3 collisions per 10,000 residents (currently citywide average).	**No Conflict.** This Objective is directed toward City goals and is not specifically applicable to the Project. As discussed in greater detail under Subheading 6. Vision Zero Action Plan, below, LADOT is implementing a program called Vision Zero Los Angeles as a citywide effort to eliminate traffic deaths in the City by 2025. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with this Objective.
Objective 2.5: Increase the number of underutilized spaces (easements, parkways, vacant lots and spaces, vacated railways, and similar) that are repurposed for health-promoting activities in low-income communities.	**No Conflict.** The Project would revitalize a surface parking lot into a 14-story office and ground floor commercial building. The top parking level is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space. As stated previously, the repurpose and revitalization of the existing surface parking lot into an office and ground floor commercial building would increase pedestrian circulation and street-

Applicable Goal/Objective/Policy	Project Consistency Analysis
	level activity on-site, and approximately 15,547 square feet of open space would be provided, in addition to 3,685 square feet of rooftop garden open space uses for office tenants. Thus, the Project would repurpose an underutilized space to strengthen the economic base of the area while also designing and providing for increases in street level activity, community event space, and ample open space to be utilized by residents, employees, and patrons of the area. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 2.2 Healthy building design and construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	**No Conflict.** The Project would revitalize an existing surface parking lot into a 14-story office and ground floor commercial building. The design of the Project building would be articulated through alternating balconies, panels, and windows to break up the mass and scale, and entrances would be recessed from the street to allow for wider sidewalks and greater street-level activation. The proposed ground floor commercial uses adjacent to the ground floor commercial uses of the 640 S. Santa Fe building would further enhance pedestrian-oriented circulation within and throughout the Project Site and vicinity, as would the proposed pedestrian paseo and open air pass through. Approximately 15,547 square feet of open space would be included on-site in the form of a paseo, recessed building entrances, and an open-air pass through that bisects the proposed building on the ground floor. The Project Site would be landscaped with planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and a total of 20 trees. In addition to this, approximately 3,685 square feet of open space would be provided on the roof deck as a rooftop garden for office tenants. Compliance with the LAPD's Crime Prevention through Environmental Design guidelines would ensure that exterior lighting features on-site would increase pedestrian safety. Further compliance with the LAMC, the Central City North Community Plan (including Chapter V, Urban Design), the Los

Applicable Goal/Objective/Policy	Project Consistency Analysis
	Angeles River Design Guidelines, and the Commercial Citywide Design Guidelines would ensure that the Project's building design and construction would not conflict with this Policy.
Policy 2.6 Repurpose underutilized spaces for health: Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.	**No Conflict.** A compared to the Original Baseline conditions the Project plus 640 S. Santa Fe Project would revitalize a vacant cold storage warehouse building and redevelop the Project Site with new office and commercial retail uses. Under the current Base line conditions, the Project would repurpose an existing surface parking lot into a 14-story office and ground floor commercial building, which would help to increase the commercial vitality of the area and complement the 4-story office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site. The Project would include approximately 15,547 square feet of open space in the form of a paseo, recessed building entrances, and an open-air pass through that bisects the proposed building. The Project Site would be landscaped with planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and a total of 20 trees. In addition to this, approximately 3,685 square feet of open space would be provided on the roof deck as a rooftop garden for office tenants. The top parking level is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space. The Project's location within walking distance to several Major Transit Stops and proposed code-compliant bicycle parking on-site would add to the diversity of transit options of the area and allow residents, patrons, employees, and visitors to utilize multiple modes of transportation to reach the Project Site. Thus, the design, location, and use of the Project would help to foster uses that support community health and well-being. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2.10 Social connectedness:	**No Conflict.** As stated previously, the Project

Applicable Goal/Objective/Policy	Project Consistency Analysis
Acknowledge the mental and physical health benefits of social connectedness by promoting and valuing public spaces, social interaction, relationship building, and resilience in community and urban design.	would revitalize a surface parking lot into a 14-story office and ground floor commercial building, which would increase the commercial vitality of the area and complement the 4-story office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site. These ground floor commercial uses would increase street level activity and encourage social interaction. Additionally, the top parking level of the proposed building would function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, which would further encourage social interaction and community inclusion by making it easier for people to meet, interact, and build social capital and social connectedness. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Chapter 3: Bountiful Parks and Open Spaces	
Policy 3.3 Los Angeles River: Continue to support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected parks and amenities to extend open space and recreational opportunities.	**No Conflict.** The Project is located approximately 375 feet from the Los Angeles River within the outer core of the River Improvement Overlay ("RIO") District. The Project would conform to all applicable development regulations for projects in the outer core detailed by the RIO District, as codified in LAMC Section 13.17. Compliance with LAMC Section 13.17 would ensure that the Project supports and upholds the goals of the Los Angeles River Revitalization Master Plan ("LARRMP"). Additionally, as part of Project approval, the Project is subject to the RIO District Checklist Form CP 3519 and requires RIO Administrative Clearance prior to issuance of a building permit. Thus, with approval of the RIO Administrative Clearance, the Project would be consistent with the regulations listed in LAMC Section 13.17 applicable to the Project and the goals of the LARRMP. As compared to the Original and Current Baseline Conditions, the Project would be designed in accordance with the LA River Design Guidelines, as applicable, and would not conflict with this Policy. For more

Applicable Goal/Objective/Policy	Project Consistency Analysis
	information, see Table 3a, Project Consistency Analysis with Applicable Objectives of the RIO Ordinance 183,145, below.
Chapter 4: Food that Nourishes the Body, Soul, and Environment	
Objective 4.3: Increase the number of Angelenos who live within one-mile of famers markets.	**No Conflict.** As stated previously, the top parking level of the Project building is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, which would provide a temporary source of healthy food on-site for community residents and patrons of the area. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 4.1 Land for urban agriculture and healthy food: Encourage and preserve land for urban agriculture in the city to ensure a long-term supply of locally produced healthy food, promote resiliency, green spaces, and healthy food access; increase the number of urban agriculture sites including but not limited to: community gardens, parkway gardens, urban farms and rooftop gardens in low-income and underserved areas.	**No Conflict.** As stated previously, approximately 3,685 square feet of open space would be provided on the roof deck. This space would incorporate a rooftop garden for office tenants. In addition, the Project would provide community and event space on the top parking level to be utilized when not in use for parking, such as for farmers' markets and meeting space. As such, the Project would be equipped to provide healthier food access on-site to community residents and patrons of the area and would not conflict with this Policy.
Policy 4.3 Farmers markets: Promote targeted efforts to increase access to farmers markets in neighborhoods that have reduced access to affordable, fresh, and healthy food.	**No Conflict.** As stated previously, the top parking level of the Project building is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' and meeting space, which would provide a temporary source of healthy food on-site for community residents and patrons of the area. Therefore, the Project would not conflict with this Policy.
Chapter 5: An Environment Where Life Thrives	
Policy 5.1 Air pollution and respiratory health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**No Conflict.** The Project would be a mixed-use smart growth infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops. Thus, with the proposed bicycle parking on-site, the Project would promote the use of a variety of transportation options, including walking, biking, and the use of public transportation. As discussed further in Sections III. Air Quality, VI

Applicable Goal/Objective/Policy	Project Consistency Analysis
	Energy Use, and VII, Greenhouse Gas Emissions, within the Mitigated Negative Declaration document, as compared to the Original and Current Baseline Conditions the Project would be compliant with all applicable regulatory compliance requirements regarding air quality and greenhouse gas emissions, and operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Thus, the Project would support the Policy's efforts to reduce vehicle use as a smart growth infill development in close proximity to public transit, in addition to providing code-compliant bicycle parking and a building design that would be compatible with and enhance street level activity and pedestrian access and circulation. Thus, the Project would not conflict with this Policy.
Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.	**No Conflict.** The Project is located in a predominantly zoned industrial area of the Arts District in Los Angeles. The proposed office and commercial uses on-site would be compatible with the surrounding office and commercial uses in the vicinity and would be compliant with the underlying zoning with discretionary approval. The Project does not introduce sensitive land uses such as residential housing, schools, daycares, and community facilities on-site. The Project is, however, approximately 0.43 mile west of the Hollywood Freeway (US-101), 0.48 mile west of the Santa Monica Freeway (I-10) and 0.52 mile north as it curves southward, and 0.53 mile west of the East Los Angeles Interchange, which is a junction for the I-5, I-10, US-101, and SR-60 freeways. Building construction of the Project, which is in close proximity to industrial uses and multiple freeways, would incorporate air filtration systems, landscaped open space and vegetation known to absorb pollutants, and install double-paned windows and similar strategies. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.

Applicable Goal/Objective/Policy	Project Consistency Analysis
Policy 5.7 Land use planning for public health and GHG emission reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**No Conflict.** The Project would promote the creation of land use patterns that make walking, cycling, and taking transit as viable modes of transportation to multiple destinations. The Project would be a mixed-use smart growth infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops, which would provide employees, patrons, residents, and visitors connections to the Project Site and other destinations and regional connections beyond. The Project would also provide code-compliant bicycle parking on-site and would be designed in a way that enhances street level activity and pedestrian safety and circulation throughout the Project Site, thus further encouraging alternative modes of transportation. Additionally, as discussed further in Sections III. Air Quality, VI Energy Use, and VII Greenhouse Gas Emissions, within the Mitigated Negative Declaration document, the Project would be compliant with all applicable regulatory compliance requirements regarding air quality and greenhouse gas emissions, and operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Thus, the Project would support the Policy's efforts to reduce vehicle use as a smart growth infill development in close proximity to public transit, in addition to providing code-compliant bicycle parking and a building design that would be compatible with and enhance street level activity, pedestrian access, and circulation. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Chapter 7: Safe and Just Neighborhoods	
Objective 7.1: Reduce violent crime in the City with an emphasis on reducing crime rates in the most impacted communities so that no census tract has a violent crime rate greater than 5.8 (current citywide average).	**No Conflict.** The Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces,

Applicable Goal/Objective/Policy	Project Consistency Analysis
	which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, as compared to the Original and Current Baseline Conditions, the Project's design would help facilitate a reduction in violent crimes in the Arts District and would not conflict with this Objective.
Policy 7.2 Safe Passages: Continue to promote the development and implementation of comprehensive strategies that foster safe passages in neighborhoods with high crime and gang activity to ensure that all Angelenos can travel with confidence and without fear.	**No Conflict.** As previously mentioned, the Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during

Applicable Goal/Objective/Policy	Project Consistency Analysis
	operating hours and as needed during special events. Thus, as compared to the Original and Current Baseline Conditions, the Project would facilitate safe passages within and throughout the Project Site and would not conflict with this Policy.
Sources: City of Los Angeles General Plan, Plan for Healthy Los Angeles, April 2015.	

(6) LAMC Section 12.21 A.16 Bicycle Parking

Table 4
Project Consistency Analysis with LAMC Section 12.21 A.16 Bicycle Parking

LAMC Section 12.21	Project Consistency Analysis
A. Use. **16. Bicycle Parking and Shower Facilities (Amended by Ordinance No. 185,480, effective May 9, 2018).** Bicycle parking spaces and facilities for employee showers and lockers shall be provided for new development and additions that increase the floor area of a building as follows: **(a) Land Uses.** **(2) Commercial, Institutional, and Industrial Uses.** For all commercial, institutional, and industrial uses that require automobile parking under Subsections 12.21 A.4.(c), (d), (e), and (f), short- and long-term bicycle parking shall be provided as per Table 12.21 A.16.(a)(2).	**No Conflict.** The Project would provide bicycle parking spaces in accordance with LAMC Section 12.21 A16.(a)(2), as per Table 12.21 A.16.(a)(2). Therefore, for the proposed office spaces, one short-term bicycle parking space per 1,000 square feet would be required and one long-term bicycle parking space per 5,000 square feet would be required. As such, the Project would be required to provide a total of 19 short-term and 37 long-term bicycle parking spaces for its proposed office uses. For the proposed ground floor commercial uses, the Project is required to provide one space per 2,000 square feet for both short- and long-term bicycle parking, for a total of 2 short- and long-term bicycle parking spaces required. In total, the Project would be required to provide 21 short-term and 39 long-term bicycle parking spaces. The Project would provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, as shown in Table 3.4 of the IS/MND. Therefore, the Project would not conflict with LAMC Section 12.21 A.16.(a)(2).
Source: City of Los Angeles, Department of City Planning, Los Angeles Municipal Code, Section 12.21 A.16.(a)(2). *Parker Environmental Consultants, 2021.*	

(7) LAMC Section 12.26J Transportation Demand Management Ordinance

Table 5
Project Consistency Analysis with LAMC Section 12.26J Transportation Demand Management Ordinance

LAMC Section 12.26J	Project Consistency Analysis
3. Requirements: **(a) Development in excess of 25,000 square feet of gross floor area.** The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following: (1) Current routes and schedules for public transit serving the site; (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; (3) Ridesharing promotion material supplied by commuter-oriented organizations; (4) Regional/local bicycle route and facility information; (5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders. **(b) Development in excess of 50,000 square feet of gross floor area.** The owner shall comply with Paragraph (a) above and in addition shall provide: (1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). this area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit; (2) One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to	**No Conflict.** The Project includes a commercial development in excess of 25,000 square feet. As such, the Project is subject to the TDM requirements of LAMC Section 12.26J. The Project would be designed to incorporate TMD measures in consultation with LADOT staff and as identified in the LADOT's correspondence of approval of the Traffic Impact Assessment.

LAMC Section 12.26J	Project Consistency Analysis
100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; (3) Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles; (4) No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking; (5) A statement that preferential carpool/vanpool spaces are available onsite and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board; (6) A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure; (7) Bicycle parking shall be provided in conformance with Section 12.21 A.16 of this Code. **(c) Development in excess of 100,000 square feet of gross floor area.** The owner shall comply with Paragraphs (a) and (b) above and shall provide: (1) A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in development; (3) If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service	

LAMC Section 12.26J	Project Consistency Analysis
providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops; (4) Safe and convenient access from the external circulation system to bicycle parking facilities on-site.	
Source: City of Los Angeles, Department of City Planning, Los Angeles Municipal Code, Section 12.26J Transportation Demand Management and Trip Reduction Measures, added by Ordinance No. 168,700, effective March 31, 1993.	

(8) Vision Zero Action Plan

LADOT is implementing a program called Vision Zero Los Angeles as a citywide effort to eliminate traffic deaths in the City by 2025. Vision Zero Los Angeles has two goals: a 20-percent reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network, which has a higher incidence of severe and fatal collisions. The High Injury Network is comprised of 386 corridors that represent 6 percent of the City's street miles. Approximately 65 percent of all deaths and severe injuries involving people walking and biking occur on these 6 percent of streets. LADOT has identified the following two streets as a high injury network in the vicinity of the Project Site: 6th Street (between Mateo Street and Alameda Street) and 7th Street (west of Mateo Street).

In order to realize the goals and objectives of the Vision Zero Program, LADOT has initiated a number of projects along various street corridors. These projects generally involve improvements to the streets, bicycle facilities, and pedestrian facilities such as installation or upgrading of crosswalks, traffic signals, and bicycle lanes to prevent deaths and severe injuries. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with Vision Zero Los Angeles.

(9) Vision Zero Corridor Plans

In order to realize the goals and objectives of the Vision Zero Program, LADOT has initiated a number of projects along various street corridors. These projects generally involve improvements to the streets, bicycle facilities, and pedestrian facilities such as installation or upgrading of crosswalks, traffic signals, and bicycle lanes to prevent deaths and severe injuries.

Upon review of current or planned Vision Zero Corridor Plans, it was determined that none of the projects affect any streets adjacent to the Project. However, the Project would not prevent the City from implementing a Vision Zero Corridor Plan along streets adjacent to the Project Site in the future. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not be in conflict with Vision Zero Corridor Plans.

(10) Citywide Design Guidelines

Table 10
Project Consistency Analysis with the Citywide Design Guidelines

Pedestrian-First Design	Project Consistency Analysis
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	**No Conflict.** As stated previously, the revitalization of the existing surface parking lot into an office and ground floor commercial building would increase pedestrian circulation and street-level activity on-site. Proposed ground floor commercial uses along Jesse and Mesquit Street would complement the office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site that front Santa Fe Avenue and Jesse Street. Entrances to the Project building would be recessed from Mesquit Street and Jesse Street to allow for wider sidewalks and greater pedestrian circulation. The Project would also provide an interior paseo along its western border with the 640 S. Santa Fe building as well as an open air pass through bisecting the Project building on the ground floor. The Project would be a mixed-use infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops and would also provide code-compliant bicycle parking, all of which would provide employees, patrons, residents, and visitors multiple modes of transportation options to access the Project Site and connect to other destinations and regional connections beyond. As previously mentioned, compliance with the LAPD's Crime Prevention through Environmental Design guidelines would ensure that the design and exterior

Pedestrian-First Design	Project Consistency Analysis
	lighting of the Project would maximize pedestrian safety throughout the Project Site. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, Project design would facilitate safe passages and pedestrian accessibility within and throughout the Project Site and would not conflict with this Guideline.
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	**No Conflict.** Vehicular access to the Project would be limited to the northern property line of the Project Site that abuts the LADWP substation, thus prioritizing pedestrian access first and vehicular access second. An off-street driveway along this norther border would allow cars to enter and exit the Project Site from Mesquit Street and Santa Fe Avenue, thus controlling vehicular access in a way that would minimize potential pedestrian-vehicular conflict. This also allows the remaining sidewalk around the entire Project Site to provide a more continuous pathway for pedestrian access and circulation, uninterrupted by further curb cuts. Access to the two proposed subterranean levels would be provided by a ramp shared with the 640 S. Santa Fe building, and the remaining five levels of above grade parking would be provided by an interior ramp within the Project building. The 1,200 square-foot loading area would be accessed via the off-street driveway and located inside the ground floor parking structure, separate from pedestrian pathways. Thus, the Project design would carefully incorporate vehicular access in a way that does not degrade the pedestrian experience and would not conflict with this Guideline.
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	**No Conflict.** The Project building would be articulated through alternating balconies, panels, and windows to break up the mass and scale, and entrances would be recessed from the street to allow for wider sidewalks and greater street-level activation. The Project's ground floor commercial uses would be located along Mesquit Street and Jesse Street. This would complement and continue the ground floor commercial uses of the 640 S. Santa Fe building that front Santa Fe Avenue and Jesse Street, which would further enhance pedestrian-oriented circulation within and throughout the Project

Pedestrian-First Design	Project Consistency Analysis
	Site and vicinity. The proposed pedestrian paseo and open air pass through would also enhance pedestrian circulation by providing users with a direct visual and physical connections to abutting public rights-of-way. Parking levels would be screened with a combination of solid metal panels and opaque glass mirroring and similar metal and glass façades on the office floors above. The ground floor and office levels (levels 7 through 14) would use alternating panels, windows, and balconies canted at varying angles to enhance building articulation and visual interest. Materials and patterns would complement the 640 S. Santa Fe building and provide continuity with the modern-industrial aesthetic of the Arts District. Thus, the Project would not conflict with this Guideline.
Source: City of Los Angeles, Department of City Planning, Citywide Design Guidelines, adopted by the City Planning Commission, October 24, 2019.	

Appendix C

LADOT Attachment D – Consistency Worksheet

LADOT

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e. ☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)? ☐ Yes ☑ No

All Changes resolved for 640 Santa Fe Project / Produce LA

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 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.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☐ Yes ☑ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☐ Yes ☐ No ☑ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☐ Yes ☐ No ☑ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☑ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing **32/24**
Santa Fe Ave Required **43/28** Proposed **43/17**

Frontage 2 Existing PROW'/Curb' : Existing **25/24**
Jesse St Required **33/20** Proposed **33/24**

Frontage 3 Existing PROW'/Curb' : Existing **25-32/17**
Mesquit St Required **33/20** Proposed **33/17**

Frontage 4 Existing PROW'/Curb' : Existing
_____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan? ***N/A***

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services? ***Yes***

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment. ***N/A?***

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 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.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,

- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☑ No

B.2 Driveway Access

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> ***Mobility Plan 2035 Program PL.1. Driveway Access.*** *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*
>
> ***Citywide Design Guidelines - Guideline 2****: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
>
> *Site Planning Best Practices:*
>
> - *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
> - *Minimize both the number of driveway entrances and overall driveway widths.*
> - *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
> - *Orient vehicular access as far from street intersections as possible.*
> - *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
> - *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or ***N/A***
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or ***No***
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or ***No***

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or ***No***
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or ***No***
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk ***No***

☐ **Yes** ☑ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

● Transit Enhanced Network	***No***	
● Bicycle Enhanced Network	***No***	
● Bicycle Lane Network	***No***	
● Pedestrian Enhanced District	***Yes***	***Santa Fe Ave, Mesquit St***
● Neighborhood Enhanced Network	***Yes***	***Santa Fe Ave***
● High Injury Network	***No***	

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

See Notes in Appendix A ☐ **Yes** ☑ No ☐ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

☐ **Yes** ☑ No ☐ N/A

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way. ***No Conflict***

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network. ***No Conflict***

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

N/A

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes ☐ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☑ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☑ Yes ☐ **No** ☐ N/A

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access. ***N/A***

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☑Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☑ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☐ No ☑ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion. ***N/A***

The analysis methods therein can further support findings that the project 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 State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, 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. ***N/A***

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix A

Notes for Question B.2.1 in Attachment D:

Access to the Project Site would be provided via a two-way internal driveway between Santa Fe Avenue and Mesquit Street along the northern edge of the site. The driveway would access Santa Fe Avenue and Mesquit Street, with full movements at both street driveways. This driveway would be shared with the recently constructed Produce LA Project, which has already constructed the full driveway to both streets. The 655 Mesquit Project would therefore not be adding any new driveways.

Appendix D

VMT Analysis

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

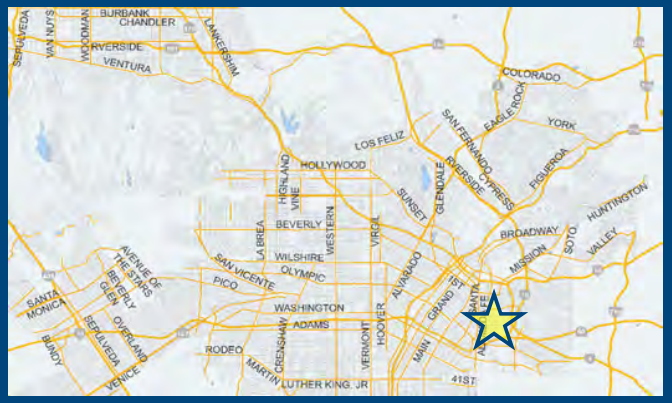
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 655 Mesquit

Scenario: Project w/Mitigation

Address: 655 S MESQUIT ST, 90021



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	184.629	ksf
Retail | High-Turnover Sit-Down Restaurant	4.325	ksf
Office | General Office	184.629	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	2,086 Daily Vehicle Trips
0 Daily VMT	15,528 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	2,086 Net Daily Trips
The net increase in daily VMT ≤ 0	15,528 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	4.325 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

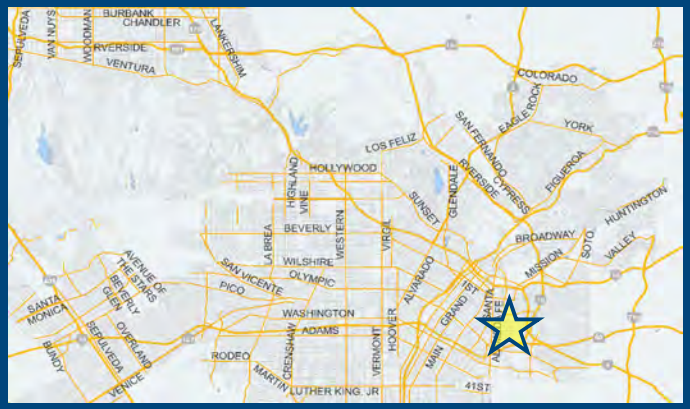
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 655 Mesquit

Scenario: Project w/Mitigation

Address: 655 S MESQUIT ST, 90021



Proposed Project Land Use Type	Value	Unit
Retail | High-Turnover Sit-Down Restaurant	4.325	ksf
Office | General Office	184.629	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

  Implement/Improve On-street Bicycle Facility — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

  Include Bike Parking Per LAMC — ☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

  Include Secure Bike Parking and Showers — ☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
2,074 Daily Vehicle Trips	**1,887** Daily Vehicle Trips
15,430 Daily VMT	**13,965** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
9.0 Work VMT per Employee	**7.5** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No 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

1/29/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: Project w/Mitigation
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	*General Retail*	*0.000*	*ksf*
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	4.325	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	184.629	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: Project w/Mitigation
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

Analysis Results			
Total Employees: 756 Total Population: 0			
Proposed Project		***With Mitigation***	
2,074	**Daily Vehicle Trips**	**1,887**	**Daily Vehicle Trips**
15,430	**Daily VMT**	**13,965**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
9	**Work VMT per Employee**	**7.5**	**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 Work > 7.6	No Yes	Household > 6.0 Work > 7.6	No No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	Daily parking charge ($)	*$0.00*	$6.00
		Employees subject to priced parking (%)	*0%*	50%
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	100%
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: Project w/Mitigation
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	3%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	4%	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	10%	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*5%*	*1%*	*17%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*5%*	*1%*	*17%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,…). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: Project w/Mitigation
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.2	0	0
Home Based Other Production	0	0.0%	0	5.0	0	0
Non-Home Based Other Production	364	-3.6%	351	7.8	2,839	2,738
Home-Based Work Attraction	1,096	-24.2%	831	8.2	8,987	6,814
Home-Based Other Attraction	763	-27.5%	553	6.3	4,807	3,484
Non-Home Based Other Attraction	364	-3.6%	351	7.1	2,584	2,492

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	0	0	-4.6%	0	0
Home Based Other Production	-0.6%	0	0	-4.6%	0	0
Non-Home Based Other Production	-0.6%	349	2,721	-4.6%	335	2,612
Home-Based Work Attraction	-0.6%	826	6,771	-17.1%	689	5,652
Home-Based Other Attraction	-0.6%	550	3,462	-4.6%	528	3,324
Non-Home Based Other Attraction	-0.6%	349	2,476	-4.6%	335	2,377

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 756
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**6,771**	**5,652**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**9.0**	**7.5**

Appendix E

Signal Warrant Analyses

Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWOP AM Peak Hour

Intersection Informatior

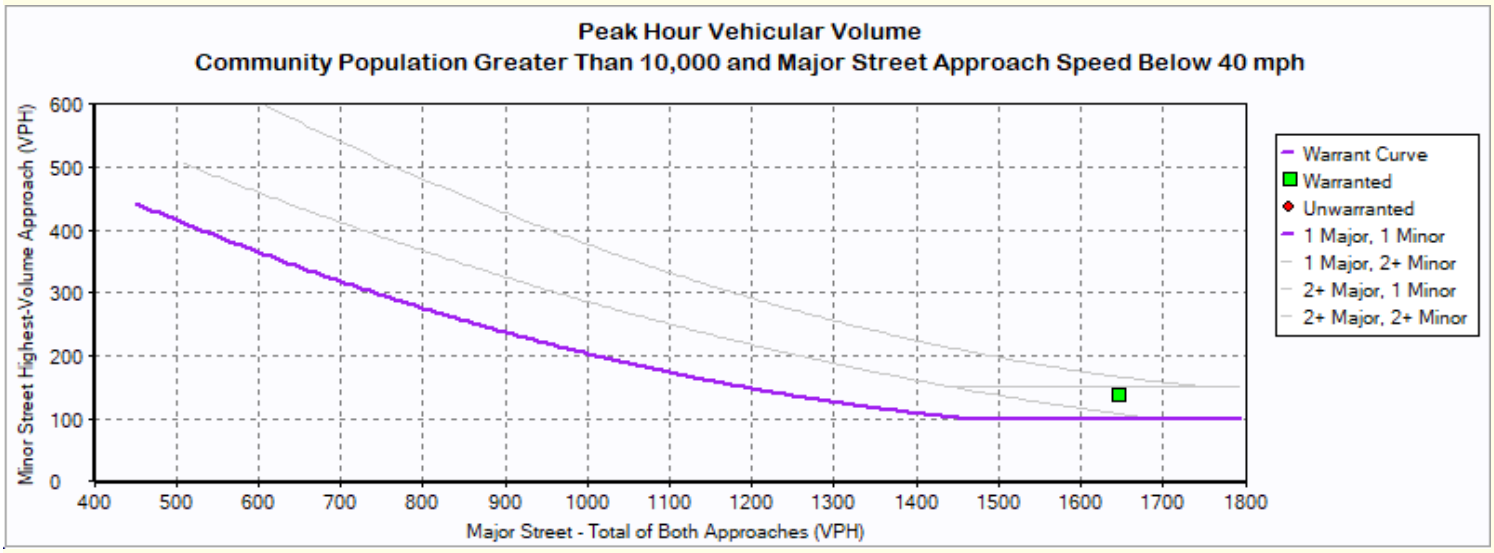
	Major Street	Minor Street
Street Name	Santa Fe Ave	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

Warrant 3 Met? **Yes**

Details

Low Population?	No		
Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	1 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWOP AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
8:00	1,647	138

Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWOP PM Peak Hour

Intersection Informatior

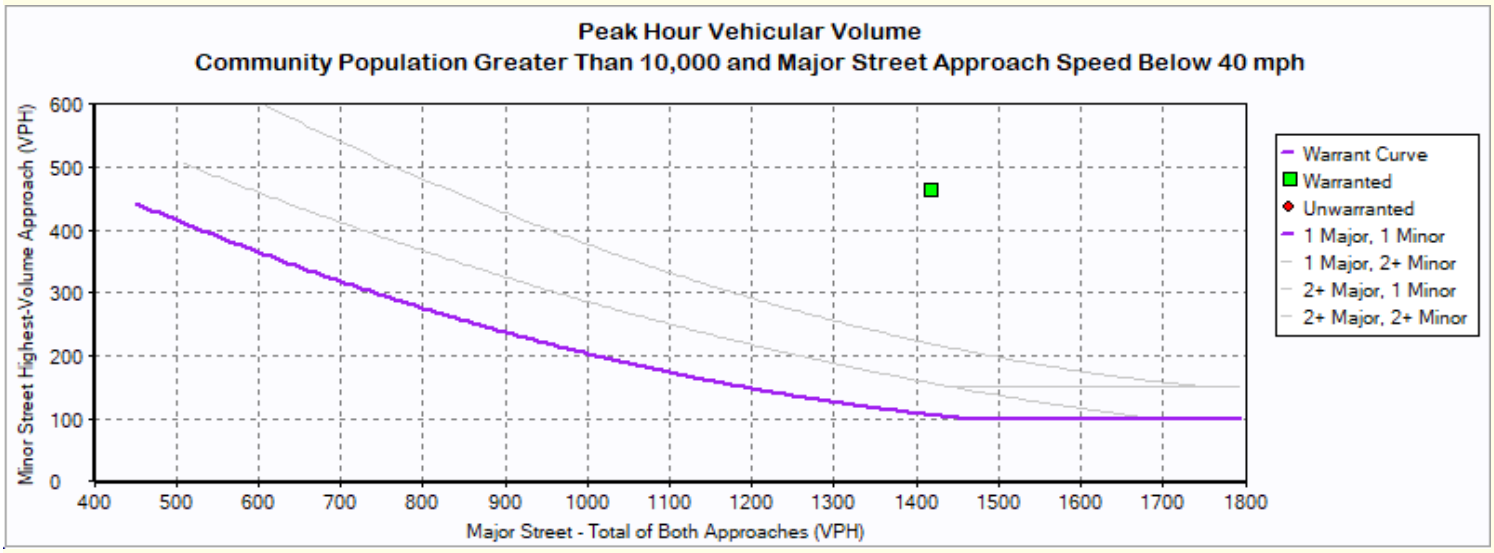
	Major Street	Minor Street
Street Name	Santa Fe Ave	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

Warrant 3 Met? **Yes**

Details

Low Population?	No		
Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	1 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWOP PM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
17:00	1,419	462

Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWP AM Peak Hour

Intersection Informatior

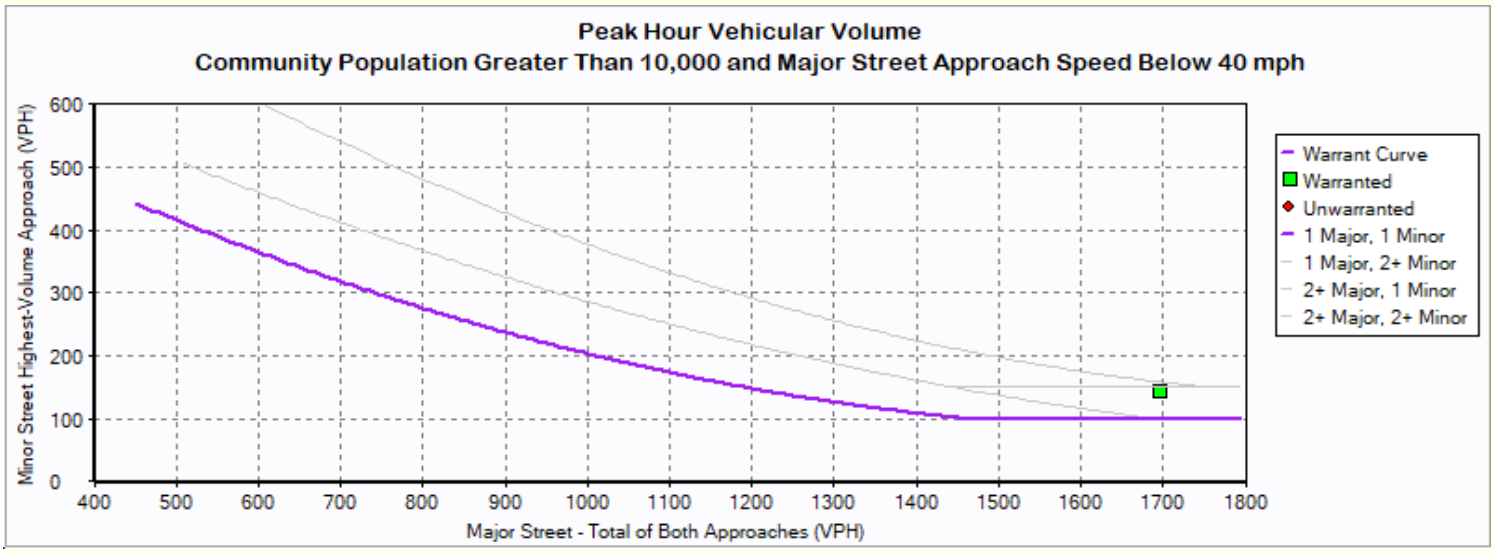
	Major Street	Minor Street
Street Name	Santa Fe Ave	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

Warrant 3 Met? **Yes**

Details

Low Population?	No		
Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	1 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWP AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
8:00	1,698	142

Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWP PM Peak Hour

Intersection Informatior

	Major Street	Minor Street
Street Name	Santa Fe Ave	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

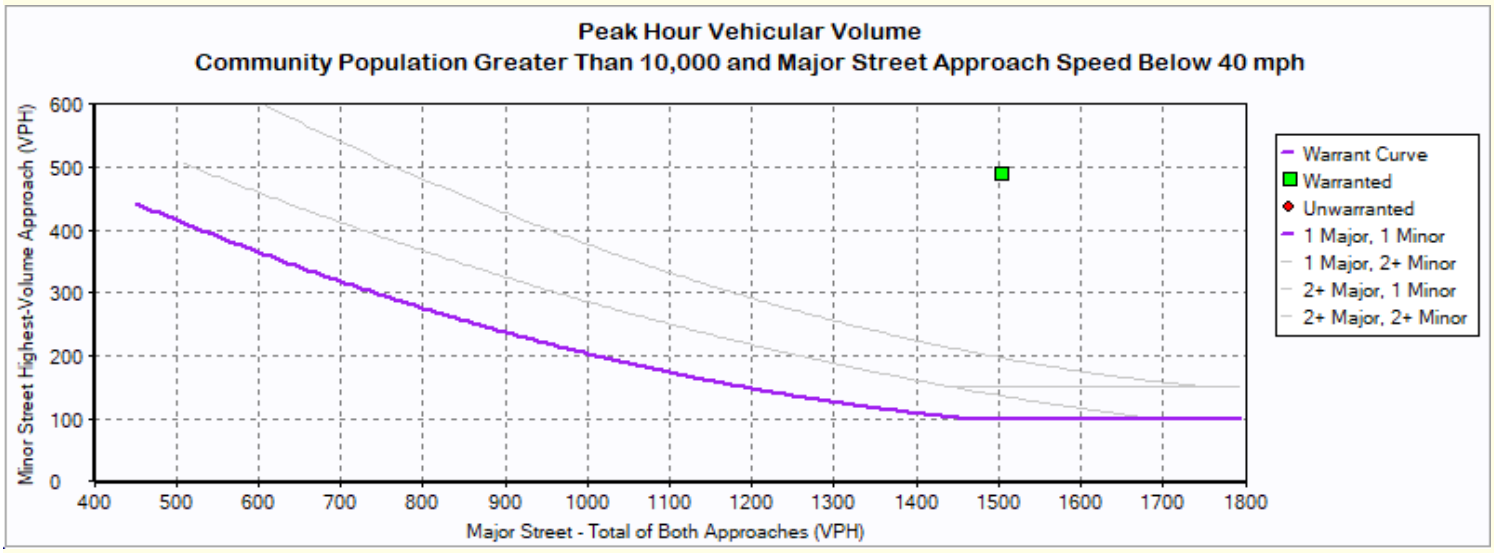
Warrant 3 Met? **Yes**

Details

Low Population? No

Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	1 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Santa Fe Ave & Jesse St- FWP PM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
17:00	1,505	488

Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWOP AM Peak Hour

Intersection Informatior

	Major Street	Minor Street
Street Name	Mateo St	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

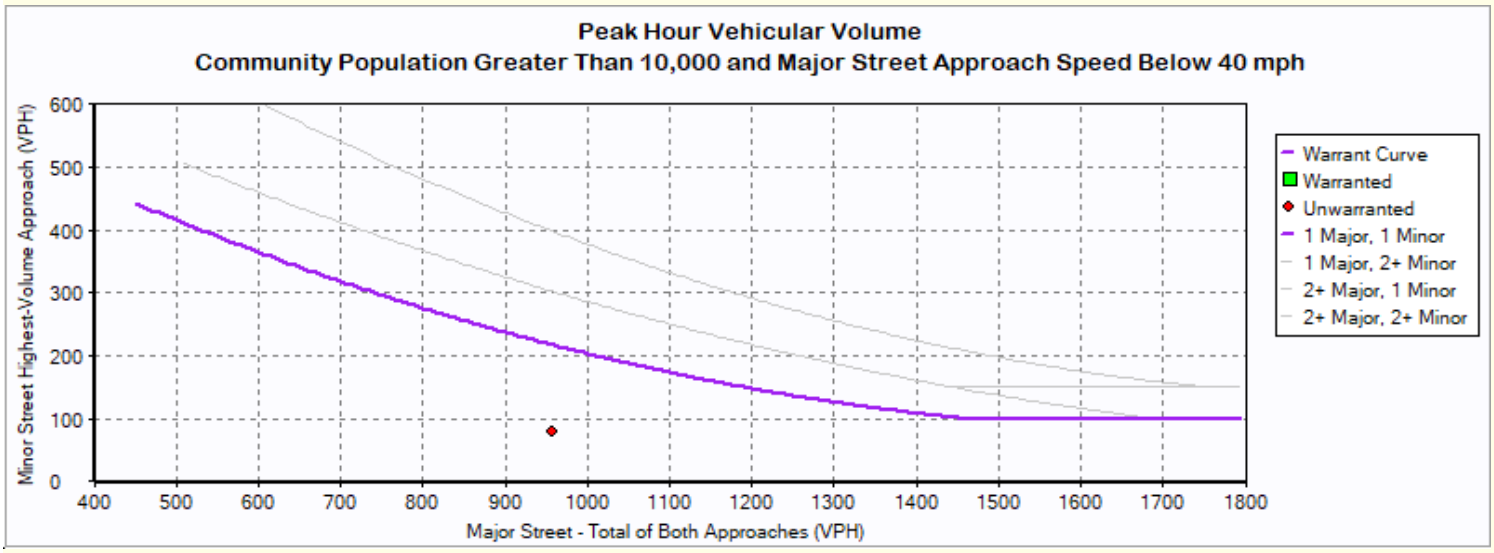
Warrant 3 Met? **No**

Details

Low Population? No

Condition A Met	No	**Condition B Met**	No
Notes	0 Hours met (1 required)	**Notes**	0 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Not Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWOP AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
8:00	957	78

Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWOP PM Peak Hour

Intersection Informatior

	Major Street	Minor Street
Street Name	Mateo St	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

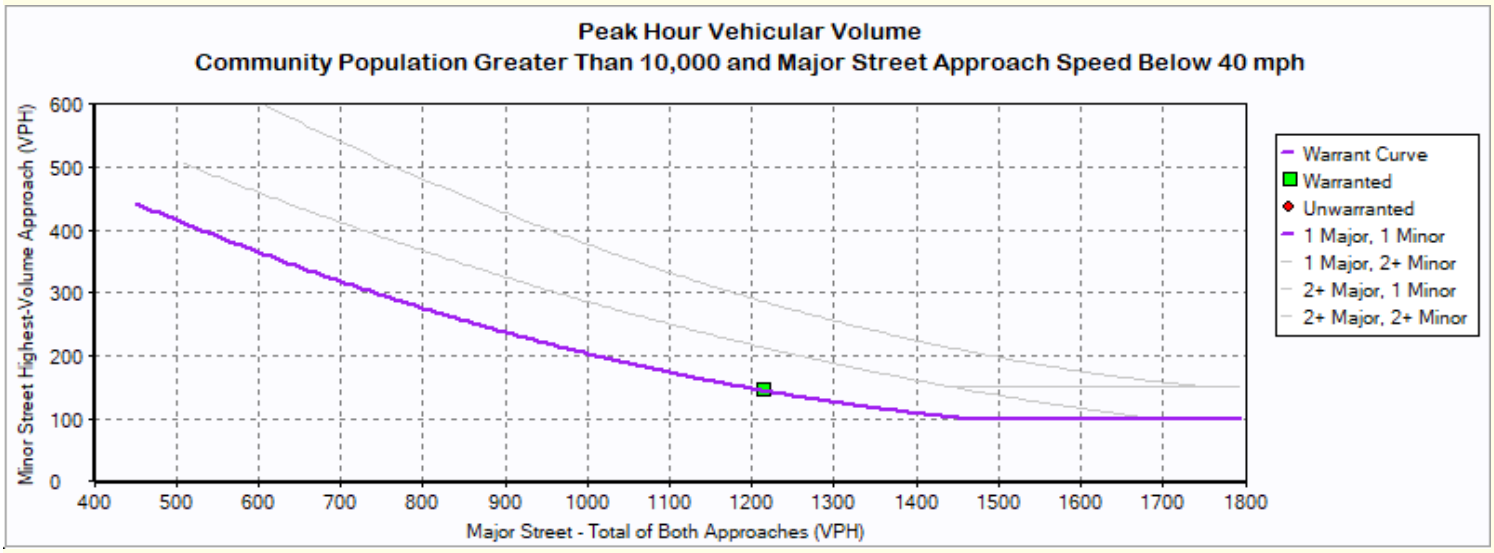
Warrant 3 Met? **Yes**

Details

Low Population? No

Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	1 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWOP PM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
17:00	1,216	145

Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWP AM Peak Hour

Intersection Informatior

	Major Street	Minor Street
Street Name	Mateo St	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane	1	1
Approch Speed	30	30

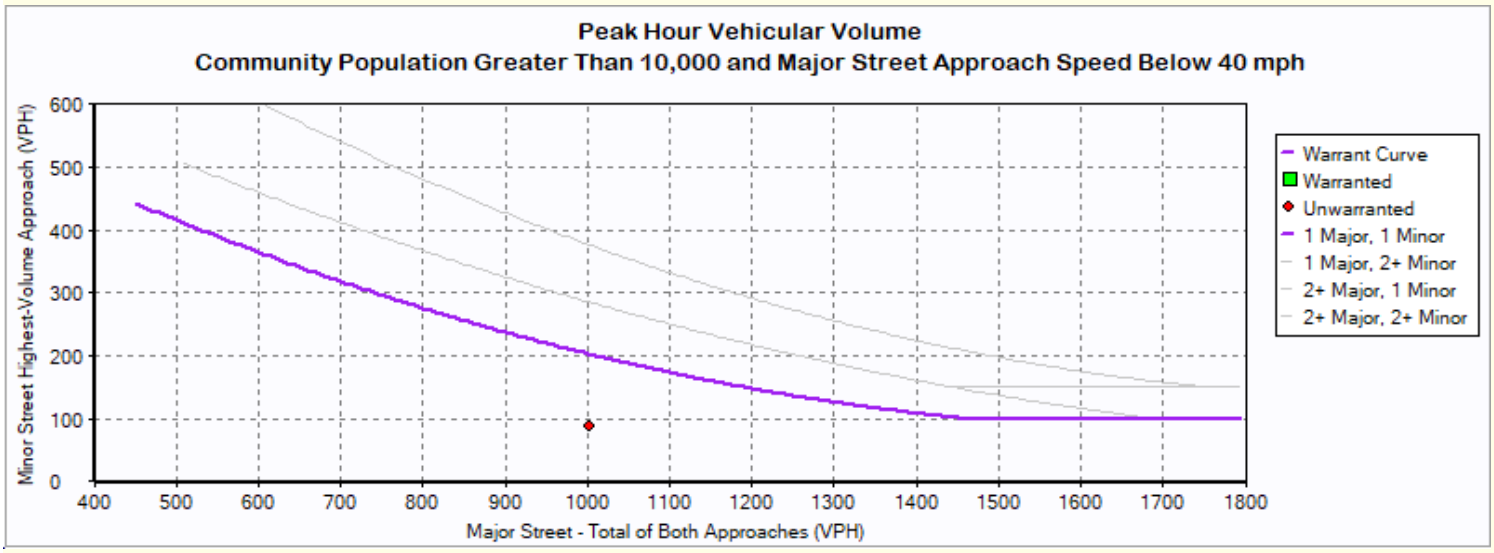
Warrant 3 Met? **No**

Details

Low Population? No

Condition A Met	No	**Condition B Met**	No
Notes	0 Hours met (1 required)	**Notes**	0 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Not Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWP AM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
8:00	1,002	88

Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWP PM Peak Hour

Intersection Informatior

	Major Street	Minor Street
Street Name	Mateo St	Jesse St
Direction	NB/SB	EB/WB/SEB
Number of Lane:	1	1
Approch Speed	30	30

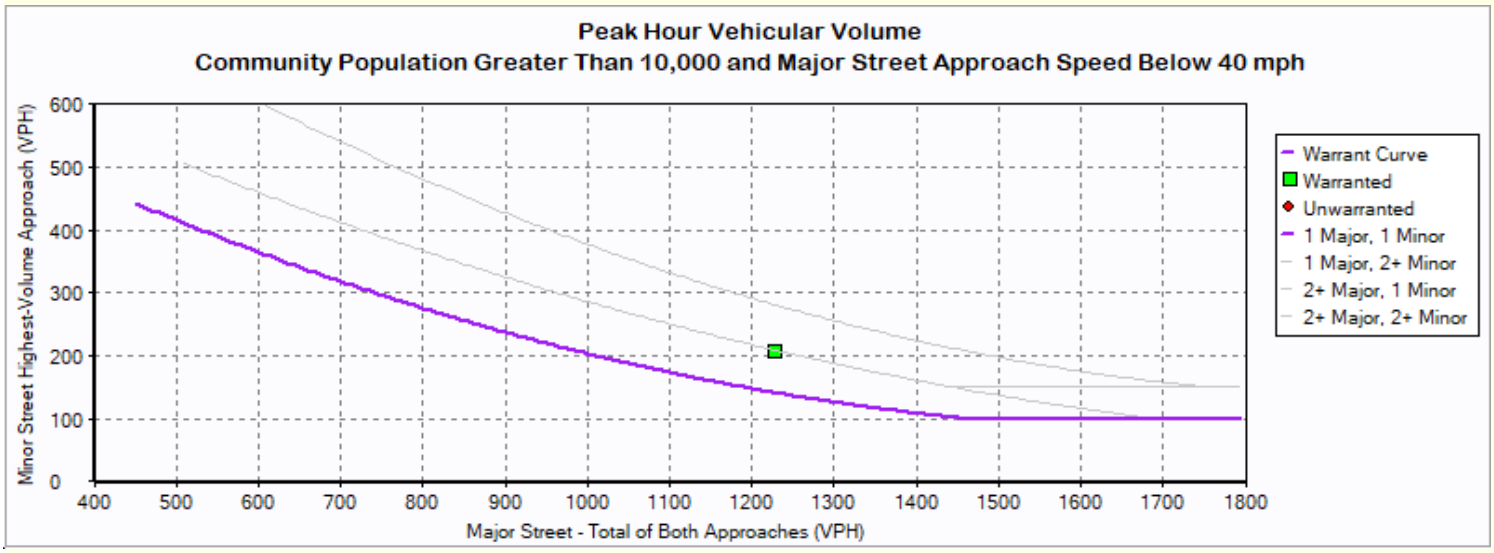
Warrant 3 Met? **Yes**

Details

Low Population? No

Condition A Met	No	**Condition B Met**	Yes
Notes	0 Hours met (1 required)	**Notes**	1 Hours met (1 required)

Minor Approach Time Delay Condition Met?	Not Met
Minor Approach Volume Condition Met?	Met
Total Entering Intersection Volume Condition Met?	Not Met



Warrant 3: Peak Hour

1: Mateo St & Jesse St - FWP PM Peak Hour

Hour	Major Street Total All Approaches (vph)	Minor Street Highest Volume Approach (vph)
17:00	1,228	207

Appendix F

Combined Project CEQA Evaluation

Appendix F Combined Project CEQA Evaluation

This appendix documents a CEQA Evaluation conducted for the Combined Project (Produce LA Project and 655 Mesquit Project). This follows the same format and content as Chapter 2 of the report which addressed the 655 Mesquit Project alone.

This appendix documents the analysis of CEQA transportation impacts. It addresses the four thresholds defined in the TAG:

Threshold T-1:	Conflicting With Plans, Programs, Ordinances, or Policies
Threshold T-2.1:	Causing Substantial Vehicle Miles Travelled
Threshold T-2.2:	Substantially Inducing Additional Automobile Travel
Threshold T-3:	Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use

F.1 Conflicting With Plans, Programs, Ordinances, or Policies (Threshold T-1)

This section evaluates the consistency of the Combined Project with plan, programs, ordinances, and policies. The evaluation is listed in Tables 1 to 10 in Attachment F-1. These tables provide a consistency analysis with respect to how the Combined Project conforms to said plans.

The Plans, Policies and Programs Consistency sheet included in the TAG as Attachment D was also addressed, which provided answers to the various questions in the worksheets. This is shown in Attachment F-2.

The results of these evaluations show that the Combined Project is not in conflict with City plans, programs, ordinances or policies.

Cumulative Impacts

Similar to the Project's consistency analysis with applicable plans, policies and ordinances, all of the related projects within the City would be subject to the City’s standard development review process and would be reviewed in accordance with the TAG on a case-by-case basis to ensure consistency with applicable traffic, transit and pedestrian safety-related policies, and be required to be consistent with such.

As discussed above, the Combined Project is generally consistent with the City's General Plan, Central City North Community Plan, and the City's Mobility Element. Thus, the Project’s contribution to cumulative transportation planning related impacts would be less than cumulatively considerable.

F.2 Causing Substantial Vehicle Miles Travelled (Threshold T-2.1)

Introduction

This is an analysis of vehicle-miles traveled (VMT) for the Combined Project using the City of Los Angeles VMT Calculator Version 1.3. The analysis shows that with applying the VMT impact criteria established by LADOT, the Combined Project would have a significant Work VMT per Capita impact. As there are no residential uses in the Project, it would not have a significant Household VMT per Capita impact. With mitigation measures the Work VMT per capita would not exceed the threshold for significance and there would be no significant VMT impact.

VMT Analysis

The VMT analysis is shown in Attachment F-3 of this appendix.

VMT Screening

The Project Site is currently a parking lot, so for the purposes of analysis does not generate any existing trips. As calculated by the VMT calculator, the Combined Project of 275,864 sq. ft. of office uses, 9,435 sq. ft. of general retail, and 10,879 square feet of retail commercial as high turnover sit-down restaurant, would generate 3,745 daily vehicle trips. The Project is therefore expected to generate a net increase of 3,745 daily trips and thus a project VMT analysis is required. The summary results of the project screening are provided in Table F.2.1 below. The VMT Calculator results for project trips are shown in Attachment F-2.

Table F.2.1 Trip Generation – Project Screening

	Land Use	*Scale*	*Daily Trips*
Proposed	General Office	275,864 sf	
	Retail - General	9,435 sf	
	Retail – High-Turnover Sit-Down Restaurant	10,879 sf	
	Sub-total[1]		3,745
Existing	Parking		0
	Sub-total		0
Net Difference [Proposed – Existing]			3,745
Analysis Required (Net Difference > 250)			Yes

VMT Thresholds

The LADOT VMT Calculator analyses in terms of Household VMT per Capita, and Work VMT per Employee. LADOT has identified thresholds for significant VMT impacts by sub-area of the city. For this area of the City the following thresholds have been identified:

Household VMT per Capita: 6.0
Work VMT per Employee: 7.6

VMT Analysis with Project

The VMT results are summarized in Table F2.2. The results show that with the Combined Project, the Household VMT per Capita would be 0 compared to the threshold of 6.0, and the Work VMT per Capita would be 8.4 compared to the threshold of 7.6. Therefore, it is concluded that the Project would cause significant VMT impacts for Work VMT. With the proposed mitigation program, the Combined Project Work VMT would be 7.2, which would not exceed the threshold and there would be no significant VMT impacts.

Table F. 2.2 Summary of VMT Results

Category	*Household*			*Work*		
Scenario	*Household VMT Threshold*	*Household VMT Per Capita*	*Significant Impact?*	*Work VMT Threshold*	*Work VMT per Employee*	*Significant Impact?*
VMT With Combined Project	6.0	0.0	No	7.6	8.4	Yes
VMT With Combined Project and Mitigation	6.0	0.0	No	7.6	7.2	No

Notes: 1. VMT calculations excludes the 5,000 sq. ft. of retail/restaurant space as local serving retail, per LADOT guidelines.

Input on Project Design Features and Mitigation Measures

The Calculator provides for inputs relating to trip reduction measures (TDM strategies), either as project design features or as project mitigations. The following trip reducing mitigations are necessary and were included in the analysis.

Education & Encouragement - Promotions and Marketing (100% of employees eligible)

Commute Trip Reductions - Ride-share program (100% of employees eligible)

Bicycle Infrastructure - Provide bicycle parking per LAMC

Cumulative Impacts

The 2016-2040 RTP/SCS is the regional plan that demonstrates compliance with air quality conformity requirements and greenhouse gas emissions reduction targets. As such, projects that are consistent with the 2016-2040 RTP/SCS in terms of development location, density, and intensity, are part of the regional solution for meeting air pollution and GHG goals. Projects that are deemed to be consistent would have a less than significant cumulative impact on VMT. As discussed in further detail in the MND (See Checklist Question XI, Land Use and Planning) the Proposed Project is consistent with the regional growth projections of the 2016-2040 RTP/SCS. Additionally, the Proposed Project is a compact infill development, which is the type of project encouraged by the 2016-2040 RTP/SCS and transportation planning in accordance with Senate Bill (SB) 375. Furthermore, as noted above, the Project falls under the VMT impact threshold and so aligns with the long term VMT and greenhouse gas emissions goals of SCAG's RTP/SCS. There would therefore be no cumulative impacts.

F.2.3 Substantially Inducing Additional Automobile Travel (Threshold T-2.2)

This threshold addresses transportation improvement projects to assess if the project induces substantial additional vehicle miles travelled. As the Proposed Project is a development project and not a transportation project, this threshold is not applicable to this study.

F.2.4 Substantially Increasing Hazards Due to A Geometric Design Feature or Incompatible Use (Threshold T-3)

As required in the LADOT Transportation Assessment Guidelines, this section addresses the potential increase of hazards due to a geometric design feature and generally relate to the design of access points to and from a project site, and may include safety, operational or capacity impacts.

Project Screening

Per the TAG, if a project requires discretionary action and the answer is yes to either of the following questions, then further evaluation is required to assess whether the project would result in impacts due to geometric design hazards or incompatible uses.

- *Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?*

Yes. The Combined Project would add a new driveway to Santa Fa Avenue and to Mesquite Street.

- *Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e. street dedications, reconfigurations of curb lines, etc.)?*

Yes. The Combined Project will make the required street dedications.

Combined Project Driveways

Access to the Project Site would be provided via a two-way internal driveway between Santa Fe Avenue and Mesquit Street along the northern edge of the site, as shown in Figure 0.4. The internal driveway would access Santa Fe Avenue and Mesquit Street, with full movements at both street driveways. The internal driveway would be shared by the Combined Project (both Produce LA and 655 Mesquit Projects).

Threshold T-3: Would the project substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

Impact Analysis

The driveways will both be perpendicular to the street, with no sharp curves, or visibility issues. Landscape design will also ensure there will be no impediments to visibility of and by vehicles, bicycles and pedestrians.

The Project Site is essentially flat. There are no slopes, curves, landscaping or other barriers that would impede visibility or that could result in vehicle/pedestrian, vehicle/bicycle, or vehicle/vehicle impacts.

The LADOT Driveway Design Guidelines (Manual of Policies and Procedures Section 321) recommended driveway width for two-way driveways for commercial projects is 30 feet. Both driveways will be two-way with one lane in each direction and will be 30 feet wide, so will meet the standards. The Santa Fe Avenue will be 280’ away from the intersection of Santa Fe Avenue & Jesse

Street, thereby exceeding the 150' minimum distance requirement per the Driveway Design Guidelines. The Mesquit driveway This driveway would be located approximately 280' away from the interaction of Mesquit Street & Jesse Street, thereby exceeding the 75' minimum distance required from the adjacent intersection. Parking entry control and security gate would be occur at two internal driveways within the Project Site.

High Injury Network

The Proposed Project would not make any changes to the roadway system that would impact the High Injury Network or Safe Routes to School (there are no safe routes to school adjacent to the Proposed Project).

Cumulative Impacts

The driveways would not be adjacent to other existing or planned projects. In conclusion, there would be no cumulative impacts regarding substantially increasing hazards due to geometric design features or incompatible use.

F.2.5 Freeway Safety Analysis

2.5.1 Introduction

In this section the need to conduct a freeway safety analysis is assessed. The City of Los Angeles recently released an Interim Guidance for Freeway Safety Analysis[1]. This responded to Caltrans' recent requests that environmental analyses for certain new land use development projects includes freeway off-ramp safety considerations – specifically to evaluate a development project's effects on vehicle queueing on off-ramps. In the absence of published guidelines by Caltrans, the City of Los Angeles developed the Interim Guidance to conduct a freeway safety analysis to determine if a project may potentially result in off-ramp queueing and differential travel speeds that could constitute a potential safety impact under CEQA[2]. Subsequently, Caltrans has released *Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance (December 18, 2020.* That guidance refers largely to procedures for Caltrans staff, and also includes guidance for preparing safety reviews in EIR's prepared for development projects. The guidance states that Mitigated Negative Declarations will not require a traffic safety review. Nevertheless, for the purposes of providing a comprehensive evaluation, the following addresses the LADOT Interim Guidance.

[1] LADOT Transportation Assessments – Interim Guidance for Freeway Safety Analysis, LADOT, May 1 2020

[2] The City noted that new Caltrans Transportation Study Guidelines are expected to be released late this year to meet the State's deadline of July 1, 2020, which requires all California agencies to comply with SB 743. Caltrans announced that its new guidelines will include a State highway System safety analysis section. Therefore, the City's interim guidance is expected to be revisited once Caltrans releases the State guidelines to determine if changes are necessary.

2.5.2 Screening

Per LADOT's Interim Guidance for on Freeway Safety Analysis, the first step is to identify the number of Project trips added to freeway off-ramps to determine the need for a freeway safety analysis. This check is as follows:

> *Identify the number of Project trips expected to be added to nearby freeway off ramps serving the site. If the Project adds 25 or more trips to any off ramp in either the morning or afternoon peak hour, then that ramp should be studied for potential queueing impacts following the identified steps in the guidelines. If the project is not expected to generate more than 25 or more peak hour trips at any freeway off-ramps, then a freeway ramp analysis is not required.*

Table F.2.4 shows the number of Combined Project trips in the AM and PM peak hour that would be added to freeway off-ramps in the vicinity of the Combined Project that could be used by Combined Project traffic.

Table F.2.4 Project Traffic Added Volumes to Off-Ramps

#	Off-Ramp Location	Project Added Volume	
		AM Peak Hour	PM Peak Hour
1	I-10 WB Off-Ramp at Santa Fe Avenue	20	7
2	I-10- EB Off-Ramp at Santa Fe Avenue	22	8
3	I-5 NB Off-Ramp at 7th Street	10	4
4	US-101 SB Off-Ramp at Commercial Street	22	8
5	US-101 NB Off-Ramp at Commercial Street	12	5

As shown in Table F.2.4 the Project would add less than 25 trips to all the freeway off-ramps in both peak hours. Therefore, per LADOT's Interim Guidance, it is concluded that a freeway off-ramp safety analysis is not required.

Under the Interim Guidance, a project would not have the potential to result in significant freeway safety unless it adds 25 or more trips to any off ramp in either the morning or afternoon peak hour. As the Combined Project trips would not exceed this screening threshold at any area off ramps, the Combined Project's impacts to freeway safety would be less than significant and the Combined Project would not make a considerable contribution to cumulative freeway safety impacts.

Attachment F-1
Combined Project - Consistency Tables

Attachment F-1 – IS/MND Project Consistency Tables

For the purposes of presenting a complete Transportation Assessment document, the following is the consistency analysis from the IS/MND for the 655 Mesquit Project. It is Appendix L in the IS/MND. All references within the attached Appendix L refer to the IS/MND Document.

The IS/MND conservatively analyzes the Project utilizing the two environmental baselines, referenced as the Original Baseline and Current Baseline. The Original Baseline describes the environmental conditions that originally existed beginning at the time of submittal of Case No. ENV-2016-3860-CE (referred to as the 640 S. Santa Fe Project or 640 S. Santa Fe building). At that time the Project Site was improved with a 36,958 square-foot cold storage warehouse and associated surface parking. The 640 S. Santa Fe Project included the construction, use, and maintenance of an approximately 107,224 square-foot and the proposed construction of an approximately 107,224 square-foot, four-story commercial office building with two levels of subterranean parking and surface parking ("Approved Project"). The Current Baseline will describe existing environmental conditions, which include the four-story,107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking and a surface parking lot. Thus, the Original Baseline analysis evaluates the environmental impacts of the Approved Project plus the Project. The Project and Approved Project together are conservatively analyzed against the Original Baseline to measure the combined impacts against the physical conditions of the Project Site prior to the Approved Project, the Original Baseline. The Project is then analyzed against the conditions of the existing conditions that exist today, the Current Baseline. With respect to the Project's consistency with the applicable plans/policies and ordinances addressed herein, the analysis is primarily based on the design and buildout of the Project. In cases where the Project's consistency analysis is based on a comparison of the existing conditions, the analysis addresses both the Original Baseline and Current Baseline, as applicable.

In this Transportation Assessment the Project is the 655 Mesquit Project, and the Combined Project is the 640 Santa Fe Project and the 655 Mesquit Project.

APPENDIX L

Land Use Plans/Policies Consistency Analysis Tables

This Appendix evaluates the Project's potential impacts relative to conflicts with policies, plans, or ordinances adopted specifically to mitigate or avoid an environmental impact. This Appendix identifies the various elements and policies of the City of Los Angeles General Plan, and other applicable plans/policies and ordinances including:

1. Los Angeles General Plan Framework Element
2. Central City North Community Plan
3. Applicable Specific Plans
    a. River Improvement Overlay District (ZI-2358)
    b. Enterprise Zone/Employment and Economic Incentive Program Area (EZ)
    c. Industrial Land Use Policy
4. Los Angeles Mobility Plan 2035
5. Plan for Healthy Los Angeles,
6. LAMC Section 12.21 A.16 Bicycle Parking Requirements,
7. LAMC Section 12.26 J Transportation Demand Management Ordinance,
8. Vision Zero Action Plan,
9. Vision Zero Corridor Plans, and the
10. Citywide Design Guidelines.

These tables provide a consistency analysis with respect to how the Project conforms to said plans.

The IS/MND conservatively analyzes the Project utilizing the two environmental baselines, referenced as the Original Baseline and Current Baseline. The Original Baseline describes the environmental conditions that originally existed beginning at the time of submittal of Case No. ENV-2016-3860-CE (referred to as the 640 S. Santa Fe Project or 640 S. Santa Fe building). At that time the Project Site was improved with a 36,958 square-foot cold storage warehouse and associated surface parking. The 640 S. Santa Fe Project included the construction, use, and

maintenance of an approximately 107,224 square-foot and the proposed construction of an approximately 107,224 square-foot, four-story commercial office building with two levels of subterranean parking and surface parking ("Approved Project"). The Current Baseline will describe existing environmental conditions, which include the four-story,107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking and a surface parking lot. Thus, the Original Baseline analysis evaluates the environmental impacts of the Approved Project plus the Project. The Project and Approved Project together are conservatively analyzed against the Original Baseline to measure the combined impacts against the physical conditions of the Project Site prior to the Approved Project, the Original Baseline. The Project is then analyzed against the conditions of the existing conditions that exist today, the Current Baseline. With respect to the Project's consistency with the applicable plans/policies and ordinances addressed herein, the analysis is primarily based on the design and buildout of the Project. In cases where the Project's consistency analysis is based on a comparison of the existing conditions, the analysis addresses both the Original Baseline and Current Baseline, as applicable.

(1) City of Los Angeles General Plan Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Central City North Community Plan provide growth projections and Community Plan Area ("CPA") capacity, respectively, for the year 2010. The Central City North Community Plan recognizes that population, jobs, and housing within the CPA could grow more quickly, or more slowly, than anticipated, depending on economic trends.

Table 1, below, includes the consistency analysis with the Framework Element's goals, objectives, and policies relevant to the Project.

Table 1
Project Consistency with Applicable Objectives and Policies of the Framework Element

Objective / Policy	Project Consistency Analysis
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural	**No Conflict.** The Project would redevelop the eastern half of the Project Site currently improved as a surface parking lot for the 640 S. Santa Fe building with a 14-story mixed-use office and ground floor commercial building, with 184,629 square feet of creative proposed office space and 4,325 square feet of ground floor commercial retail and restaurant uses that would front Mesquit Street

Objective / Policy	Project Consistency Analysis
resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.	and Jesse Street. As compared to the Original and Current Baseline Conditions, the Project would provide new office and commercial uses, and thus employment opportunities as well as new customers, to the surrounding existing businesses. This would aid in improving the economic viability of the surrounding industrial area which is home to other office, commercial, retail, and some residential land uses. Thus, development of the Project would help to economically revitalize what would otherwise be an underutilized surface parking lot. Therefore, the Project would contribute to these long-term goals and would not be in conflict with this Goal. Further, compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation.
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**No Conflict.** The Project proposes to construct a 14-story mixed-use office and ground floor commercial retail and restaurant building that would provide and accommodate creative office space and commercial retail uses that would support the needs of the City's existing and future residents, businesses, and visitors to the Central City North area of the City. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.	**No Conflict.** The Project is located on an infill lot that is already adequately served by public infrastructure. The Project Site is readily accessed via Santa Fe Avenue and Mesquit Street and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, and recreation/parks). Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**No Conflict.** The Project, which is located in a High Quality Transit Area as defined by CEQA, would develop new office and commercial uses in walking distance to numerous services, retail, commercial, and residential areas. As previously discussed, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less and would provide bicycle parking for employees and patrons on-site, in addition to being within walking distance (one-half

Objective / Policy	Project Consistency Analysis
	mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. Thus, as compared to the Original and Current Baseline Conditions, both the location and the design of the Project would encourage a variety of transportation options, such as walking, biking, bus transit, and potentially rail. As such, this diversity of transit options near the Project Site would facilitate a reduction of vehicular trips, vehicle miles traveled, and air pollution. The Project would, therefore, not conflict with this Objective.
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.	**No Conflict.** As previously mentioned, the Project would develop new office and commercial uses in walking distance to numerous services, including retail, restaurant, and other commercial uses. In addition, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Project would provide on-site bicycle parking for both employees and patrons to further promote the use of biking. Therefore, As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**No Conflict.** The Project would provide new office space and commercial uses on what would otherwise be an underutilized surface parking lot. The introduction of new, creative office space and commercial uses would enhance the character of the surrounding industrial, office, and commercial uses in the Project vicinity. The Project would also be designed to complement and provide continuity with the adjacent 640 S. Santa Fe building on the western half of the Project Site. With the requested General Plan Amendment and Height District Change, the Project's proposed uses would be allowed. The Project would develop the eastern half of the Project Site in a manner that would be visually compatible with the surrounding industrial, commercial, and office uses and in compliance with the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), and the Los Angeles River Design Guidelines. Therefore, as compared

Objective / Policy	Project Consistency Analysis
	to the Original and Current Baseline Conditions, the Project would enhance the character of the surrounding industrial, commercial, and office area and be consistent with this Policy.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**No Conflict.** As discussed below in response to Checklist Question XIV a) Population and Housing, the Project's estimated future employment and population growth would be consistent with SCAG's future employment and population growth projections for the City of Los Angeles, including transportation, utility infrastructure, and public services. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not be in conflict with this Objective.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	**No Conflict.** As stated above, the Project would redevelop the eastern half of the Project Site currently improved with a surface parking lot for the 640 S. Santa Fe building with a 14-story mixed-use office and ground floor commercial building, which would provide employment opportunities as well as new customers, to the surrounding existing businesses. The Project Site is situated nearly equidistant between 6th Street and 7th Street, which have multiple bus stop locations, some with peak service intervals of 15 minutes or less into and out of Downtown Los Angeles and the greater Los Angeles region beyond. Therefore, the Project would encourage new office and commercial uses along adjoining transit corridors/boulevards while helping to sustain existing office, commercial, and industrial economic activity in the Project area. Therefore, as compared to the Original and Current Baseline Conditions, Project would not conflict with this Objective.
Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	**No Conflict.** The Project would promote a pedestrian-oriented environment by providing active ground floor commercial uses that would provide new foot traffic for the surrounding retail, restaurant, and commercial uses. The Project's building's design would also complement and provide continuity with the adjacent 640 S. Santa Fe building on the western half of the Project Site, which will provide ground floor commercial uses. Previously existing curb cuts on Jesse Street and Santa Fe Avenue have been removed for the 640 S. Santa Fe building. In conjunction with the 640 S. Santa Fe project, access to the Project would be provided by a driveway along the northern property

Objective / Policy	Project Consistency Analysis
	like abutting the LADWP substation where cars may enter and exit from both Mesquit Street and Santa Fe Avenue. This would limit and control vehicular movement into the Project Site and help create a more continuous sidewalk to minimize pedestrian-vehicle conflict. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level of the Project is proposed to function as a flexible community and event space when not in use for parking, such as farmer's markets and flea markets, thus providing local identity, commercial activity, and supporting Los Angeles's neighborhoods. Thus, as compared to the Original and Current Baseline Conditions, the Project would enhance pedestrian activity in the area, especially within the local Central City North area, and would not conflict with this Goal.
Policy 3.8.4: Enhance pedestrian activity by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	**No Conflict.** As discussed above, the Project would promote a pedestrian-oriented environment by providing active ground floor commercial uses that would front Mesquit Street and Jesse Street and complement the ground floor commercial uses being developed for the 640 S. Santa Fe building. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level of the Project is proposed to function as a flexible community and event space when not in use for parking and could be used for events such as farmer's markets and flea markets, thus enhancing pedestrian activity by design. Furthermore, compliance with the Commercial Citywide Design Guidelines and coordination with the Department of City Planning would ensure the Project would be attractively designed and landscaped. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	**No Conflict.** The Project is an infill development in a High Quality Transit Area as defined by CEQA. The Project area is served by bus lines with peak commute service intervals of 15 minutes or less. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options, which would be effective in reducing Project vehicle trips, vehicle miles traveled, and air

Objective / Policy	Project Consistency Analysis
	pollution. The Project would be a smart growth, infill development adjacent to transit corridors like 6th Street and 7th Street and would function as an office and commercial center in similarity to other office and commercial uses adjacent to and in the vicinity of the Project. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	**No Conflict.** As discussed above, the Project would place new office and ground floor commercial uses in a transit-rich area, as the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The Project Site's proximity to bus routes and in walking distance to services, retail stores, restaurants, and commercial uses would promote a pedestrian-friendly environment. The location of the Project would promote the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options, in addition to the Project Site being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. The Project would also foster pedestrian activity by complementing and providing continuity with the adjacent ground floor commercial uses of 640 S. Santa Fe on the western half of the Project Site. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level is proposed to function as a flexible community and event space when not in use for parking and could be used for events such as farmer's markets and flea markets, thus focusing on activity for and investment in the community. Furthermore, compliance with the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), the Los Angeles River Design Guidelines, and coordination with the Department of City Planning would ensure the Project would be attractively designed and landscaped, which would encourage further pedestrian activity. Therefore, as compared to the Original and Current Baseline

Objective / Policy	Project Consistency Analysis
	Conditions, the Project would not conflict with this Objective.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**No Conflict.** The Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial retail and restaurant building that would provide new creative office space and commercial uses in the City, thus helping to sustain economic growth in the area to meet the needs of residents, businesses, and visitors. The Project Site is also directly served by multiple buses (refer to Section 3, Project Description, for description of public transportation serving the Project Site and Figure 3.1, Project Location Map, for the locations). The Project Site is also within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. The Project would implement the following features to reduce energy demands and assure maximum environmental quality: proximity to mass transit, in-fill smart growth, and resource conservation. The Project would also implement project design features, regulatory compliance measures, and mitigation measures as applicable to assure maximum feasible environmental quality. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	**No Conflict.** Development of the Project would encourage new commercial development in proximity to bus transit corridors and stations. As previously discussed, the Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial retail and restaurant building with two levels of subterranean parking and five parking levels above grade. The Project Site is located in an area directly served by bus lines with peak commute service intervals of 15 minutes or less along 7th Street and Alameda Street, in addition to being within walking distance (one-half mile) of two proposed Metro stations for a Red Line/Purple Line extension. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.

Objective / Policy	Project Consistency Analysis
Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.	**No Conflict.** Development of the Project would concentrate new office development in close proximity to mass transit. As previously discussed, the Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial building. The Project Site is located in an area directly served by bus lines with peak commute service intervals of 15 minutes or less along 7th Street and Alameda Street, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Source: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996.	

(2) Central City North Community Plan

The Project Site is located within the Central City North Community Plan area. Therefore, all development activity on-site is subject to the land use goals, objectives, and policies of the Central City North Community Plan ("Community Plan"). The Project Site has a General Plan land use designation of Heavy Manufacturing. An analysis of the Project's consistency with the applicable objectives and policies of the Central City North Community Plan is presented in Table 2, below.

Table 2
Project Consistency with Applicable Objectives and Policies of the
Central City North Community Plan Land Use Element for Commercial Land Uses

Objective / Policy	Project Consistency Analysis
Commercial	
Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.	**No Conflict.** The Project would provide new ground floor commercial uses in an area that provides commercial retail and restaurant uses in the surrounding Project vicinity. The Project would also complement the adjacent ground floor commercial uses of 640 S. Santa Fe, on the western half of the Project Site. The Project would consist of a mixed-use office and commercial development, which would provide additional commercial services to the area and additional foot traffic for the surrounding commercial uses. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.	**No Conflict.** The Project would expand commercial uses by constructing ground floor commercial fronting Jesse Street and Mesquit Street. Santa Fe Avenue, which borders the Project to the west, and 7th Street, which is located 670 feet south, contain a variety of shopping centers and commercial uses. As such, the Project would be located in close proximity to existing commercial areas with shopping centers. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.	**No Conflict.** The Project would consist of a mixed-use office and ground floor commercial building in an area with industrial, commercial, office, retail, and some residential uses. The Project does not contain any residential components. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	**No Conflict.** Existing neighborhood stores and commercial retail and restaurant businesses supporting the local needs of the residents and industrial uses exist in the Project vicinity along 7th Street, Santa Fe Avenue, Mateo Street, and Alameda Street. The Project would complement the neighborhood with the development of additional ground floor commercial retail and restaurant space that would support and maintain the viability of neighborhood stores and

	businesses. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.	**No Conflict.** The Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial building with two levels of subterranean parking and five levels of parking above grade. The proposed building would be designed in cooperation with the Los Angeles Department of City Planning and compliant with the Commercial Citywide Design Guidelines and the Central City North Community Plan (including Chapter V Urban Design) to achieve a high level of quality that is compatible with the existing neighborhood and maintains its distinctive character. Further, the Project Site is located within the RIO District, which provides further design and landscaping guidelines, as required by LAMC Section 13.17. As compared to the Original and Current Baseline Conditions, the Project would not conflict with these plans, and as such, would not conflict with this Policy.
Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.	**No Conflict.** The Project would consist of a mixed-use office and commercial development, which would provide additional foot traffic for the surrounding commercial uses along 7th Street and Santa Fe Avenue, in addition to complementing the ground floor commercial uses on the western half of the Project Site for the 640 S. Santa Fe project. Thus, the Project would strengthen the economic base and expand market opportunities in the Central City North Community. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.	**No Conflict.** As compared to the Original and Current Baseline Conditions, the Project would enhance existing pedestrian street activity by providing ground floor commercial that would both enhance the existing pedestrian street activity of other commercial businesses in the vicinity along Santa Fe Avenue, 7th Street and Mesquit Street. As compared to the Current Baseline Conditions the Project would complement the adjacent ground floor commercial uses of the 640 S. Santa Fe project on the western half of the Project Site. These first-floor commercial retail and restaurant uses would enhance pedestrian usage of the

	Project Site. Further, coordination with the Department of City Planning regarding design and landscaping would ensure that the Project would not conflict with this Policy.
Policy 2-2.3: Require that the first-floor street frontage of structures, including mixed use project and parking structures located in pedestrian oriented districts, incorporate commercial uses.	**No Conflict.** As mentioned above, the commercial spaces on the ground level would front Mesquit Street and Jesse Street. These commercial uses would strengthen the pedestrian areas in the vicinity of the Project Site. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-3: To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.	**No Conflict.** The Project would place office and commercial uses in a High Quality Transit Area. The Project Site is located within multiple bus routes. The Project Site's location near mass transit and in walking distance to services, retail stores, and restaurants promotes a pedestrian-friendly environment. The Project is an infill development in a location that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation, in addition to providing code compliant bicycle parking for both employees and patrons, all of which would help to reduce vehicular trips and congestion. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-3.4: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented areas incorporate commercial uses.	**No Conflict.** As mentioned above, the commercial retail and restaurant spaces on the ground level would front Mesquit Street and Jesse Street. These commercial uses would strengthen the pedestrian areas in the vicinity of the Project Site. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Objective 2-4: To enhance the appearance of commercial districts.	**No Conflict.** The Project would revitalize an existing surface parking lot with a mixed-use office and commercial development in an area dominated by industrial and commercial uses. The Project would be designed and developed with the guidance of City Planning Staff and other necessary City departments. Additionally, the Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site, such as the Central City North Community Plan (including Chapter V Urban Design), the LAMC, RIO District design requirements, and the Commercial Citywide Design Guidelines. As compared to the Original

	and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.	**No Conflict.** The Project would be placing office and commercial uses in an area highly developed with industrial, commercial, and office uses. The Project would be designed and developed with the guidance of City Planning Staff and other necessary City departments. Additionally, the Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site, such as the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), the LAMC, and the RIO District design requirements. As such, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.2: Preserve community character, scale, and architectural diversity.	**No Conflict.** The Project would preserve and enhance community character by constructing an office and commercial project that would support and complement the existing industrial, office, and commercial buildings in the area. The Project would visually enhance the Project Site, which is currently occupied by a surface parking lot and the 640 S. Santa Fe project, a four-story project with mixed-use office with ground floor commercial uses on the western half of the Project Site. The Project's design would be consistent with the design guidelines of the Central City North Community Plan (including Chapter V Urban Design), the Commercial Citywide Design Guidelines, RIO District design requirements, and the LAMC. As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.	**No Conflict.** The Project would provide parking on-site in two subterranean levels and five levels above grade. Access to the two levels of subterranean parking would be provided by a shared ramp with 640 S. Santa Fe, and access to the remaining five levels of parking above grade would be provided by an interior ramp within the Project building. Vehicular access to the Project Site would be limited to a driveway on the northern property line of the Project Site that abuts the LADWP substation, where cars may enter and exit from Mesquit Street and Santa Fe Avenue. The remaining sidewalk space of the Project Site would provide continuous, uninterrupted access to the

	Project building and the640 S. Santa Fe building, which would help to reduce pedestrian-vehicle conflict, improve safety, and enhance pedestrian circulation. As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2-4.4: Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.	**No Conflict.** The Project would enhance views of the Project Site and views of Mesquit Street and Jesse Street with a well-designed and landscaped project. The Project would provide a total of 15,547 square feet of open space, including 12,261 square feet of ground floor hardscape (641 square feet of which would be permeable pavement) and 3,286 square feet of ground floor landscaped area. Additionally, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden. A total of 20 trees would be planted on the Development Site for the Project in accordance with the Los Angeles Urban Forestry Division requirements, including 13 ground level trees planted along Mesquit Street and Jesse Street and 7 trees located on the rooftop garden (see Figure 3.17 and 3.18). As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Source: City of Los Angeles, Land Use and Planning Element, Central City North Community Plan, December 15, 2000. *Parker Environmental Consultants, 2020.*	

(3) Consistency with Specific Plans

(a) River Improvement Overlay District (ZI-2358)

Table 3a
Project Consistency Analysis with Applicable Objectives of the RIO Ordinance 183,145

Regulation	Project Consistency Analysis
Subsection F: Development Regulations	
F.1: Landscaping shall conform to the following regulations: 75 percent of any Project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. This requirement is for new landscaping only	**No Conflict.** The Project would provide approximately 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden area. The Project would provide at least 75 percent of these proposed landscaped open

and does not apply to existing landscaping.	space areas with California native species or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. As compared to the Original and Current Baseline Conditions, the Project would not conflict with this Regulation.
F.2 Screening/Fencing (a) Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exists to a loading area or parking facility, and shall consist of one or a combination of the following: (i) A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen; or (ii) A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least 4 feet and not more than 6 feet in height. (b) Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment. (c) Exterior trash enclosures shall: (i) Be designed to complement the primary building with a wall height that exceeds the disposal unit it is	**No Conflict.** The Project would provide an approximately 1,200 square-foot loading area located on the interior of the ground floor of the northern section of the proposed building (see Figure 3.8, Ground Floor Plan). This would be screened from the abutting public right-of-way by the fire control room and exterior bicycle parking adjacent to the sidewalk on Mesquit Street. The view of drivers entering or leaving the loading area inside the building would not be obstructed, nor would the view of drivers be obstructed as they enter or exit from the off-street driveway entrance located along the northern property line of the Project Site that abuts the LADWP substation. Proper placement of 5-foot in width landscaped strips on either side of the off-street driveway entrance into the parking structure and loading zone inside would ensure that parking and loading is sufficiently screened to the degree of compliance with this Regulation (see Figure 3.8 Ground Floor Plan). All electrical transformers, mechanical equipment, water meters, and other equipment would be either be located inside the proposed building or screened in accordance with subsection (b) regulations. Likewise, the dedicated trash enclosure located along the northern border of the Project building would be designed in compliance with the requirements of subsection (c). Thus, the Project would not conflict with this Regulation.

designed to contain by at least 18 inches; (ii) Have a solid roof to deter birds and block view from adjacent properties; (iii) Have solid metal doors that accommodate a lock and remain closed when not in use; and (iv) Not be constructed of chain link or wood. With the exception of single-family homes, all projects facing a street that crosses the river or terminates at the river or a river frontage road shall have all fences within the front or side yards visible from said street consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines.	
F.3 Exterior Lighting (1) All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down). (1) Allow low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a), above.	**No Conflict.** The Project would provide exterior lighting features consisting of low-level illuminated pedestrian walkways and lighting within common open space areas, parking areas, and the outdoor paseo and open air pass through. Lighting would meet the requirements of this Regulation and be designed and installed with shielding to reduce glare on neighboring properties. Therefore, the Project would not conflict with this Regulation.
Source: City of Los Angeles, Department of City Planning, River Improvement Overlay Ordinance 183,145, effective August 20, 2014.	

(b) East Los Angeles State Enterprise Zone (ZI-2129)

Table 3b
Project Consistency Analysis with the Enterprise Zone/Employment and Economic Incentive Program Area ("EZ")

Objective	Project Consistency Analysis
Reduced Parking Ratio	
Except for the Downtown Business District parking area described in Section 12.21A4(i), projects within EZs, as listed in Section 12.21A4(x)(3), may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small.	**No Conflict.** Pursuant to LAMC Section 12.21 A.4(x)(3)(6), the Project would utilize a lower parking ratio of two vehicle parking spaces for every one thousand square feet of combined gross floor area of its commercial and office uses. As shown in the IS/MND, a breakdown of 184,629 square feet of office space and 4,325 square feet of commercial space was used to calculate a total of 379 required vehicle parking spaces. An additional 54 vehicle parking spaces were added to account for the 54 parking spaces that would be displaced when the Project would redevelop the surface parking lot that currently exists as the Development Site, thereby increasing the total to 433 required vehicle parking spaces. Thus, the Project would utilize the lower parking ratio of this Ordinance. As shown in Table 3.3 of the IS/MND, required parking would be reduced pursuant to LAMC 12.21 A.4, which states that for a non-residential building, up to 20 percent of LAMC required vehicle parking may be reduced and replaced with bicycle parking at a ratio of one vehicle space removed for every 4 bicycle parking spaces added. A total of 36 vehicle parking spaces were replaced with bicycle parking, decreasing the total required amount of vehicle parking spaces to 397. As such, the Project would not conflict with this Ordinance.
Source: City of Los Angeles, Department of City Planning, Enterprise Zone/Employment and Economic Incentive Program Area ("EZ"), Shown as "State Enterprise Zone" on ZIMAS.	

(c) Industrial Land Use Policy

Table 3c
Project Consistency Analysis with the Industrial Land Use Policy

Objective	Project Consistency Analysis
ILUP Memorandum – A. Land Use and Zoning Determinations	
A. Land Use and Zoning Determinations 1. **"Employment Protection Districts"** – Areas where industrial zoning should be maintained, and where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project proposes office and ground floor commercial uses and does not propose residential uses. The Project would maintain its Heavy Industrial Zone of M3 and would only change the Height District from No. 1 to No. 2, thus modifying the zoning code from M3-1-RIO to M3-2-RIO to allow for an increase in FAR from 1.5:1 to a proposed 4.5:1, which would allow the Project's proposed 4.3:1 FAR. Thus, as compared to the Original and Current Baseline Conditions, the Project's industrial zoning would remain consistent with the Central City North Community Plan. Therefore, the Project would not conflict with this Land Use and Zoning Determination.
ILUP Attachment A – Geographically Specific Directions Central City North – Alameda: Analysis Area 5 (Map)	
Staff Directions: Preserve industrial zoning consistent with Central City North Community Plan; allow industrial and ancillary commercial uses only.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project proposes office and ground floor commercial uses. The Project would preserve its existing Heavy Industrial Zone of M3, consistent with the Central City North Community Plan. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Staff Direction.
ILUP Alameda Preliminary Staff Recommendation Map for Analysis Area 5 (sub portion of Area 3)	
Preliminary Recommendations: Preserve industrial zoning consistent with current Central City North Community Plan; allow industrial and ancillary commercial uses only. Identify and implement infrastructure plans and investment strategies to facilitate industrial uses. No new residential uses; existing residential may remain.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project would preserve the existing Heavy Industrial Zone M3 consistent with the Central City North Community Plan. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Recommendation.
Source: City of Los Angeles, Department of City Planning, Industrial Land Use Policy, January 3, 2008.	

Objective	Project Consistency Analysis

(4) Consistency with Los Angeles Mobility Plan 2035

Table 4
City of Los Angeles Mobility Plan Consistency Analysis

Mobility Plan Key Goals	Project Consistency Analysis
Goal 1: Safety First: Crashes, speed, protection, security, safety education, and enforcement.	**No Conflict.** The Project would not include unusual or hazardous design features. Primary vehicular access to the Project Site would be provided via a driveway on the northern property line that abuts the LADWP substation where cars may enter and exit from Mesquit Street and Santa Fe Avenue. The Project does not include any hazardous design features which could impede emergency access. The Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not substantially increase hazards due to design features, or incompatible uses, and would not hinder this Goal.
Policy 1.1 Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**No Conflict.** Vehicle access to the Project Site would be limited to one driveway along the northern border of the property line that abuts the LADWP substation, where cars may enter and exit from Mesquit Street and Santa Fe Avenue. This minimizes the number of curb cuts into the Project Site to two and would allow the remaining sidewalk surrounding the Project Site to maintain a continuous, uninterrupted pathway for pedestrians. Restricting vehicle access helps serve to minimize any potential pedestrian-vehicle conflict and increases pedestrian safety. The Project would also provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, which would also further this policy in encouraging and providing space for nonmotorized forms of transportation. As compared to the Original

Mobility Plan Key Goals	Project Consistency Analysis
	and Current Baseline Conditions, the project would not conflict with this Policy.
Policy 1.6 Multi-Modal Detour Facilities: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**No Conflict.** Prior to construction activities, the Project would submit a Project Construction Management Plan to be approved by LADOT. This plan will detail the measures during construction related to designated haul routes and staging areas, traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS), as needed, to minimize the impact of construction traffic to congested roadways and residential streets. This will ensure that construction related activities would not significantly affect roadway user circulation in and around the Project Site while under construction. As such, the Project would not conflict with this Policy.
Goal 2: World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	**No Conflict.** This goal is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of on-site bike parking promotes a variety of transportation options. Thus, the Project would promote this Goal.
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.	**No Conflict.** The Project would facilitate pedestrian flow and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would provide planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and trees located along the perimeter of the building and at the street curb. Further, the Project would restrict vehicular access to the Project Site by providing one driveway along

Mobility Plan Key Goals	Project Consistency Analysis
	the northern border of the property line that abuts the LADWP substation, thus limiting the curb cuts on the Project Site to two and leaving the remaining sidewalk to provide a continuous, uninterrupted pathway for pedestrian access. This would serve to minimize any potential for vehicle-pedestrian conflict. Thus, the Project would not conflict with this Policy.
Policy 2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	**No Conflict.** The Project would provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces on-site. Thus, the Project would provide designated bicycle parking space and contribute to the City's policy goals in encouraging bicycle transportation and circulation. Therefore, the Project would not conflict with this Policy.
Policy 2.10 Loading Areas: Facilitate the provision of adequate on and off-street loading areas.	**No Conflict.** The Project would provide a ground floor 1,200 square-foot loading and unloading zone strategically located in the interior of the building, thus accommodating the delivery and unloading of goods for the proposed commercial uses internally within the Project building, which would minimize impacts of delivery trucks having to unload on the street or block the right-of-way. Therefore, the Project would not conflict with this Policy.
Goal 3: Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	**No Conflict.** The Project Site is located in a highly urbanized Arts District area of the City of Los Angeles. The Project would develop new office and commercial uses in walking distance to services, retail, restaurants, and commercial uses. The Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options for Angelenos, in addition to the Project Site being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Therefore, both the location and design of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
Policy 3.1 Access for All: Recognize all	**No Conflict.** The Project would be designed

Mobility Plan Key Goals	Project Consistency Analysis
modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	to facilitate pedestrian circulation and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would be designed to facilitate bicycle travel by providing a total of 146 bicycle parking spaces on-site, provided on the ground floor and in the parking garage. The Project would accommodate vehicular travel by providing code-compliant vehicular parking space and access on-site via one full-access driveway where cars may enter and exit from either Mesquit Street or Santa Fe Avenue, and where they may park on-site in an interior parking garage. Thus, the Project would not conflict with this Policy.
Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**No Conflict.** As previously stated, the Project would provide a total of 146 bicycle parking spaces, including 51 short-term and 95 long-term spaces, which would be located on the ground floor and in the secure parking garage of the Project building. Thus, the Project would not conflict with this Policy.
Goal 4: Collaboration, Communication and Informed Choices: Real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and database management.	**No Conflict.** This policy is oriented towards the City in providing real time information at all major transit stations and providing informed wayfinding and communication with regional transportation agencies. While it does not pertain to individual development projects, the Project would not be in conflict with this Goal.
Policy 4.8 Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** The Project would implement a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). As such, the Project's TDM Program would further promote a reduction in vehicle miles traveled and serve to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Thus, the Project would not conflict with this Policy.
Goal 5: Clean Environments and Healthy	**No Conflict.** The Project is located in a High

Mobility Plan Key Goals	Project Consistency Analysis
Communities: Environment, public health, clean air, clean fuels and fleets.	Quality Transit Area and would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Project would promote clean fuels by complying with the LAMC's requirement by providing 120 parking spaces that have Electric Vehicle charging stations. As discussed further in IS/MND Sections III. Air Quality, VI Energy Use, and VII Greenhouse Gas Emissions, operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would not conflict with this Goal.
Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.	**No Conflict.** As stated previously, the Project would facilitate a more sustainable transportation system that promotes environmental and public health through its design: the Project would facilitate pedestrian circulation and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would facilitate bicycle travel by providing a total of 146 bicycle parking spaces on-site, provided on the ground floor and in the parking garage. Additionally, the Project is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Thus, the Project would not conflict with this Policy.
Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict.** The Project would support ways to reduce vehicle miles traveled per capita by implementing a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). As shown in the DOT VMT Calculation worksheets, the Project under the Original Baseline Conditions

Mobility Plan Key Goals	Project Consistency Analysis
	with mitigation would generate 7.2 work VMT per employee. Under the Current Baseline Conditions with mitigation, the Project would generate 7.5 work VMT per employee. With incorporation of the TDM Program, the Project's work-related VMT impacts would be reduced to less than significant levels. As such, both the Project's design and TDM Program would further promote a reduction in vehicle miles traveled and serve to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Sources: City of Los Angeles General Plan, Mobility Plan 2035, September 7, 2016.	

(5) Plan for Healthy Los Angeles

Table 5
Plan for Healthy Los Angeles Consistency Analysis

Applicable Goal/Objective/Policy	Project Consistency Analysis
Chapter 1: Los Angeles, a Leader in Health and Equity	
Policy 1.3 Prevention: Promote healthy communities by focusing on prevention, interventions, and by addressing the root causes of health disparities and inequities in Los Angeles.	**No Conflict.** This Policy is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would be within walking distance to several Major Transit Stops and services, retail stores, and employment opportunities in the vicinity, in addition to providing code-compliant bicycle parking for both employees and patrons, all of which would promote a variety of transportation options. The Project would also enhance pedestrian activity and circulation around the Project Site by providing ground floor commercial uses fronting Jesse Street and Mesquit Street, which would complement adjacent ground floor commercial uses of the 640 S. Santa Fe building on the western half of the Project Site. These first-floor commercial areas would help increase pedestrian usage and increase street level activity. The Project would provide

Applicable Goal/Objective/Policy	Project Consistency Analysis
	approximately 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided in a roof deck as a rooftop garden area for tenants of the building. Further, the top parking level, (level 6), is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, the use of which would create additional open space on-site. Thus, the Project would help further the goals of this Policy of improving access to opportunities for physical activity and recreation and provide a cleaner, healthier environment and would not conflict with this Policy.
Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**No Conflict.** This Policy is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would help further the goals of this Policy by revitalizing and redeveloping a surface parking lot into a 14-story office and ground floor commercial building, which would bring new office and commercial uses in walking distance to other services, retail, restaurants, office, and commercial uses in the vicinity. As stated previously, pedestrian circulation and street-level activity would be increased on-site, and approximately 15,547 square feet of open space would be provided, in addition to 3,685 square feet of rooftop garden open space uses for office tenants. The top parking level, (level 6), is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' and meeting space. The Project's location within walking distance to several Major Transit Stops and the proposed code-compliant bicycle parking on-site would add to the diversity of transit options of the area and allow patrons, employees, and visitors to utilize multiple modes of transportation to reach the Project Site. Thus, the design, location, and use of the Project would help to foster a built environment that promotes health and well-being and would not conflict

Applicable Goal/Objective/Policy	Project Consistency Analysis
	with this Policy.
Chapter 2: A City Built for Health	
Objective 2.2: Decrease the average annual rate of motor vehicle collisions with pedestrians per 10,000 residents so that no Community Plan Area has a rate higher than 7 collisions per 10,000 residents (currently citywide average)	**No Conflict.** This Objective is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would help further the goals of this Policy by complying with all applicable design standards for driveways and providing accessible sidewalks to minimize the potential for vehicle pedestrian conflicts around the Project Site. As discussed in further detail below (see Subheading 6. Vision Zero Action Plan), 6th Street (between Mateo Street and Alameda Street) and 7th Street (west of Mateo Street) are identified as part of the High Injury Network in the Vision Zero Action Plan. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with this Objective.
Objective 2.3: Decrease the average annual rate of motor vehicle collisions with bicyclists per 10,000 residents so that no Community Plan Area has a rate higher than 3 collisions per 10,000 residents (currently citywide average).	**No Conflict.** This Objective is directed toward City goals and is not specifically applicable to the Project. As discussed in greater detail under Subheading 6. Vision Zero Action Plan, below, LADOT is implementing a program called Vision Zero Los Angeles as a citywide effort to eliminate traffic deaths in the City by 2025. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with this Objective.
Objective 2.5: Increase the number of underutilized spaces (easements, parkways, vacant lots and spaces, vacated railways, and similar) that are repurposed for health-promoting activities in low-income communities.	**No Conflict.** The Project would revitalize a surface parking lot into a 14-story office and ground floor commercial building. The top parking level is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space. As stated previously, the repurpose and revitalization of the existing surface parking lot into an office and ground floor commercial building would increase pedestrian circulation and street-

Applicable Goal/Objective/Policy	Project Consistency Analysis
	level activity on-site, and approximately 15,547 square feet of open space would be provided, in addition to 3,685 square feet of rooftop garden open space uses for office tenants. Thus, the Project would repurpose an underutilized space to strengthen the economic base of the area while also designing and providing for increases in street level activity, community event space, and ample open space to be utilized by residents, employees, and patrons of the area. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 2.2 Healthy building design and construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	**No Conflict.** The Project would revitalize an existing surface parking lot into a 14-story office and ground floor commercial building. The design of the Project building would be articulated through alternating balconies, panels, and windows to break up the mass and scale, and entrances would be recessed from the street to allow for wider sidewalks and greater street-level activation. The proposed ground floor commercial uses adjacent to the ground floor commercial uses of the 640 S. Santa Fe building would further enhance pedestrian-oriented circulation within and throughout the Project Site and vicinity, as would the proposed pedestrian paseo and open air pass through. Approximately 15,547 square feet of open space would be included on-site in the form of a paseo, recessed building entrances, and an open-air pass through that bisects the proposed building on the ground floor. The Project Site would be landscaped with planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and a total of 20 trees. In addition to this, approximately 3,685 square feet of open space would be provided on the roof deck as a rooftop garden for office tenants. Compliance with the LAPD's Crime Prevention through Environmental Design guidelines would ensure that exterior lighting features on-site would increase pedestrian safety. Further compliance with the LAMC, the Central City North Community Plan (including Chapter V, Urban Design), the Los

Applicable Goal/Objective/Policy	Project Consistency Analysis
	Angeles River Design Guidelines, and the Commercial Citywide Design Guidelines would ensure that the Project's building design and construction would not conflict with this Policy.
Policy 2.6 Repurpose underutilized spaces for health: Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.	**No Conflict.** A compared to the Original Baseline conditions the Project plus 640 S. Santa Fe Project would revitalize a vacant cold storage warehouse building and redevelop the Project Site with new office and commercial retail uses. Under the current Base line conditions, the Project would repurpose an existing surface parking lot into a 14-story office and ground floor commercial building, which would help to increase the commercial vitality of the area and complement the 4-story office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site. The Project would include approximately 15,547 square feet of open space in the form of a paseo, recessed building entrances, and an open-air pass through that bisects the proposed building. The Project Site would be landscaped with planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and a total of 20 trees. In addition to this, approximately 3,685 square feet of open space would be provided on the roof deck as a rooftop garden for office tenants. The top parking level is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space. The Project's location within walking distance to several Major Transit Stops and proposed code-compliant bicycle parking on-site would add to the diversity of transit options of the area and allow residents, patrons, employees, and visitors to utilize multiple modes of transportation to reach the Project Site. Thus, the design, location, and use of the Project would help to foster uses that support community health and well-being. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Policy 2.10 Social connectedness:	**No Conflict.** As stated previously, the Project

Applicable Goal/Objective/Policy	Project Consistency Analysis
Acknowledge the mental and physical health benefits of social connectedness by promoting and valuing public spaces, social interaction, relationship building, and resilience in community and urban design.	would revitalize a surface parking lot into a 14-story office and ground floor commercial building, which would increase the commercial vitality of the area and complement the 4-story office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site. These ground floor commercial uses would increase street level activity and encourage social interaction. Additionally, the top parking level of the proposed building would function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, which would further encourage social interaction and community inclusion by making it easier for people to meet, interact, and build social capital and social connectedness. Thus, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Chapter 3: Bountiful Parks and Open Spaces	
Policy 3.3 Los Angeles River: Continue to support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected parks and amenities to extend open space and recreational opportunities.	**No Conflict.** The Project is located approximately 375 feet from the Los Angeles River within the outer core of the River Improvement Overlay ("RIO") District. The Project would conform to all applicable development regulations for projects in the outer core detailed by the RIO District, as codified in LAMC Section 13.17. Compliance with LAMC Section 13.17 would ensure that the Project supports and upholds the goals of the Los Angeles River Revitalization Master Plan ("LARRMP"). Additionally, as part of Project approval, the Project is subject to the RIO District Checklist Form CP 3519 and requires RIO Administrative Clearance prior to issuance of a building permit. Thus, with approval of the RIO Administrative Clearance, the Project would be consistent with the regulations listed in LAMC Section 13.17 applicable to the Project and the goals of the LARRMP. As compared to the Original and Current Baseline Conditions, the Project would be designed in accordance with the LA River Design Guidelines, as applicable, and would not conflict with this Policy. For more

Applicable Goal/Objective/Policy	Project Consistency Analysis
	information, see Table 3a, Project Consistency Analysis with Applicable Objectives of the RIO Ordinance 183,145, below.
Chapter 4: Food that Nourishes the Body, Soul, and Environment	
Objective 4.3: Increase the number of Angelenos who live within one-mile of famers markets.	**No Conflict.** As stated previously, the top parking level of the Project building is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, which would provide a temporary source of healthy food on-site for community residents and patrons of the area. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Objective.
Policy 4.1 Land for urban agriculture and healthy food: Encourage and preserve land for urban agriculture in the city to ensure a long-term supply of locally produced healthy food, promote resiliency, green spaces, and healthy food access; increase the number of urban agriculture sites including but not limited to: community gardens, parkway gardens, urban farms and rooftop gardens in low-income and underserved areas.	**No Conflict.** As stated previously, approximately 3,685 square feet of open space would be provided on the roof deck. This space would incorporate a rooftop garden for office tenants. In addition, the Project would provide community and event space on the top parking level to be utilized when not in use for parking, such as for farmers' markets and meeting space. As such, the Project would be equipped to provide healthier food access on-site to community residents and patrons of the area and would not conflict with this Policy.
Policy 4.3 Farmers markets: Promote targeted efforts to increase access to farmers markets in neighborhoods that have reduced access to affordable, fresh, and healthy food.	**No Conflict.** As stated previously, the top parking level of the Project building is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' and meeting space, which would provide a temporary source of healthy food on-site for community residents and patrons of the area. Therefore, the Project would not conflict with this Policy.
Chapter 5: An Environment Where Life Thrives	
Policy 5.1 Air pollution and respiratory health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**No Conflict.** The Project would be a mixed-use smart growth infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops. Thus, with the proposed bicycle parking on-site, the Project would promote the use of a variety of transportation options, including walking, biking, and the use of public transportation. As discussed further in Sections III. Air Quality, VI

Applicable Goal/Objective/Policy	Project Consistency Analysis
	Energy Use, and VII, Greenhouse Gas Emissions, within the Mitigated Negative Declaration document, as compared to the Original and Current Baseline Conditions the Project would be compliant with all applicable regulatory compliance requirements regarding air quality and greenhouse gas emissions, and operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Thus, the Project would support the Policy's efforts to reduce vehicle use as a smart growth infill development in close proximity to public transit, in addition to providing code-compliant bicycle parking and a building design that would be compatible with and enhance street level activity and pedestrian access and circulation. Thus, the Project would not conflict with this Policy.
Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.	**No Conflict.** The Project is located in a predominantly zoned industrial area of the Arts District in Los Angeles. The proposed office and commercial uses on-site would be compatible with the surrounding office and commercial uses in the vicinity and would be compliant with the underlying zoning with discretionary approval. The Project does not introduce sensitive land uses such as residential housing, schools, daycares, and community facilities on-site. The Project is, however, approximately 0.43 mile west of the Hollywood Freeway (US-101), 0.48 mile west of the Santa Monica Freeway (I-10) and 0.52 mile north as it curves southward, and 0.53 mile west of the East Los Angeles Interchange, which is a junction for the I-5, I-10, US-101, and SR-60 freeways. Building construction of the Project, which is in close proximity to industrial uses and multiple freeways, would incorporate air filtration systems, landscaped open space and vegetation known to absorb pollutants, and install double-paned windows and similar strategies. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.

Applicable Goal/Objective/Policy	Project Consistency Analysis
Policy 5.7 Land use planning for public health and GHG emission reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**No Conflict.** The Project would promote the creation of land use patterns that make walking, cycling, and taking transit as viable modes of transportation to multiple destinations. The Project would be a mixed-use smart growth infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops, which would provide employees, patrons, residents, and visitors connections to the Project Site and other destinations and regional connections beyond. The Project would also provide code-compliant bicycle parking on-site and would be designed in a way that enhances street level activity and pedestrian safety and circulation throughout the Project Site, thus further encouraging alternative modes of transportation. Additionally, as discussed further in Sections III. Air Quality, VI Energy Use, and VII Greenhouse Gas Emissions, within the Mitigated Negative Declaration document, the Project would be compliant with all applicable regulatory compliance requirements regarding air quality and greenhouse gas emissions, and operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Thus, the Project would support the Policy's efforts to reduce vehicle use as a smart growth infill development in close proximity to public transit, in addition to providing code-compliant bicycle parking and a building design that would be compatible with and enhance street level activity, pedestrian access, and circulation. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with this Policy.
Chapter 7: Safe and Just Neighborhoods	
Objective 7.1: Reduce violent crime in the City with an emphasis on reducing crime rates in the most impacted communities so that no census tract has a violent crime rate greater than 5.8 (current citywide average).	**No Conflict.** The Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces,

Applicable Goal/Objective/Policy	Project Consistency Analysis
	which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, as compared to the Original and Current Baseline Conditions, the Project's design would help facilitate a reduction in violent crimes in the Arts District and would not conflict with this Objective.
Policy 7.2 Safe Passages: Continue to promote the development and implementation of comprehensive strategies that foster safe passages in neighborhoods with high crime and gang activity to ensure that all Angelenos can travel with confidence and without fear.	**No Conflict.** As previously mentioned, the Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during

Applicable Goal/Objective/Policy	Project Consistency Analysis
	operating hours and as needed during special events. Thus, as compared to the Original and Current Baseline Conditions, the Project would facilitate safe passages within and throughout the Project Site and would not conflict with this Policy.
Sources: City of Los Angeles General Plan, Plan for Healthy Los Angeles, April 2015.	

(6) LAMC Section 12.21 A.16 Bicycle Parking

Table 4
Project Consistency Analysis with LAMC Section 12.21 A.16 Bicycle Parking

LAMC Section 12.21	Project Consistency Analysis
A. Use. **16. Bicycle Parking and Shower Facilities (Amended by Ordinance No. 185,480, effective May 9, 2018).** Bicycle parking spaces and facilities for employee showers and lockers shall be provided for new development and additions that increase the floor area of a building as follows: **(a) Land Uses.** **(2) Commercial, Institutional, and Industrial Uses.** For all commercial, institutional, and industrial uses that require automobile parking under Subsections 12.21 A.4.(c), (d), (e), and (f), short- and long-term bicycle parking shall be provided as per Table 12.21 A.16.(a)(2).	**No Conflict.** The Project would provide bicycle parking spaces in accordance with LAMC Section 12.21 A16.(a)(2), as per Table 12.21 A.16.(a)(2). Therefore, for the proposed office spaces, one short-term bicycle parking space per 1,000 square feet would be required and one long-term bicycle parking space per 5,000 square feet would be required. As such, the Project would be required to provide a total of 19 short-term and 37 long-term bicycle parking spaces for its proposed office uses. For the proposed ground floor commercial uses, the Project is required to provide one space per 2,000 square feet for both short- and long-term bicycle parking, for a total of 2 short- and long-term bicycle parking spaces required. In total, the Project would be required to provide 21 short-term and 39 long-term bicycle parking spaces. The Project would provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, as shown in Table 3.4 of the IS/MND. Therefore, the Project would not conflict with LAMC Section 12.21 A.16.(a)(2).
Source: City of Los Angeles, Department of City Planning, Los Angeles Municipal Code, Section 12.21 A.16.(a)(2). *Parker Environmental Consultants, 2021.*	

(7) LAMC Section 12.26J Transportation Demand Management Ordinance

Table 5
Project Consistency Analysis with LAMC Section 12.26J Transportation Demand Management Ordinance

LAMC Section 12.26J	Project Consistency Analysis
3. Requirements: **(a) Development in excess of 25,000 square feet of gross floor area.** The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following: (1) Current routes and schedules for public transit serving the site; (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; (3) Ridesharing promotion material supplied by commuter-oriented organizations; (4) Regional/local bicycle route and facility information; (5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders. **(b) Development in excess of 50,000 square feet of gross floor area.** The owner shall comply with Paragraph (a) above and in addition shall provide: (1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). this area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit; (2) One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to	**No Conflict.** The Project includes a commercial development in excess of 25,000 square feet. As such, the Project is subject to the TDM requirements of LAMC Section 12.26J. The Project would be designed to incorporate TMD measures in consultation with LADOT staff and as identified in the LADOT's correspondence of approval of the Traffic Impact Assessment.

LAMC Section 12.26J	Project Consistency Analysis
100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; (3) Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles; (4) No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking; (5) A statement that preferential carpool/vanpool spaces are available onsite and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board; (6) A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure; (7) Bicycle parking shall be provided in conformance with Section 12.21 A.16 of this Code. **(c) Development in excess of 100,000 square feet of gross floor area.** The owner shall comply with Paragraphs (a) and (b) above and shall provide: (1) A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in development; (3) If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service	

LAMC Section 12.26J	Project Consistency Analysis
providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops; (4) Safe and convenient access from the external circulation system to bicycle parking facilities on-site.	
Source: City of Los Angeles, Department of City Planning, Los Angeles Municipal Code, Section 12.26J Transportation Demand Management and Trip Reduction Measures, added by Ordinance No. 168,700, effective March 31, 1993.	

(8) Vision Zero Action Plan

LADOT is implementing a program called Vision Zero Los Angeles as a citywide effort to eliminate traffic deaths in the City by 2025. Vision Zero Los Angeles has two goals: a 20-percent reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network, which has a higher incidence of severe and fatal collisions. The High Injury Network is comprised of 386 corridors that represent 6 percent of the City's street miles. Approximately 65 percent of all deaths and severe injuries involving people walking and biking occur on these 6 percent of streets. LADOT has identified the following two streets as a high injury network in the vicinity of the Project Site: 6th Street (between Mateo Street and Alameda Street) and 7th Street (west of Mateo Street).

In order to realize the goals and objectives of the Vision Zero Program, LADOT has initiated a number of projects along various street corridors. These projects generally involve improvements to the streets, bicycle facilities, and pedestrian facilities such as installation or upgrading of crosswalks, traffic signals, and bicycle lanes to prevent deaths and severe injuries. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not conflict with Vision Zero Los Angeles.

(9) Vision Zero Corridor Plans

In order to realize the goals and objectives of the Vision Zero Program, LADOT has initiated a number of projects along various street corridors. These projects generally involve improvements to the streets, bicycle facilities, and pedestrian facilities such as installation or upgrading of crosswalks, traffic signals, and bicycle lanes to prevent deaths and severe injuries.

Upon review of current or planned Vision Zero Corridor Plans, it was determined that none of the projects affect any streets adjacent to the Project. However, the Project would not prevent the City from implementing a Vision Zero Corridor Plan along streets adjacent to the Project Site in the future. Therefore, as compared to the Original and Current Baseline Conditions, the Project would not be in conflict with Vision Zero Corridor Plans.

(10) Citywide Design Guidelines

Table 10
Project Consistency Analysis with the Citywide Design Guidelines

Pedestrian-First Design	Project Consistency Analysis
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	**No Conflict.** As stated previously, the revitalization of the existing surface parking lot into an office and ground floor commercial building would increase pedestrian circulation and street-level activity on-site. Proposed ground floor commercial uses along Jesse and Mesquit Street would complement the office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site that front Santa Fe Avenue and Jesse Street. Entrances to the Project building would be recessed from Mesquit Street and Jesse Street to allow for wider sidewalks and greater pedestrian circulation. The Project would also provide an interior paseo along its western border with the 640 S. Santa Fe building as well as an open air pass through bisecting the Project building on the ground floor. The Project would be a mixed-use infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops and would also provide code-compliant bicycle parking, all of which would provide employees, patrons, residents, and visitors multiple modes of transportation options to access the Project Site and connect to other destinations and regional connections beyond. As previously mentioned, compliance with the LAPD's Crime Prevention through Environmental Design guidelines would ensure that the design and exterior

Pedestrian-First Design	Project Consistency Analysis
	lighting of the Project would maximize pedestrian safety throughout the Project Site. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, Project design would facilitate safe passages and pedestrian accessibility within and throughout the Project Site and would not conflict with this Guideline.
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	**No Conflict.** Vehicular access to the Project would be limited to the northern property line of the Project Site that abuts the LADWP substation, thus prioritizing pedestrian access first and vehicular access second. An off-street driveway along this norther border would allow cars to enter and exit the Project Site from Mesquit Street and Santa Fe Avenue, thus controlling vehicular access in a way that would minimize potential pedestrian-vehicular conflict. This also allows the remaining sidewalk around the entire Project Site to provide a more continuous pathway for pedestrian access and circulation, uninterrupted by further curb cuts. Access to the two proposed subterranean levels would be provided by a ramp shared with the 640 S. Santa Fe building, and the remaining five levels of above grade parking would be provided by an interior ramp within the Project building. The 1,200 square-foot loading area would be accessed via the off-street driveway and located inside the ground floor parking structure, separate from pedestrian pathways. Thus, the Project design would carefully incorporate vehicular access in a way that does not degrade the pedestrian experience and would not conflict with this Guideline.
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	**No Conflict.** The Project building would be articulated through alternating balconies, panels, and windows to break up the mass and scale, and entrances would be recessed from the street to allow for wider sidewalks and greater street-level activation. The Project's ground floor commercial uses would be located along Mesquit Street and Jesse Street. This would complement and continue the ground floor commercial uses of the 640 S. Santa Fe building that front Santa Fe Avenue and Jesse Street, which would further enhance pedestrian-oriented circulation within and throughout the Project

Pedestrian-First Design	Project Consistency Analysis
	Site and vicinity. The proposed pedestrian paseo and open air pass through would also enhance pedestrian circulation by providing users with a direct visual and physical connections to abutting public rights-of-way. Parking levels would be screened with a combination of solid metal panels and opaque glass mirroring and similar metal and glass façades on the office floors above. The ground floor and office levels (levels 7 through 14) would use alternating panels, windows, and balconies canted at varying angles to enhance building articulation and visual interest. Materials and patterns would complement the 640 S. Santa Fe building and provide continuity with the modern-industrial aesthetic of the Arts District. Thus, the Project would not conflict with this Guideline.
Source: City of Los Angeles, Department of City Planning, Citywide Design Guidelines, adopted by the City Planning Commission, October 24, 2019.	

Attachment F-2
Combined Project - Consistency Worksheet

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Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e. ☐ **Yes** or ☐ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☑ Yes ☐ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

☐ Yes ☑ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)? ☑ Yes ☐ No

See Notes in Appendix A

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

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Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 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.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☑ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☑ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

See Notes in Appendix A ☐ Yes ☑ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

See Notes in Appendix A ☐ **Yes** ☑ **No** ☐ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers.

Frontage 1 Existing PROW'/Curb' : Existing **32/24**
Santa Fe Ave Required **43/28** Proposed **43/17**

Frontage 2 Existing PROW'/Curb' : Existing **25/24**
Jesse St Required **33/20** Proposed **33/24**

Frontage 3 Existing PROW'/Curb' : Existing **25-32/17**
Mesquit St Required **33/20** Proposed **33/17**

Frontage 4 Existing PROW'/Curb' : Existing
_____ Required _____ Proposed _____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement. ***See Notes in Appendix A***

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District ***Santa Fe Ave, Mesquit St***
- Neighborhood Enhanced Network ***Santa Fe Ave***

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services? ***Yes***

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment. ***Not in conflict. See notes in Appendix A.***

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 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.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of physical changes to the public right-of-way include:

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- widening the roadway,
- narrowing the sidewalk,

- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking
- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

☐ **Yes** ☑ No

B.2 Driveway Access

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> ***Mobility Plan 2035 Program PL.1. Driveway Access.*** *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*
>
> ***Citywide Design Guidelines - Guideline 2****: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*
>
> *Site Planning Best Practices:*
>
> - *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
> - *Minimize both the number of driveway entrances and overall driveway widths.*
> - *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
> - *Orient vehicular access as far from street intersections as possible.*
> - *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
> - *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or ***N/A***
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or ***Yes***
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or ***No***

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or ***No***
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or ***No***
- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk ***No***

☑ **Yes** ☐ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

● Transit Enhanced Network	***No***	
● Bicycle Enhanced Network	***No***	
● Bicycle Lane Network	***No***	
● Pedestrian Enhanced District	***Yes***	***Santa Fe Ave, Mesquit St***
● Neighborhood Enhanced Network	***Yes***	***Santa Fe Ave***
● High Injury Network	***No***	

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

See Notes in Appendix A ☐ **Yes** ☑ No ☐ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

See Notes in Appendix A ☐ **Yes** ☑ No ☐ N/A

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

No conflict. See notes in Appendix A.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☑ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☑ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☑ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☑ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

No Conflict

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

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Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

☐ Yes ☑ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

☐ Yes ☐ **No** ☑ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

N/A

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

☑ Yes ☐ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

☑ Yes ☐ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

☑ Yes ☐ **No** ☐ N/A

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access. ***N/A***

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

☑Yes ☐ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

☐ **Yes** ☑ No ☐ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

☐ **Yes** ☐ No ☑ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion. ***N/A***

The analysis methods therein can further support findings that the project 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 State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, 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. ***N/A***

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

Appendix A

Notes for Questions A.3 and A.4, in Attachment D:

Street dedication and improvement requirements were evaluated for the recently constructed Produce LA Project. That Project has made the required dedications for Santa Fe Avenue, Jesse Street and Mesquit Street. Street improvements were determined by the City to be not needed and no waiver was required.

Notes for Question B.2.1 in Attachment D:

Access to the Project Site would be provided via a two-way internal driveway between Santa Fe Avenue and Mesquit Street along the northern edge of the site. The driveway would access Santa Fe Avenue and Mesquit Street, with full movements at both street driveways. This driveway will be shared with the 655 Mesquit Project. The driveways were evaluated and approved for the recently constructed Produce LA Project. The 655 Mesquit Project would make no further changes to the driveways.

Attachment F-3
Combined Project - VMT Analysis

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

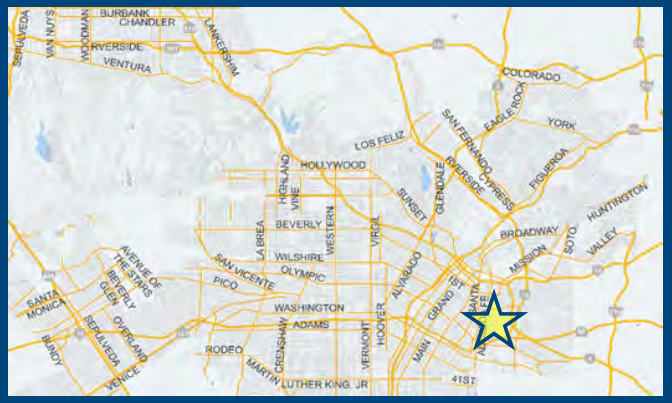
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 655 Mesquit

Scenario: 655 Mesquit & Produce LA Combined with Mitigation

Address: 655 S MESQUIT ST, 90021



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Office | General Office	275.864	ksf
Retail | General Retail	9.435	ksf
Retail | High-Turnover Sit-Down Restaurant	10.879	ksf
Office | General Office	275.864	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	3,745 Daily Vehicle Trips
0 Daily VMT	27,487 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	3,745 Net Daily Trips
The net increase in daily VMT ≤ 0	27,487 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	20.314 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

1/29/2021

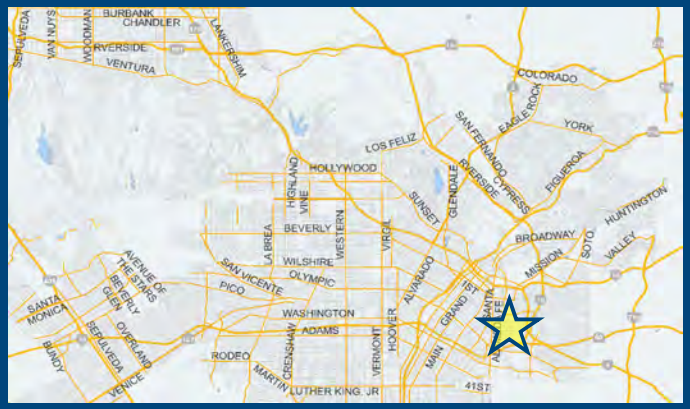
CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

Project Information

Project: 655 Mesquit

Scenario: 655 Mesquit & Produce LA Combined with Mitigation

Address: 655 S MESQUIT ST, 90021



Proposed Project Land Use Type	Value	Unit
Retail | General Retail	9.435	ksf
Retail | High-Turnover Sit-Down Restaurant	10.879	ksf
Office | General Office	275.864	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

- **A** Parking
- **B** Transit
- **C** Education & Encouragement
- **D** Commute Trip Reductions
- **E** Shared Mobility
- **F** Bicycle Infrastructure

Implement/Improve On-street Bicycle Facility

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Bike Parking Per LAMC

☑ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

Include Secure Bike Parking and Showers

☐ Proposed Prj ☐ Mitigation — Select Proposed Prj or Mitigation to include this strategy

- **G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
3,723 Daily Vehicle Trips	**3,458** Daily Vehicle Trips
27,316 Daily VMT	**25,284** Daily VMT
0.0 Household VMT per Capita	**0.0** Household VMT per Capita
8.4 Work VMT per Employee	**7.2** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No 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

1/29/2021

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: 655 Mesquit & Produce LA Combined wi
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	*0*	*DU*
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	*Family*	*0*	*DU*
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	9.435	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	10.879	ksf
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	General Office	275.864	ksf
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: 655 Mesquit & Produce LA Combined wi
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

Analysis Results			
Total Employees: 1,166 Total Population: 0			
Proposed Project		***With Mitigation***	
3,723	**Daily Vehicle Trips**	**3,458**	**Daily Vehicle Trips**
27,316	**Daily VMT**	**25,284**	**Daily VMT**
0	**Household VMT per Capita**	**0**	**Household VMT per Capita**
8.4	**Work VMT per Employee**	**7.2**	**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 Work > 7.6	No Yes	Household > 6.0 Work > 7.6	No No

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	Employees and residents participating (%)	*0%*	100%

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	Employees eligible (%)	*0%*	100%
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: 655 Mesquit & Produce LA Combined with Mitigation
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	4%	0%	4%	0%	4%	0%	4%	0%	4%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*1%*	*5%*	*1%*	*14%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*1%*
MAX. TDM EFFECT	*1%*	*5%*	*1%*	*14%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*	*1%*	*5%*

= Minimum (X%, 1-[(1-A)*(1-B)…])
where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: January 29, 2021
Project Name: 655 Mesquit
Project Scenario: 655 Mesquit & Produce LA Combined w
Project Address: 655 S MESQUIT ST, 90021

Version 1.3

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	0	0.0%	0	7.2	0	0
Home Based Other Production	0	0.0%	0	5.0	0	0
Non-Home Based Other Production	731	-4.0%	702	7.8	5,702	5,476
Home-Based Work Attraction	1,583	-24.3%	1,199	8.2	12,981	9,832
Home-Based Other Attraction	1,579	-27.7%	1,141	6.3	9,948	7,188
Non-Home Based Other Attraction	731	-3.8%	703	7.1	5,190	4,991

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	-0.6%	0	0	-4.6%	0	0
Home Based Other Production	-0.6%	0	0	-4.6%	0	0
Non-Home Based Other Production	-0.6%	698	5,442	-4.6%	670	5,224
Home-Based Work Attraction	-0.6%	1,192	9,771	-14.1%	1,029	8,442
Home-Based Other Attraction	-0.6%	1,134	7,143	-4.6%	1,088	6,857
Non-Home Based Other Attraction	-0.6%	699	4,960	-4.6%	671	4,761

MXD VMT Methodology Per Capita & Per Employee

Total Population: 0
Total Employees: 1,166
APC: Central

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**0**	**0**
Total Home Based Work Attraction VMT	**9,771**	**8,442**
Total Home Based VMT Per Capita	**0.0**	**0.0**
Total Work Based VMT Per Employee	**8.4**	**7.2**

Appendix G

Traffic Counts

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Santa Fe Ave

East/West 7th St

Day: Tuesday Date: September 29, 2015 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	315	153	335	503
BIKES	23	20	20	26
BUSES	79	5	132	47

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	149	8.30	75	7.45	135	9.30	482	7.30
PM PK 15 MIN	198	17.45	85	16.45	250	17.45	202	17.30
AM PK HOUR	578	7.45	269	7.30	487	9.00	1690	7.15
PM PK HOUR	689	17.00	318	16.45	851	17.00	730	16.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	130	261	108	499
8-9	135	278	154	567
9-10	140	225	114	479
15-16	117	190	133	440
16-17	122	260	144	526
17-18	135	343	211	689
TOTAL	779	1557	864	3200

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	32	174	16	222
8-9	42	180	22	244
9-10	24	96	25	145
15-16	46	225	14	285
16-17	51	229	24	304
17-18	47	230	24	301
TOTAL	242	1134	125	1501

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
721	8	0	10	0
811	22	2	10	0
624	26	0	5	0
725	15	0	12	0
830	29	0	9	0
990	22	3	13	0
4701	122	5	59	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	13	255	85	353
8-9	16	333	69	418
9-10	22	336	129	487
15-16	22	522	154	698
16-17	21	508	125	654
17-18	25	682	144	851
TOTAL	119	2636	706	3461

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	398	1048	213	1659
8-9	335	1035	150	1520
9-10	308	847	112	1267
15-16	203	326	45	574
16-17	223	305	31	559
17-18	236	416	73	725
TOTAL	1703	3977	624	6304

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
2012	4	0	0	0
1938	18	0	0	0
1754	17	0	2	0
1272	8	0	0	0
1213	11	0	0	0
1576	19	2	0	0
9765	77	2	2	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mateo St

East/West 7th St

Day: Thursday Date: September 24, 2015 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	161	138	322	336
BIKES	10	20	24	32
BUSES	4	9	115	118

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	76	9.45	101	7.45	141	9.45	335	8.45
PM PK 15 MIN	102	17.45	82	15.30	281	17.45	183	17.30
AM PK HOUR	247	9.00	381	7.45	484	9.00	1231	8.00
PM PK HOUR	369	17.00	276	15.00	887	17.00	627	17.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	79	94	42	215
8-9	53	110	31	194
9-10	89	102	56	247
15-16	75	109	63	247
16-17	63	119	50	232
17-18	119	177	73	369
TOTAL	478	711	315	1504

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	29	206	55	290
8-9	65	219	60	344
9-10	40	166	58	264
15-16	41	185	50	276
16-17	34	136	48	218
17-18	41	152	41	234
TOTAL	250	1064	312	1626

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
505	16	0	6	0
538	20	0	11	0
511	8	0	11	0
523	14	0	17	0
450	18	0	18	0
603	25	0	11	0
3130	101	0	74	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	21	311	54	386
8-9	40	354	69	463
9-10	36	397	51	484
15-16	56	605	86	747
16-17	69	624	97	790
17-18	86	720	81	887
TOTAL	308	3011	438	3757

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	221	895	49	1165
8-9	234	941	56	1231
9-10	156	830	39	1025
15-16	57	395	26	478
16-17	41	379	25	445
17-18	77	525	25	627
TOTAL	786	3965	220	4971

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1551	14	0	17	0
1694	17	0	14	0
1509	7	0	6	0
1225	16	0	18	0
1235	25	0	28	0
1514	30	0	18	0
8728	109	0	101	0

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mateo St

East/West 6th St

Day: Thursday Date: September 24, 2015 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	67	78	155	109
BIKES	18	25	22	19
BUSES	5	6	72	88

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	45	7.30	124	8.30	102	9.00	406	7.30
PM PK 15 MIN	78	17.00	75	15.00	320	17.45	100	16.45
AM PK HOUR	172	8.00	344	8.15	351	7.30	1534	7.00
PM PK HOUR	283	17.00	259	15.00	1216	17.00	369	16.30

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	54	72	10	136
8-9	59	108	5	172
9-10	30	96	12	138
15-16	22	93	31	146
16-17	35	103	59	197
17-18	51	156	76	283
TOTAL	251	628	193	1072

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	16	116	45	177
8-9	95	189	57	341
9-10	21	129	87	237
15-16	42	167	50	259
16-17	37	141	33	211
17-18	35	142	57	234
TOTAL	246	884	329	1459

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
313	11	0	5	0
513	7	0	6	0
375	14	0	17	0
405	9	0	3	0
408	8	0	8	2
517	13	3	4	0
2531	62	3	43	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	56	187	79	322
8-9	50	159	80	289
9-10	68	179	81	328
15-16	64	505	89	658
16-17	79	727	77	883
17-18	99	1043	74	1216
TOTAL	416	2800	480	3696

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	121	1282	131	1534
8-9	111	989	110	1210
9-10	86	665	162	913
15-16	24	194	22	240
16-17	26	257	25	308
17-18	19	293	35	347
TOTAL	387	3680	485	4552

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
1856	18	0	11	0
1499	20	0	14	0
1241	15	0	18	0
898	19	0	9	0
1191	32	0	6	2
1563	36	0	10	0
8248	140	0	68	2

Prepared by National Data & Surveying Services

Mesquit St & Jesse St

Peak Hour Turning Movement Count

ID: 18-05238-057
City: Los Angeles

Day: Wednesday
Date: 04/11/2018

PEAK HOURS

AM: 09:00 AM - 10:00 AM
NOON: NONE
PM: 03:15 PM - 04:15 PM

COUNT PERIODS

AM: 07:00 AM - 10:00 AM
NOON: NONE
PM: 03:00 PM - 06:00 PM

Mesquit St — SOUTHBOUND

AM	7	1	0	0	9	AM
NOON	0	0	0	0	0	NOON
PM	14	0	0	0	4	PM

Jesse St — EASTBOUND

AM	NOON	PM		
32	0	39		
2	0	1	0	
6	0	3	0	
0	0	0	1	
28	0	6	0	
AM	NOON	PM		

Jesse St — WESTBOUND

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

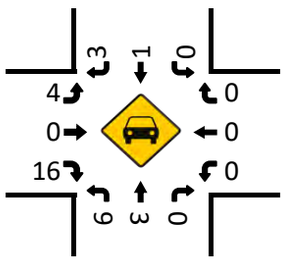
CONTROL: 1-Way Stop (EB)

	AM	NOON	PM
TEV	70	0	49
PHF	0.80		0.61

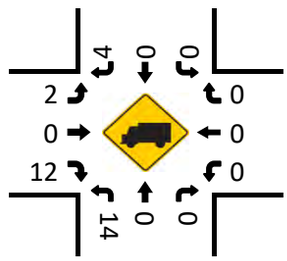
Mesquit St — NORTHBOUND

PM	6	0	24	1	0	PM
NOON	0	0	0	0	0	NOON
AM	29	0	23	3	0	AM

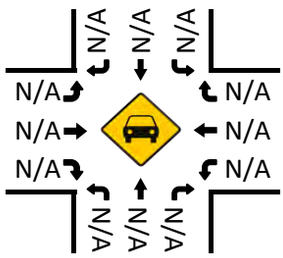
Cars (AM)



HT (AM)



Cars (NOON)



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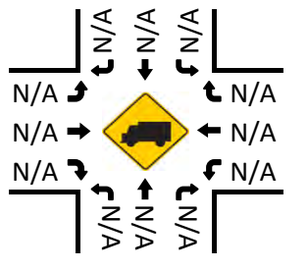
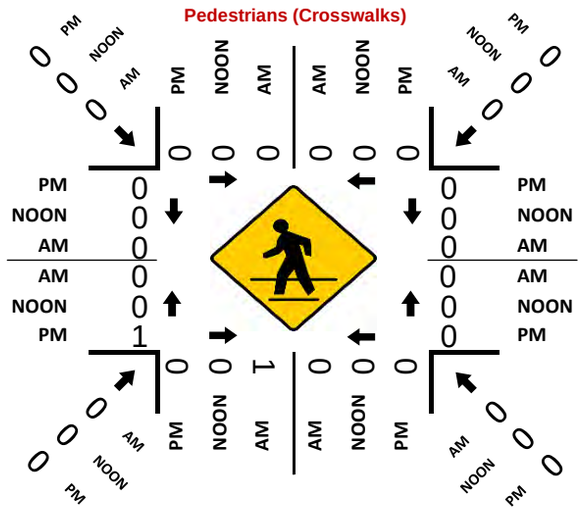
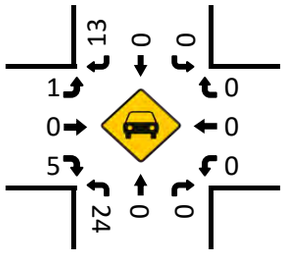


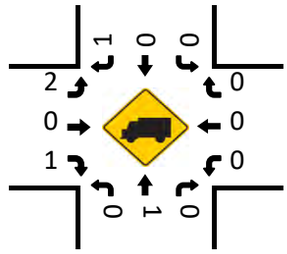
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Santa Fe Avenue

East/West Jesse Street

Day: Tuesday **Date:** April 18, 2017 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	205	119	10	39
BIKES	17	19	10	4
BUSES	18	9	1	0

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	161	7.45	70	9.45	10	9.00	11	9.15
PM PK 15 MIN	118	4.45	91	4.00	19	5.00	20	3.30
AM PK HOUR	581	7.00	229	7.15	35	8.45	38	8.45
PM PK HOUR	393	4.45	331	5.00	67	4.45	42	3.00

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	40	528	13	581
8-9	47	398	19	464
9-10	47	417	21	485
3-4	36	302	5	343
4-5	21	341	2	364
5-6	26	356	5	387
TOTAL	217	2342	65	2624

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	2	189	13	204
8-9	2	188	10	200
9-10	7	211	9	227
3-4	7	279	16	302
4-5	2	311	15	328
5-6	0	318	13	331
TOTAL	20	1496	76	1592

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
785	3	0	0	0
664	4	0	2	0
712	2	0	0	0
645	9	0	0	1
692	1	0	7	1
718	6	0	4	0
4216	25	0	13	2

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	8	8	7	23
8-9	8	6	13	27
9-10	5	8	18	31
3-4	6	2	20	28
4-5	13	1	23	37
5-6	14	2	47	63
TOTAL	54	27	128	209

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	9	8	3	20
8-9	9	8	2	19
9-10	21	12	3	36
3-4	23	8	11	42
4-5	4	3	3	10
5-6	6	5	4	15
TOTAL	72	44	26	142

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
43	5	0	1	0
46	15	0	2	0
67	5	0	4	0
70	5	1	0	0
47	9	3	10	0
78	6	0	3	0
351	45	4	20	0

(Rev Oct 06)

City Of Los Angeles
Department Of Transportation
MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Mateo Street

East/West Jesse Street

Day: Thursday **Date:** May 18, 2017 **Weather:** CLEAR

Hours: 7-10AM 3-6PM **Staff:** CUI

School Day: YES **District:** Central I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	94	145	0	22
BIKES	38	29	2	9
BUSES	22	15	0	1

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	89	8.00	86	8.00	8	8.45	22	8.30
PM PK 15 MIN	70	5.00	136	5.00	4	3.45	27	4.45
AM PK HOUR	297	7.45	316	7.45	18	8.30	72	8.15
PM PK HOUR	262	5.00	486	4.45	11	3.00	95	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	227	12	239
8-9	2	257	20	279
9-10	2	226	12	240
3-4	3	170	14	187
4-5	4	198	23	225
5-6	3	237	22	262
TOTAL	14	1315	103	1432

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	12	209	1	222
8-9	16	281	2	299
9-10	16	237	1	254
3-4	21	336	3	360
4-5	25	392	4	421
5-6	36	444	2	482
TOTAL	126	1899	13	2038

TOTAL	**XING S/L**		**XING N/L**	
N-S	Ped	Sch	Ped	Sch
461	3	0	3	0
578	15	0	4	0
494	7	0	1	0
547	2	0	4	1
646	0	2	2	0
744	8	0	10	0
3470	35	2	24	1

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	0	0	2	2
8-9	6	2	6	14
9-10	3	1	8	12
3-4	2	1	8	11
4-5	2	0	0	2
5-6	2	1	1	4
TOTAL	15	5	25	45

WESTBOUND Approach

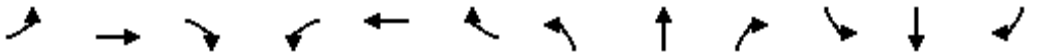
Hours	Lt	Th	Rt	Total
7-8	12	0	36	48
8-9	21	1	48	70
9-10	10	0	36	46
3-4	25	0	42	67
4-5	15	1	55	71
5-6	23	0	59	82
TOTAL	106	2	276	384

TOTAL	**XING W/L**		**XING E/L**	
E-W	Ped	Sch	Ped	Sch
50	7	0	10	0
84	6	0	31	0
58	0	0	24	0
78	9	2	51	17
73	18	3	43	16
86	32	1	66	0
429	72	6	225	33

(Rev Oct 06)

Appendix H

Intersection Worksheets



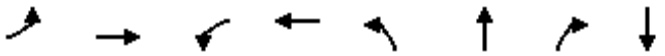
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	367	89	420	1197	227	149	320	160	47	234	21
Future Volume (vph)	17	367	89	420	1197	227	149	320	160	47	234	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.976				0.850		0.991	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1770	3437	0	1770	3454	0	1770	1863	1583	0	1831	0
Flt Permitted	0.154			0.950			0.406				0.694	
Satd. Flow (perm)	287	3437	0	1770	3454	0	756	1863	1583	0	1281	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		48			36						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			509			392			650	
Travel Time (s)		15.5			11.6			8.9			14.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	386	94	442	1260	239	157	337	168	49	246	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	480	0	442	1499	0	157	337	168	0	317	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		2		1	6			4	1		4	
Permitted Phases	2						4		4	4		
Detector Phase	2	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	30.5	30.5		17.0	30.5		22.5	22.5	17.0	22.5	22.5	
Total Split (%)	43.6%	43.6%		24.3%	43.6%		32.1%	32.1%	24.3%	32.1%	32.1%	
Maximum Green (s)	26.0	26.0		12.5	26.0		18.0	18.0	12.5	18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	26.0	26.0		12.5	26.0		18.0	18.0	35.0		18.0	
Actuated g/C Ratio	0.37	0.37		0.18	0.37		0.26	0.26	0.50		0.26	
v/c Ratio	0.17	0.37		1.40	1.15		0.81	0.70	0.21		0.95	
Control Delay	19.8	15.3		225.1	99.7		58.0	33.1	10.7		67.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	19.8	15.3		225.1	99.7		58.0	33.1	10.7		67.5	
LOS	B	B		F	F		E	C	B		E	
Approach Delay		15.5			128.3			33.3			67.5	
Approach LOS		B			F			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 70			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 87.8		Intersection LOS: F	
Intersection Capacity Utilization 92.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: 7th St.



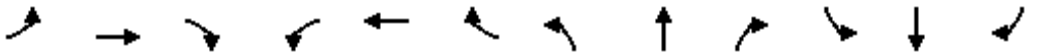


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	18	480	442	1499	157	337	168	317
v/c Ratio	0.17	0.37	1.40	1.15	0.81	0.70	0.21	0.95
Control Delay	19.8	15.3	225.1	99.7	58.0	33.1	10.7	67.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	15.3	225.1	99.7	58.0	33.1	10.7	67.5
Queue Length 50th (ft)	5	68	~261	~405	63	131	38	132
Queue Length 95th (ft)	20	104	#425	#535	#163	#238	71	#284
Internal Link Dist (ft)		601		429		312		570
Turn Bay Length (ft)								
Base Capacity (vph)	106	1306	316	1305	194	479	791	333
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.37	1.40	1.15	0.81	0.70	0.21	0.95

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

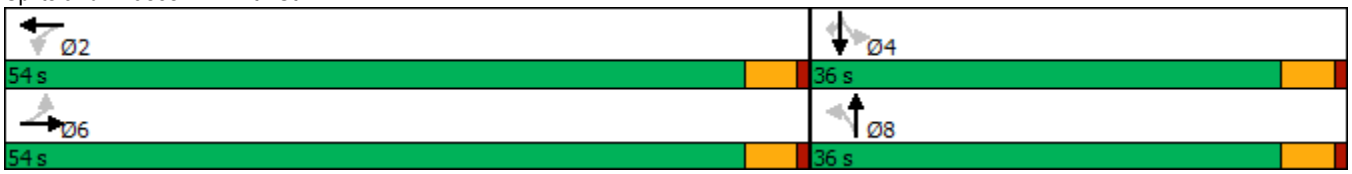


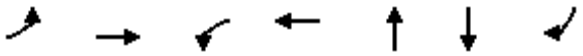
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	385	75	286	1020	56	71	122	34	72	291	66
Future Volume (vph)	42	385	75	286	1020	56	71	122	34	72	291	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.992			0.980				0.850
Flt Protected	0.950			0.950				0.985			0.990	
Satd. Flow (prot)	1770	3451	0	1770	3511	0	0	1798	0	0	1844	1583
Flt Permitted	0.183			0.463				0.648			0.895	
Satd. Flow (perm)	341	3451	0	862	3511	0	0	1183	0	0	1667	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			10			11				67
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		207			681			379			578	
Travel Time (s)		4.7			15.5			8.6			13.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	43	393	77	292	1041	57	72	124	35	73	297	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	470	0	292	1098	0	0	231	0	0	370	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	54.0	54.0		54.0	54.0		36.0	36.0		36.0	36.0	36.0
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	40.0%
Maximum Green (s)	49.5	49.5		49.5	49.5		31.5	31.5		31.5	31.5	31.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	49.5	49.5		49.5	49.5			31.5			31.5	31.5
Actuated g/C Ratio	0.55	0.55		0.55	0.55			0.35			0.35	0.35
v/c Ratio	0.23	0.25		0.62	0.57			0.55			0.63	0.11
Control Delay	14.4	10.0		20.9	14.5			28.3			30.4	5.8
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	14.4	10.0		20.9	14.5			28.3			30.4	5.8
LOS	B	A		C	B			C			C	A
Approach Delay		10.3			15.9			28.3			26.6	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			

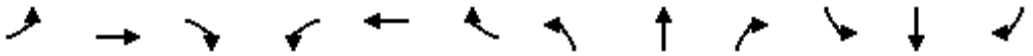
Splits and Phases: 2: 7th St.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	43	470	292	1098	231	370	67
v/c Ratio	0.23	0.25	0.62	0.57	0.55	0.63	0.11
Control Delay	14.4	10.0	20.9	14.5	28.3	30.4	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	10.0	20.9	14.5	28.3	30.4	5.8
Queue Length 50th (ft)	12	62	106	199	99	173	0
Queue Length 95th (ft)	34	89	199	257	175	271	27
Internal Link Dist (ft)		127		601	299	498	
Turn Bay Length (ft)							
Base Capacity (vph)	187	1916	474	1935	421	583	597
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.25	0.62	0.57	0.55	0.63	0.11

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	223	100	157	1403	148	66	97	9	21	157	64
Future Volume (vph)	61	223	100	157	1403	148	66	97	9	21	157	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.953			0.986			0.993			0.964	
Flt Protected	0.950			0.950				0.981			0.996	
Satd. Flow (prot)	1770	3373	0	1770	3490	0	0	1815	0	0	1789	0
Flt Permitted	0.099			0.541				0.658			0.967	
Satd. Flow (perm)	184	3373	0	1008	3490	0	0	1217	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		109			29			4			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			1020			769			216	
Travel Time (s)		4.9			23.2			17.5			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	242	109	171	1525	161	72	105	10	23	171	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	351	0	171	1686	0	0	187	0	0	264	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	47.4	47.4		47.4	47.4		22.6	22.6		22.6	22.6	
Total Split (%)	67.7%	67.7%		67.7%	67.7%		32.3%	32.3%		32.3%	32.3%	
Maximum Green (s)	42.9	42.9		42.9	42.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	40.4	40.4		40.4	40.4			13.8			13.8	
Actuated g/C Ratio	0.64	0.64		0.64	0.64			0.22			0.22	
v/c Ratio	0.56	0.16		0.27	0.75			0.70			0.66	
Control Delay	32.8	3.7		7.1	11.2			37.8			29.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	32.8	3.7		7.1	11.2			37.8			29.8	
LOS	C	A		A	B			D			C	
Approach Delay		8.3			10.8			37.8			29.8	
Approach LOS		A			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 85.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: Mateo St. & 6th St.

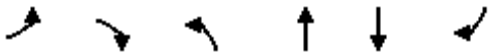




Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	66	351	171	1686	187	264
v/c Ratio	0.56	0.16	0.27	0.75	0.70	0.66
Control Delay	32.8	3.7	7.1	11.2	37.8	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	3.7	7.1	11.2	37.8	29.8
Queue Length 50th (ft)	12	16	25	201	69	89
Queue Length 95th (ft)	#82	35	61	335	132	159
Internal Link Dist (ft)		136		940	689	136
Turn Bay Length (ft)						
Base Capacity (vph)	126	2364	696	2420	357	523
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.15	0.25	0.70	0.52	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	8	30	24	3	1	7
Future Volume (vph)	8	30	24	3	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.893				0.878	
Flt Protected	0.990			0.958		
Satd. Flow (prot)	1647	0	0	1785	1635	0
Flt Permitted	0.990			0.958		
Satd. Flow (perm)	1647	0	0	1785	1635	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	336			442	485	
Travel Time (s)	7.6			10.0	11.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	10	38	30	4	1	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	0	34	10	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.2%		ICU Level of Service A	
Analysis Period (min) 15			

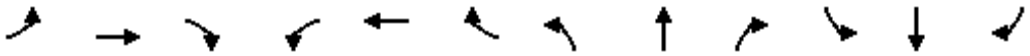
Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	30	24	3	1	7
Future Vol, veh/h	8	30	24	3	1	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	38	30	4	1	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	70	6	10	0	-	0
Stage 1	6	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	934	1077	1610	-	-	-
Stage 1	1017	-	-	-	-	-
Stage 2	959	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	916	1077	1610	-	-	-
Mov Cap-2 Maneuver	916	-	-	-	-	-
Stage 1	998	-	-	-	-	-
Stage 2	959	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	6.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1610	-	1039	-	-
HCM Lane V/C Ratio	0.019	-	0.046	-	-
HCM Control Delay (s)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	6	10	8	10	3	45	548	13	3	228	16
Future Volume (vph)	8	6	10	8	10	3	45	548	13	3	228	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945				0.850		0.997			0.991	
Flt Protected		0.984			0.978			0.996			0.999	
Satd. Flow (prot)	0	1732	0	0	1822	1583	0	1850	0	0	1844	0
Flt Permitted		0.984			0.978			0.996			0.999	
Satd. Flow (perm)	0	1732	0	0	1822	1583	0	1850	0	0	1844	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			336			650			515	
Travel Time (s)		15.3			7.6			14.8			11.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	9	7	11	9	11	3	51	623	15	3	259	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	20	3	0	689	0	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

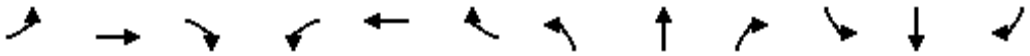
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	6	10	8	10	3	45	548	13	3	228	16
Future Vol, veh/h	8	6	10	8	10	3	45	548	13	3	228	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	7	11	9	11	3	51	623	15	3	259	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1014	1014	268	1016	1016	631	277	0	0	638	0	0
Stage 1	274	274	-	733	733	-	-	-	-	-	-	-
Stage 2	740	740	-	283	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	217	239	771	216	238	481	1286	-	-	946	-	-
Stage 1	732	683	-	412	426	-	-	-	-	-	-	-
Stage 2	409	423	-	724	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	197	223	771	197	222	481	1286	-	-	946	-	-
Mov Cap-2 Maneuver	197	223	-	197	222	-	-	-	-	-	-	-
Stage 1	687	680	-	386	400	-	-	-	-	-	-	-
Stage 2	370	397	-	703	674	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	22.4	0.6	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	298	210	481	946	-	-
HCM Lane V/C Ratio	0.04	-	-	0.092	0.097	0.007	0.004	-	-
HCM Control Delay (s)	7.9	0	-	18.3	24	12.5	8.8	0	-
HCM Lane LOS	A	A	-	C	C	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.3	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	4	21	0	48	1	299	22	21	318	3
Future Volume (vph)	2	2	4	21	0	48	1	299	22	21	318	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.907			0.991			0.999	
Flt Protected		0.988			0.985						0.997	
Satd. Flow (prot)	0	1715	0	0	1664	0	0	1846	0	0	1855	0
Flt Permitted		0.988			0.985						0.997	
Satd. Flow (perm)	0	1715	0	0	1664	0	0	1846	0	0	1855	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		101			674			578			769	
Travel Time (s)		2.3			15.3			13.1			17.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	2	4	24	0	54	1	336	25	24	357	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	78	0	0	362	0	0	384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

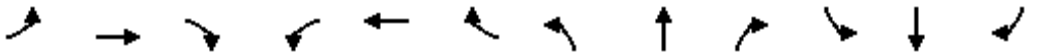
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	4	21	0	48	1	299	22	21	318	3
Future Vol, veh/h	2	2	4	21	0	48	1	299	22	21	318	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	4	24	0	54	1	336	25	24	357	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	785	770	359	761	759	349	360	0	0	361	0	0
Stage 1	407	407	-	351	351	-	-	-	-	-	-	-
Stage 2	378	363	-	410	408	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	310	331	685	322	336	694	1199	-	-	1198	-	-
Stage 1	621	597	-	666	632	-	-	-	-	-	-	-
Stage 2	644	625	-	619	597	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	280	322	685	312	327	694	1199	-	-	1198	-	-
Mov Cap-2 Maneuver	280	322	-	312	327	-	-	-	-	-	-	-
Stage 1	620	582	-	665	631	-	-	-	-	-	-	-
Stage 2	593	624	-	597	582	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	13.4	0	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	417	506	1198	-	-
HCM Lane V/C Ratio	0.001	-	-	0.022	0.153	0.02	-	-
HCM Control Delay (s)	8	0	-	13.8	13.4	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-



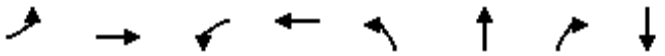
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	768	162	266	468	82	152	386	238	53	259	27
Future Volume (vph)	28	768	162	266	468	82	152	386	238	53	259	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.978				0.850		0.989	
Flt Protected	0.950			0.950			0.950				0.992	
Satd. Flow (prot)	1770	3447	0	1770	3461	0	1770	1863	1583	0	1828	0
Flt Permitted	0.346			0.950			0.413				0.667	
Satd. Flow (perm)	645	3447	0	1770	3461	0	769	1863	1583	0	1229	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		29			23						5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			509			392			650	
Travel Time (s)		15.5			11.6			8.9			14.8	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	28	776	164	269	473	83	154	390	240	54	262	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	940	0	269	556	0	154	390	240	0	343	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		2		1	6			4	1		4	
Permitted Phases	2						4		4	4		
Detector Phase	2	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	33.2	33.2		22.8	33.2		34.0	34.0	22.8	34.0	34.0	
Total Split (%)	36.9%	36.9%		25.3%	36.9%		37.8%	37.8%	25.3%	37.8%	37.8%	
Maximum Green (s)	28.7	28.7		18.3	28.7		29.5	29.5	18.3	29.5	29.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	28.9	28.9		16.3	28.9		26.1	26.1	46.9		26.1	
Actuated g/C Ratio	0.34	0.34		0.19	0.34		0.31	0.31	0.55		0.31	
v/c Ratio	0.13	0.79		0.79	0.47		0.65	0.68	0.27		0.90	
Control Delay	23.7	31.5		51.7	23.7		40.3	32.8	10.6		56.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	23.7	31.5		51.7	23.7		40.3	32.8	10.6		56.4	
LOS	C	C		D	C		D	C	B		E	
Approach Delay		31.3			32.8			27.5			56.4	
Approach LOS		C			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 84.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 94.7%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: 7th St.

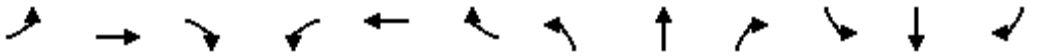




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	28	940	269	556	154	390	240	343
v/c Ratio	0.13	0.79	0.79	0.47	0.65	0.68	0.27	0.90
Control Delay	23.7	31.5	51.7	23.7	40.3	32.8	10.6	56.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.7	31.5	51.7	23.7	40.3	32.8	10.6	56.4
Queue Length 50th (ft)	11	252	145	127	73	187	62	177
Queue Length 95th (ft)	33	#338	#258	177	#147	285	103	#333
Internal Link Dist (ft)		601		429		312		570
Turn Bay Length (ft)								
Base Capacity (vph)	219	1193	384	1194	269	652	914	433
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.79	0.70	0.47	0.57	0.60	0.26	0.79

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

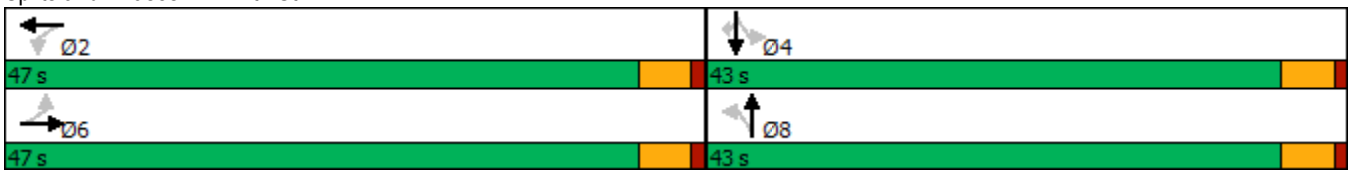


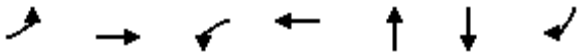
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	811	91	87	591	28	134	199	82	46	171	46
Future Volume (vph)	97	811	91	87	591	28	134	199	82	46	171	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.993			0.973				0.850
Flt Protected	0.950			0.950				0.984			0.990	
Satd. Flow (prot)	1770	3486	0	1770	3514	0	0	1783	0	0	1844	1583
Flt Permitted	0.337			0.200				0.770			0.863	
Satd. Flow (perm)	628	3486	0	373	3514	0	0	1396	0	0	1608	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			7			17				49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		207			681			379			578	
Travel Time (s)		4.7			15.5			8.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	103	863	97	93	629	30	143	212	87	49	182	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	960	0	93	659	0	0	442	0	0	231	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	47.0	47.0		47.0	47.0		43.0	43.0		43.0	43.0	43.0
Total Split (%)	52.2%	52.2%		52.2%	52.2%		47.8%	47.8%		47.8%	47.8%	47.8%
Maximum Green (s)	42.5	42.5		42.5	42.5		38.5	38.5		38.5	38.5	38.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	42.5	42.5		42.5	42.5			38.5			38.5	38.5
Actuated g/C Ratio	0.47	0.47		0.47	0.47			0.43			0.43	0.43
v/c Ratio	0.35	0.58		0.53	0.40			0.73			0.34	0.07
Control Delay	19.3	18.7		30.2	16.1			29.1			19.0	5.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	19.3	18.7		30.2	16.1			29.1			19.0	5.0
LOS	B	B		C	B			C			B	A
Approach Delay		18.7			17.9			29.1			16.5	
Approach LOS		B			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 79.6%		ICU Level of Service D	
Analysis Period (min) 15			

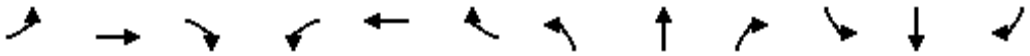
Splits and Phases: 2: 7th St.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	103	960	93	659	442	231	49
v/c Ratio	0.35	0.58	0.53	0.40	0.73	0.34	0.07
Control Delay	19.3	18.7	30.2	16.1	29.1	19.0	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	18.7	30.2	16.1	29.1	19.0	5.0
Queue Length 50th (ft)	36	196	36	121	195	85	0
Queue Length 95th (ft)	77	257	94	164	317	142	20
Internal Link Dist (ft)		127		601	299	498	
Turn Bay Length (ft)							
Base Capacity (vph)	296	1655	176	1663	606	687	705
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.58	0.53	0.40	0.73	0.34	0.07

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1175	83	21	330	39	57	176	86	39	160	64
Future Volume (vph)	111	1175	83	21	330	39	57	176	86	39	160	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.984			0.964			0.967	
Flt Protected	0.950			0.950				0.991			0.993	
Satd. Flow (prot)	1770	3504	0	1770	3483	0	0	1780	0	0	1789	0
Flt Permitted	0.518			0.129				0.879			0.899	
Satd. Flow (perm)	965	3504	0	240	3483	0	0	1578	0	0	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			22			23			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			1020			769			216	
Travel Time (s)		4.9			23.2			17.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	119	1263	89	23	355	42	61	189	92	42	172	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	1352	0	23	397	0	0	342	0	0	283	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			2			4			4	
Permitted Phases	2			2			4			4		
Detector Phase	2	2		2	2		4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	54.0	54.0		54.0	54.0		36.0	36.0		36.0	36.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	49.5	49.5		49.5	49.5		31.5	31.5		31.5	31.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	42.0	42.0		42.0	42.0			21.1			21.1	
Actuated g/C Ratio	0.58	0.58		0.58	0.58			0.29			0.29	
v/c Ratio	0.21	0.67		0.17	0.20			0.72			0.59	
Control Delay	9.9	13.1		12.6	7.8			32.3			27.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	9.9	13.1		12.6	7.8			32.3			27.0	
LOS	A	B		B	A			C			C	
Approach Delay		12.8			8.1			32.3			27.0	
Approach LOS		B			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 72.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

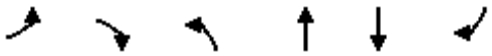
Splits and Phases: 3: Mateo St. & 6th St.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	119	1352	23	397	342	283
v/c Ratio	0.21	0.67	0.17	0.20	0.72	0.59
Control Delay	9.9	13.1	12.6	7.8	32.3	27.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	13.1	12.6	7.8	32.3	27.0
Queue Length 50th (ft)	23	197	4	38	147	114
Queue Length 95th (ft)	64	352	22	77	239	191
Internal Link Dist (ft)		136		940	689	136
Turn Bay Length (ft)						
Base Capacity (vph)	680	2475	169	2463	743	761
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.55	0.14	0.16	0.46	0.37

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	6	25	1	0	15
Future Volume (vph)	4	6	25	1	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.865	
Flt Protected	0.980			0.954		
Satd. Flow (prot)	1681	0	0	1777	1611	0
Flt Permitted	0.980			0.954		
Satd. Flow (perm)	1681	0	0	1777	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	336			442	485	
Travel Time (s)	7.6			10.0	11.0	
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	7	10	41	2	0	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	43	25	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.1%		ICU Level of Service A	
Analysis Period (min) 15			

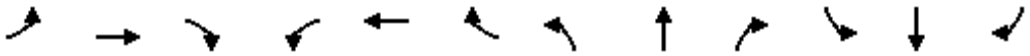
Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	6	25	1	0	15
Future Vol, veh/h	4	6	25	1	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	10	41	2	0	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	97	13	25	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	902	1067	1589	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	879	1067	1589	-	-	-
Mov Cap-2 Maneuver	879	-	-	-	-	-
Stage 1	984	-	-	-	-	-
Stage 2	939	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1589	-	983	-	-
HCM Lane V/C Ratio	0.026	-	0.017	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	2	54	6	4	5	32	386	6	0	338	16
Future Volume (vph)	16	2	54	6	4	5	32	386	6	0	338	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.899				0.850		0.998			0.994	
Flt Protected		0.989			0.971			0.996				
Satd. Flow (prot)	0	1656	0	0	1809	1583	0	1852	0	0	1852	0
Flt Permitted		0.989			0.971			0.996				
Satd. Flow (perm)	0	1656	0	0	1809	1583	0	1852	0	0	1852	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			336			650			515	
Travel Time (s)		15.3			7.6			14.8			11.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	17	2	57	6	4	5	34	411	6	0	360	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	76	0	0	10	5	0	451	0	0	377	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.2%		ICU Level of Service B	
Analysis Period (min) 15			

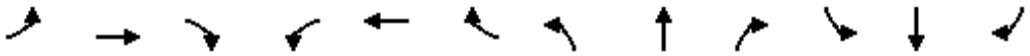
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	16	2	54	6	4	5	32	386	6	0	338	16
Future Vol, veh/h	16	2	54	6	4	5	32	386	6	0	338	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	2	57	6	4	5	34	411	6	0	360	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	856	854	369	880	859	414	377	0	0	417	0	0
Stage 1	369	369	-	482	482	-	-	-	-	-	-	-
Stage 2	487	485	-	398	377	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	278	296	677	268	294	638	1181	-	-	1142	-	-
Stage 1	651	621	-	565	553	-	-	-	-	-	-	-
Stage 2	562	552	-	628	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	265	285	677	237	283	638	1181	-	-	1142	-	-
Mov Cap-2 Maneuver	265	285	-	237	283	-	-	-	-	-	-	-
Stage 1	626	621	-	544	532	-	-	-	-	-	-	-
Stage 2	532	531	-	573	616	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	16.8	0.6	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1181	-	-	489	253	638	1142	-	-
HCM Lane V/C Ratio	0.029	-	-	0.157	0.042	0.008	-	-	-
HCM Control Delay (s)	8.1	0	-	13.7	19.9	10.7	0	-	-
HCM Lane LOS	A	A	-	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	1	28	1	74	2	255	25	44	477	4
Future Volume (vph)	4	1	1	28	1	74	2	255	25	44	477	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.903			0.988			0.999	
Flt Protected		0.968			0.987						0.996	
Satd. Flow (prot)	0	1762	0	0	1660	0	0	1840	0	0	1853	0
Flt Permitted		0.968			0.987						0.996	
Satd. Flow (perm)	0	1762	0	0	1660	0	0	1840	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		101			674			578			769	
Travel Time (s)		2.3			15.3			13.1			17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	1	1	30	1	80	2	274	27	47	513	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	111	0	0	303	0	0	564	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

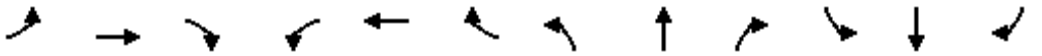
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1	1	28	1	74	2	255	25	44	477	4
Future Vol, veh/h	4	1	1	28	1	74	2	255	25	44	477	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	1	30	1	80	2	274	27	47	513	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	941	914	515	902	903	288	517	0	0	301	0	0
Stage 1	609	609	-	292	292	-	-	-	-	-	-	-
Stage 2	332	305	-	610	611	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	243	273	560	259	277	751	1049	-	-	1260	-	-
Stage 1	482	485	-	716	671	-	-	-	-	-	-	-
Stage 2	681	662	-	482	484	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	208	258	560	247	262	751	1049	-	-	1260	-	-
Mov Cap-2 Maneuver	208	258	-	247	262	-	-	-	-	-	-	-
Stage 1	481	460	-	715	670	-	-	-	-	-	-	-
Stage 2	607	661	-	455	459	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.3	14.8	0.1	0.7
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1049	-	-	241	477	1260	-	-
HCM Lane V/C Ratio	0.002	-	-	0.027	0.232	0.038	-	-
HCM Control Delay (s)	8.4	0	-	20.3	14.8	8	0	-
HCM Lane LOS	A	A	-	C	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0.1	-	-



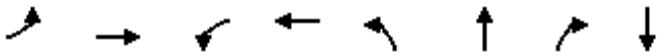
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	545	212	583	1382	248	208	863	204	63	451	25
Future Volume (vph)	23	545	212	583	1382	248	208	863	204	63	451	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.977				0.850		0.994	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1770	3391	0	1770	3458	0	1770	1863	1583	0	1840	0
Flt Permitted	0.151			0.950			0.340				0.191	
Satd. Flow (perm)	281	3391	0	1770	3458	0	633	1863	1583	0	354	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		65			23						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			509			392			650	
Travel Time (s)		15.5			11.6			8.9			14.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	574	223	614	1455	261	219	908	215	66	475	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	797	0	614	1716	0	219	908	215	0	567	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		2		1	6			4	1		4	
Permitted Phases	2						4		4	4		
Detector Phase	2	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	31.0	31.0		16.0	31.0		43.0	43.0	16.0	43.0	43.0	
Total Split (%)	34.4%	34.4%		17.8%	34.4%		47.8%	47.8%	17.8%	47.8%	47.8%	
Maximum Green (s)	26.5	26.5		11.5	26.5		38.5	38.5	11.5	38.5	38.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	26.5	26.5		11.5	26.5		38.5	38.5	54.5		38.5	
Actuated g/C Ratio	0.29	0.29		0.13	0.29		0.43	0.43	0.61		0.43	
v/c Ratio	0.29	0.76		2.72	1.66		0.81	1.14	0.22		3.71	
Control Delay	35.8	32.1		804.2	326.8		48.2	104.9	8.8		1247.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	35.8	32.1		804.2	326.8		48.2	104.9	8.8		1247.2	
LOS	D	C		F	F		D	F	A		F	
Approach Delay		32.2			452.6			80.3			1247.2	
Approach LOS		C			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 3.71			
Intersection Signal Delay: 374.7		Intersection LOS: F	
Intersection Capacity Utilization 143.3%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: 7th St.



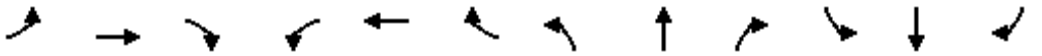


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	24	797	614	1716	219	908	215	567
v/c Ratio	0.29	0.76	2.72	1.66	0.81	1.14	0.22	3.71
Control Delay	35.8	32.1	804.2	326.8	48.2	104.9	8.8	1247.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	32.1	804.2	326.8	48.2	104.9	8.8	1247.2
Queue Length 50th (ft)	11	199	~599	~758	106	~609	51	~511
Queue Length 95th (ft)	36	269	#803	#897	#240	#838	86	#716
Internal Link Dist (ft)		601		429		312		570
Turn Bay Length (ft)								
Base Capacity (vph)	82	1044	226	1034	270	796	958	153
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.76	2.72	1.66	0.81	1.14	0.22	3.71

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



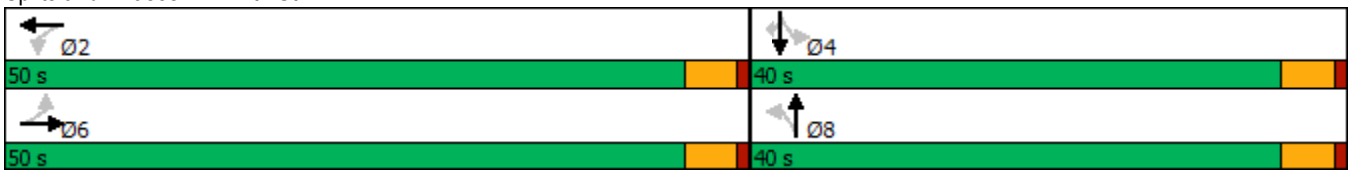
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	626	180	334	1196	88	136	177	64	100	412	98
Future Volume (vph)	74	626	180	334	1196	88	136	177	64	100	412	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.990			0.977				0.850
Flt Protected	0.950			0.950				0.982			0.990	
Satd. Flow (prot)	1770	3419	0	1770	3504	0	0	1787	0	0	1844	1583
Flt Permitted	0.103			0.269				0.361			0.834	
Satd. Flow (perm)	192	3419	0	501	3504	0	0	657	0	0	1554	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			12			13				42
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		207			681			379			578	
Travel Time (s)		4.7			15.5			8.6			13.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	76	639	184	341	1220	90	139	181	65	102	420	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	823	0	341	1310	0	0	385	0	0	522	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

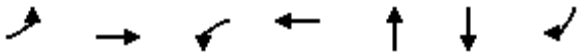
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	50.0	50.0		50.0	50.0		40.0	40.0		40.0	40.0	40.0
Total Split (%)	55.6%	55.6%		55.6%	55.6%		44.4%	44.4%		44.4%	44.4%	44.4%
Maximum Green (s)	45.5	45.5		45.5	45.5		35.5	35.5		35.5	35.5	35.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	45.5	45.5		45.5	45.5			35.5			35.5	35.5
Actuated g/C Ratio	0.51	0.51		0.51	0.51			0.39			0.39	0.39
v/c Ratio	0.78	0.47		1.35	0.74			1.44			0.85	0.15
Control Delay	71.8	14.3		204.8	20.5			244.4			40.4	11.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	71.8	14.3		204.8	20.5			244.4			40.4	11.6
LOS	E	B		F	C			F			D	B
Approach Delay		19.2			58.6			244.4			35.8	
Approach LOS		B			E			F			D	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 75
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 64.7 Intersection LOS: E
Intersection Capacity Utilization 104.5% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 2: 7th St.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	76	823	341	1310	385	522	100
v/c Ratio	0.78	0.47	1.35	0.74	1.44	0.85	0.15
Control Delay	71.8	14.3	204.8	20.5	244.4	40.4	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.8	14.3	204.8	20.5	244.4	40.4	11.6
Queue Length 50th (ft)	34	139	~256	291	~299	265	20
Queue Length 95th (ft)	#121	187	#422	373	#476	#451	53
Internal Link Dist (ft)		127		601	299	498	
Turn Bay Length (ft)							
Base Capacity (vph)	97	1758	253	1777	267	612	649
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.47	1.35	0.74	1.44	0.85	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	340	147	219	1548	165	98	146	36	35	219	143
Future Volume (vph)	157	340	147	219	1548	165	98	146	36	35	219	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.983			0.951	
Flt Protected	0.950			0.950				0.983			0.996	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1800	0	0	1764	0
Flt Permitted	0.950			0.950				0.507			0.946	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	0	928	0	0	1676	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			139		8			31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			356			769			216	
Travel Time (s)		4.9			8.1			17.5			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	370	160	238	1683	179	107	159	39	38	238	155
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	370	160	238	1683	179	0	305	0	0	431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	2	3		2	3			4			4	
Permitted Phases			3			3	4			4		
Detector Phase	2	3	3	2	3	3	4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	24.0	37.0	37.0	24.0	37.0	37.0	29.0	29.0		29.0	29.0	
Total Split (%)	26.7%	41.1%	41.1%	26.7%	41.1%	41.1%	32.2%	32.2%		32.2%	32.2%	
Maximum Green (s)	19.5	32.5	32.5	19.5	32.5	32.5	24.5	24.5		24.5	24.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	16.0	32.6	32.6	16.0	32.6	32.6		24.6			24.6	
Actuated g/C Ratio	0.18	0.38	0.38	0.18	0.38	0.38		0.28			0.28	
v/c Ratio	0.52	0.28	0.23	0.73	1.27	0.26		1.14			0.87	
Control Delay	37.8	20.1	4.3	46.9	152.4	7.0		128.5			47.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	37.8	20.1	4.3	46.9	152.4	7.0		128.5			47.8	
LOS	D	C	A	D	F	A		F			D	
Approach Delay		20.8			128.0			128.5			47.8	
Approach LOS		C			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.6			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 97.1		Intersection LOS: F	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: Mateo St. & 6th St.



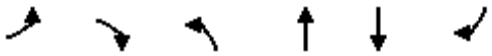


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	171	370	160	238	1683	179	305	431
v/c Ratio	0.52	0.28	0.23	0.73	1.27	0.26	1.14	0.87
Control Delay	37.8	20.1	4.3	46.9	152.4	7.0	128.5	47.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	20.1	4.3	46.9	152.4	7.0	128.5	47.8
Queue Length 50th (ft)	85	73	0	123	~624	14	~197	211
Queue Length 95th (ft)	147	113	39	202	#792	58	#370	#398
Internal Link Dist (ft)		136			276		689	136
Turn Bay Length (ft)								
Base Capacity (vph)	399	1330	694	399	1330	682	268	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.28	0.23	0.60	1.27	0.26	1.14	0.87

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	22	547	141	3	1	9
Future Volume (vph)	22	547	141	3	1	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.870				0.876	
Flt Protected	0.998			0.953		
Satd. Flow (prot)	1617	0	0	1775	1632	0
Flt Permitted	0.998			0.953		
Satd. Flow (perm)	1617	0	0	1775	1632	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	336			442	485	
Travel Time (s)	7.6			10.0	11.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	28	684	176	4	1	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	712	0	0	180	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

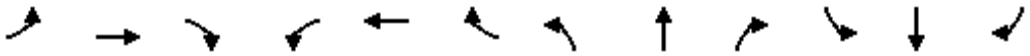
Intersection	
Int Delay, s/veh	13.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	547	141	3	1	9
Future Vol, veh/h	22	547	141	3	1	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	684	176	4	1	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	363	7	12	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	636	1075	1607	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	566	1075	1607	-	-	-
Mov Cap-2 Maneuver	566	-	-	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	7.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1607	-	1039	-	-
HCM Lane V/C Ratio	0.11	-	0.685	-	-
HCM Control Delay (s)	7.5	0	15.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	5.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	20	10	101	12	25	47	681	442	91	366	20
Future Volume (vph)	18	20	10	101	12	25	47	681	442	91	366	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972				0.850		0.949			0.994	
Flt Protected		0.982			0.957			0.998			0.991	
Satd. Flow (prot)	0	1778	0	0	1783	1583	0	1764	0	0	1835	0
Flt Permitted		0.982			0.957			0.998			0.991	
Satd. Flow (perm)	0	1778	0	0	1783	1583	0	1764	0	0	1835	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			336			650			318	
Travel Time (s)		15.3			7.6			14.8			7.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	20	23	11	115	14	28	53	774	502	103	416	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	129	28	0	1329	0	0	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 88.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	159.7

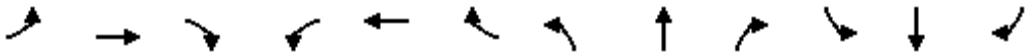
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	20	10	101	12	25	47	681	442	91	366	20
Future Vol, veh/h	18	20	10	101	12	25	47	681	442	91	366	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	23	11	115	14	28	53	774	502	103	416	23

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1786	2016	428	1782	1776	1025	439	0	0	1276	0	0
Stage 1	634	634	-	1131	1131	-	-	-	-	-	-	-
Stage 2	1152	1382	-	651	645	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	63	59	627	~ 64	83	285	1121	-	-	544	-	-
Stage 1	467	473	-	247	278	-	-	-	-	-	-	-
Stage 2	241	211	-	457	467	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	35	627	~ 22	50	285	1121	-	-	544	-	-
Mov Cap-2 Maneuver	31	35	-	~ 22	50	-	-	-	-	-	-	-
Stage 1	373	354	-	197	222	-	-	-	-	-	-	-
Stage 2	163	169	-	315	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 408.2	$ 1968.3	0.3	2.5
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1121	-	-	41	23	285	544	-	-
HCM Lane V/C Ratio	0.048	-	-	1.33	5.583	0.1	0.19	-	-
HCM Control Delay (s)	8.4	0	-	$ 408.2	$ 2399.6	19	13.2	0	-
HCM Lane LOS	A	A	-	F	F	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	5.4	16.2	0.3	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	4	25	0	53	1	408	38	30	477	3
Future Volume (vph)	2	2	4	25	0	53	1	408	38	30	477	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.908			0.988			0.999	
Flt Protected		0.988			0.984						0.997	
Satd. Flow (prot)	0	1715	0	0	1664	0	0	1840	0	0	1855	0
Flt Permitted		0.988			0.984						0.997	
Satd. Flow (perm)	0	1715	0	0	1664	0	0	1840	0	0	1855	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		101			674			578			769	
Travel Time (s)		2.3			15.3			13.1			17.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	2	4	28	0	60	1	458	43	34	536	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	88	0	0	502	0	0	573	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

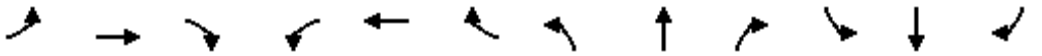
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	2	2	4	25	0	53	1	408	38	30	477	3
Future Vol, veh/h	2	2	4	25	0	53	1	408	38	30	477	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	4	28	0	60	1	458	43	34	536	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1118	1109	538	1091	1089	480	539	0	0	501	0	0
Stage 1	606	606	-	482	482	-	-	-	-	-	-	-
Stage 2	512	503	-	609	607	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	184	210	543	192	215	586	1029	-	-	1063	-	-
Stage 1	484	487	-	565	553	-	-	-	-	-	-	-
Stage 2	545	541	-	482	486	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	200	543	182	205	586	1029	-	-	1063	-	-
Mov Cap-2 Maneuver	159	200	-	182	205	-	-	-	-	-	-	-
Stage 1	484	465	-	564	552	-	-	-	-	-	-	-
Stage 2	489	540	-	454	464	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19	19.1	0	0.5
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1029	-	-	267	342	1063	-	-
HCM Lane V/C Ratio	0.001	-	-	0.034	0.256	0.032	-	-
HCM Control Delay (s)	8.5	0	-	19	19.1	8.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.1	-	-

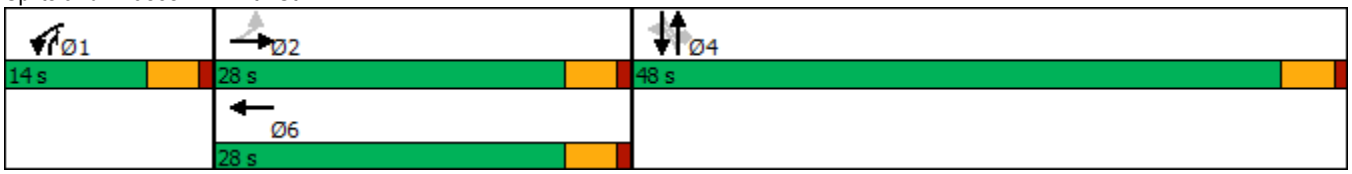


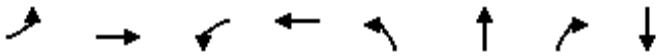
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	994	257	360	684	112	282	771	374	82	738	34
Future Volume (vph)	33	994	257	360	684	112	282	771	374	82	738	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.979				0.850		0.995	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1770	3429	0	1770	3465	0	1770	1863	1583	0	1844	0
Flt Permitted	0.170			0.950			0.249				0.394	
Satd. Flow (perm)	317	3429	0	1770	3465	0	464	1863	1583	0	730	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		35			20						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			509			392			650	
Travel Time (s)		15.5			11.6			8.9			14.8	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	33	1004	260	364	691	113	285	779	378	83	745	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1264	0	364	804	0	285	779	378	0	862	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		2		1	6			4	1		4	
Permitted Phases	2						4		4	4		
Detector Phase	2	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	28.0	28.0		14.0	28.0		48.0	48.0	14.0	48.0	48.0	
Total Split (%)	31.1%	31.1%		15.6%	31.1%		53.3%	53.3%	15.6%	53.3%	53.3%	
Maximum Green (s)	23.5	23.5		9.5	23.5		43.5	43.5	9.5	43.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	23.5	23.5		9.5	23.5		43.5	43.5	57.5		43.5	
Actuated g/C Ratio	0.26	0.26		0.11	0.26		0.48	0.48	0.64		0.48	
v/c Ratio	0.40	1.37		1.96	0.87		1.27	0.87	0.37		2.44	
Control Delay	44.3	203.3		475.1	43.2		178.2	32.8	9.0		672.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	44.3	203.3		475.1	43.2		178.2	32.8	9.0		672.7	
LOS	D	F		F	D		F	C	A		F	
Approach Delay		199.3			177.8			55.3			672.7	
Approach LOS		F			F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.44			
Intersection Signal Delay: 236.1		Intersection LOS: F	
Intersection Capacity Utilization 156.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: 7th St.



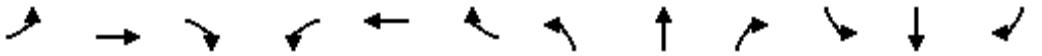


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	33	1264	364	804	285	779	378	862
v/c Ratio	0.40	1.37	1.96	0.87	1.27	0.87	0.37	2.44
Control Delay	44.3	203.3	475.1	43.2	178.2	32.8	9.0	672.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	203.3	475.1	43.2	178.2	32.8	9.0	672.7
Queue Length 50th (ft)	16	~501	~323	225	~207	377	91	~631
Queue Length 95th (ft)	#49	#634	#493	#328	#362	#612	143	#861
Internal Link Dist (ft)		601		429		312		570
Turn Bay Length (ft)								
Base Capacity (vph)	82	921	186	919	224	900	1011	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.37	1.96	0.87	1.27	0.87	0.37	2.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

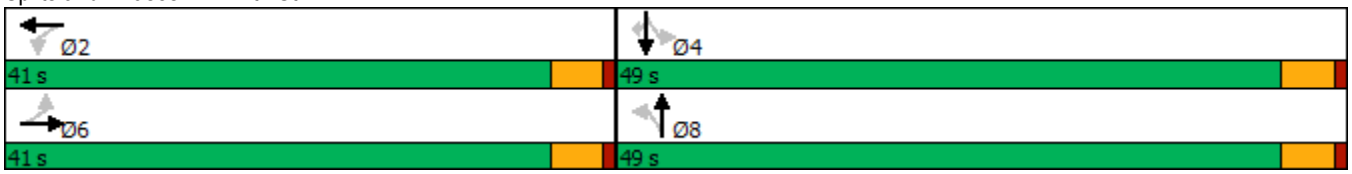


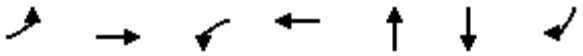
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	1048	202	109	879	73	302	344	138	81	297	81
Future Volume (vph)	140	1048	202	109	879	73	302	344	138	81	297	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.988			0.976				0.850
Flt Protected	0.950			0.950				0.981			0.989	
Satd. Flow (prot)	1770	3454	0	1770	3497	0	0	1783	0	0	1842	1583
Flt Permitted	0.143			0.110				0.569			0.751	
Satd. Flow (perm)	266	3454	0	205	3497	0	0	1034	0	0	1399	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			17				49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		207			681			379			578	
Travel Time (s)		4.7			15.5			8.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	149	1115	215	116	935	78	321	366	147	86	316	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	149	1330	0	116	1013	0	0	834	0	0	402	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	41.0	41.0		41.0	41.0		49.0	49.0		49.0	49.0	49.0
Total Split (%)	45.6%	45.6%		45.6%	45.6%		54.4%	54.4%		54.4%	54.4%	54.4%
Maximum Green (s)	36.5	36.5		36.5	36.5		44.5	44.5		44.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	36.5	36.5		36.5	36.5			44.5			44.5	44.5
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.49			0.49	0.49
v/c Ratio	1.39	0.94		1.40	0.71			1.61			0.58	0.11
Control Delay	251.1	39.1		264.4	25.5			304.6			20.4	6.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	251.1	39.1		264.4	25.5			304.6			20.4	6.6
LOS	F	D		F	C			F			C	A
Approach Delay		60.5			50.0			304.6			18.0	
Approach LOS		E			D			F			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.61			
Intersection Signal Delay: 104.0		Intersection LOS: F	
Intersection Capacity Utilization 119.8%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 2: 7th St.





Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	149	1330	116	1013	834	402	86
v/c Ratio	1.39	0.94	1.40	0.71	1.61	0.58	0.11
Control Delay	251.1	39.1	264.4	25.5	304.6	20.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	251.1	39.1	264.4	25.5	304.6	20.4	6.6
Queue Length 50th (ft)	~114	366	~89	244	~689	155	10
Queue Length 95th (ft)	#232	#517	#152	317	#918	249	34
Internal Link Dist (ft)		127		601	299	498	
Turn Bay Length (ft)							
Base Capacity (vph)	107	1418	83	1425	519	691	807
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.94	1.40	0.71	1.61	0.58	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	1361	126	61	507	66	102	306	131	62	268	222
Future Volume (vph)	252	1361	126	61	507	66	102	306	131	62	268	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.967			0.946	
Flt Protected	0.950			0.950				0.991			0.994	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1785	0	0	1752	0
Flt Permitted	0.950			0.950				0.640			0.827	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	0	1153	0	0	1457	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109			73		19			41	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			356			769			216	
Travel Time (s)		4.9			8.1			17.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	271	1463	135	66	545	71	110	329	141	67	288	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	1463	135	66	545	71	0	580	0	0	594	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	2	3		2	3			4			4	
Permitted Phases			3			3	4			4		
Detector Phase	2	3	3	2	3	3	4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	24.0	31.0	31.0	24.0	31.0	31.0	35.0	35.0		35.0	35.0	
Total Split (%)	26.7%	34.4%	34.4%	26.7%	34.4%	34.4%	38.9%	38.9%		38.9%	38.9%	
Maximum Green (s)	19.5	26.5	26.5	19.5	26.5	26.5	30.5	30.5		30.5	30.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	17.1	26.5	26.5	17.1	26.5	26.5		30.5			30.5	
Actuated g/C Ratio	0.19	0.30	0.30	0.19	0.30	0.30		0.35			0.35	
v/c Ratio	0.79	1.37	0.24	0.19	0.51	0.13		1.40			1.11	
Control Delay	50.6	198.9	8.5	30.6	27.6	6.6		221.5			102.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	50.6	198.9	8.5	30.6	27.6	6.6		221.5			102.0	
LOS	D	F	A	C	C	A		F			F	
Approach Delay		163.7			25.7			221.5			102.0	
Approach LOS		F			C			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.7			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 137.6		Intersection LOS: F	
Intersection Capacity Utilization 100.8%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: Mateo St. & 6th St.



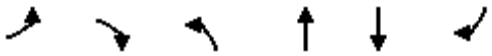


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	271	1463	135	66	545	71	580	594
v/c Ratio	0.79	1.37	0.24	0.19	0.51	0.13	1.40	1.11
Control Delay	50.6	198.9	8.5	30.6	27.6	6.6	221.5	102.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	198.9	8.5	30.6	27.6	6.6	221.5	102.0
Queue Length 50th (ft)	143	~587	11	31	134	0	~445	~380
Queue Length 95th (ft)	#247	#725	52	66	186	29	#655	#590
Internal Link Dist (ft)		136			276		689	136
Turn Bay Length (ft)								
Base Capacity (vph)	394	1071	555	394	1071	530	414	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.37	0.24	0.17	0.51	0.13	1.40	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	268	456	1	0	32
Future Volume (vph)	11	268	456	1	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.870				0.865	
Flt Protected	0.998			0.953		
Satd. Flow (prot)	1617	0	0	1775	1611	0
Flt Permitted	0.998			0.953		
Satd. Flow (perm)	1617	0	0	1775	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	336			442	485	
Travel Time (s)	7.6			10.0	11.0	
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	18	439	748	2	0	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	457	0	0	750	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.8%		ICU Level of Service B	
Analysis Period (min) 15			

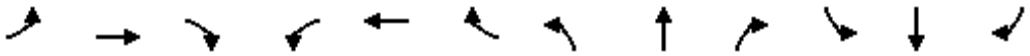
Intersection	
Int Delay, s/veh	13.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	268	456	1	0	32
Future Vol, veh/h	11	268	456	1	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	439	748	2	0	52

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1524	26	52	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	1498	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	130	1050	1554	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	67	1050	1554	-	-	-
Mov Cap-2 Maneuver	67	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	204	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	9.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	665	-	-
HCM Lane V/C Ratio	0.481	-	0.688	-	-
HCM Control Delay (s)	9.4	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	2.7	-	5.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	9	56	353	20	89	33	576	224	45	502	39
Future Volume (vph)	22	9	56	353	20	89	33	576	224	45	502	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.913				0.850		0.964			0.991	
Flt Protected		0.988			0.955			0.998			0.996	
Satd. Flow (prot)	0	1680	0	0	1779	1583	0	1792	0	0	1839	0
Flt Permitted		0.988			0.955			0.998			0.996	
Satd. Flow (perm)	0	1680	0	0	1779	1583	0	1792	0	0	1839	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			336			650			318	
Travel Time (s)		15.3			7.6			14.8			7.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	23	10	60	376	21	95	35	613	238	48	534	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	93	0	0	397	95	0	886	0	0	623	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	390.7

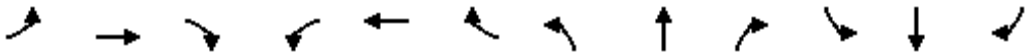
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	9	56	353	20	89	33	576	224	45	502	39
Future Vol, veh/h	22	9	56	353	20	89	33	576	224	45	502	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	10	60	376	21	95	35	613	238	48	534	41

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1511	1572	555	1488	1473	732	575	0	0	851	0	0
Stage 1	651	651	-	802	802	-	-	-	-	-	-	-
Stage 2	860	921	-	686	671	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	99	110	531	~ 102	127	421	998	-	-	788	-	-
Stage 1	457	465	-	378	396	-	-	-	-	-	-	-
Stage 2	351	349	-	438	455	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	58	93	531	~ 74	107	421	998	-	-	788	-	-
Mov Cap-2 Maneuver	58	93	-	~ 74	107	-	-	-	-	-	-	-
Stage 1	425	423	-	~ 352	368	-	-	-	-	-	-	-
Stage 2	238	325	-	~ 346	414	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	61.5	$ 1651.1	0.3	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	998	-	-	150	75	421	788	-	-
HCM Lane V/C Ratio	0.035	-	-	0.617	5.291	0.225	0.061	-	-
HCM Control Delay (s)	8.7	0	-	61.5	$ 2041.3	16	9.9	0	-
HCM Lane LOS	A	A	-	F	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.3	43.6	0.9	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	1	47	1	97	2	453	34	51	672	4
Future Volume (vph)	4	1	1	47	1	97	2	453	34	51	672	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.910			0.991			0.999	
Flt Protected		0.968			0.984						0.996	
Satd. Flow (prot)	0	1762	0	0	1668	0	0	1846	0	0	1853	0
Flt Permitted		0.968			0.984						0.996	
Satd. Flow (perm)	0	1762	0	0	1668	0	0	1846	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		101			674			578			769	
Travel Time (s)		2.3			15.3			13.1			17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	1	1	51	1	104	2	487	37	55	723	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	156	0	0	526	0	0	782	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.1%		ICU Level of Service E	
Analysis Period (min) 15			

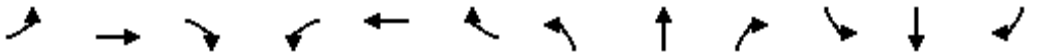
Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1	1	47	1	97	2	453	34	51	672	4
Future Vol, veh/h	4	1	1	47	1	97	2	453	34	51	672	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	1	51	1	104	2	487	37	55	723	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1397	1363	725	1346	1347	506	727	0	0	524	0	0
Stage 1	835	835	-	510	510	-	-	-	-	-	-	-
Stage 2	562	528	-	836	837	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	118	148	425	128	151	566	876	-	-	1043	-	-
Stage 1	362	383	-	546	538	-	-	-	-	-	-	-
Stage 2	512	528	-	362	382	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	89	134	425	118	137	566	876	-	-	1043	-	-
Mov Cap-2 Maneuver	89	134	-	118	137	-	-	-	-	-	-	-
Stage 1	361	349	-	544	536	-	-	-	-	-	-	-
Stage 2	416	526	-	328	348	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	39.8	40.3	0	0.6
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	110	251	1043	-	-
HCM Lane V/C Ratio	0.002	-	-	0.059	0.621	0.053	-	-
HCM Control Delay (s)	9.1	0	-	39.8	40.3	8.6	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	3.7	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	545	212	583	1382	254	208	896	204	64	456	25
Future Volume (vph)	23	545	212	583	1382	254	208	896	204	64	456	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.977				0.850		0.994	
Flt Protected	0.950			0.950			0.950				0.994	
Satd. Flow (prot)	1770	3391	0	1770	3458	0	1770	1863	1583	0	1840	0
Flt Permitted	0.151			0.950			0.337				0.187	
Satd. Flow (perm)	281	3391	0	1770	3458	0	628	1863	1583	0	346	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		65			24						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			509			392			650	
Travel Time (s)		15.5			11.6			8.9			14.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	574	223	614	1455	267	219	943	215	67	480	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	797	0	614	1722	0	219	943	215	0	573	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		2		1	6			4	1		4	
Permitted Phases	2						4		4	4		
Detector Phase	2	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

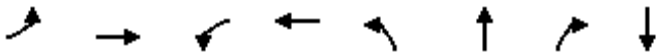
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	31.0	31.0		16.0	31.0		43.0	43.0	16.0	43.0	43.0	
Total Split (%)	34.4%	34.4%		17.8%	34.4%		47.8%	47.8%	17.8%	47.8%	47.8%	
Maximum Green (s)	26.5	26.5		11.5	26.5		38.5	38.5	11.5	38.5	38.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	26.5	26.5		11.5	26.5		38.5	38.5	54.5		38.5	
Actuated g/C Ratio	0.29	0.29		0.13	0.29		0.43	0.43	0.61		0.43	
v/c Ratio	0.29	0.76		2.72	1.66		0.82	1.18	0.22		3.85	
Control Delay	35.8	32.1		804.2	328.6		49.1	122.3	8.8		1309.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	35.8	32.1		804.2	328.6		49.1	122.3	8.8		1309.9	
LOS	D	C		F	F		D	F	A		F	
Approach Delay		32.2			453.6			92.9			1309.9	
Approach LOS		C			F			F			F	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 3.85
Intersection Signal Delay: 384.7 Intersection LOS: F
Intersection Capacity Utilization 145.1% ICU Level of Service H
Analysis Period (min) 15

Splits and Phases: 1: 7th St.



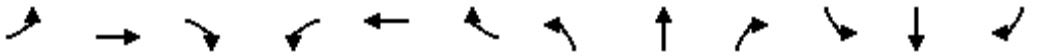


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	24	797	614	1722	219	943	215	573
v/c Ratio	0.29	0.76	2.72	1.66	0.82	1.18	0.22	3.85
Control Delay	35.8	32.1	804.2	328.6	49.1	122.3	8.8	1309.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.8	32.1	804.2	328.6	49.1	122.3	8.8	1309.9
Queue Length 50th (ft)	11	199	~599	~762	106	~651	51	~523
Queue Length 95th (ft)	36	269	#803	#901	#241	#881	86	#727
Internal Link Dist (ft)		601		429		312		570
Turn Bay Length (ft)								
Base Capacity (vph)	82	1044	226	1035	268	796	958	149
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.76	2.72	1.66	0.82	1.18	0.22	3.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

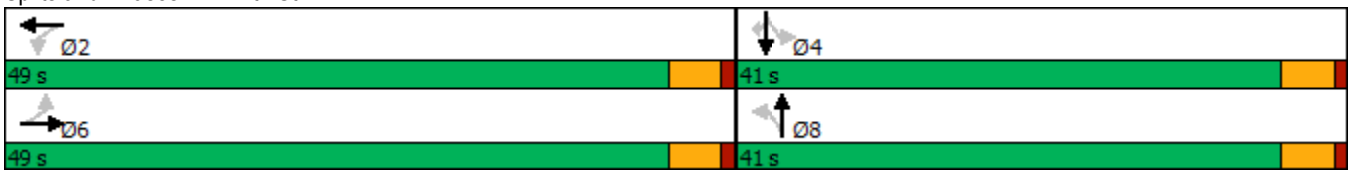


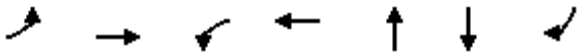
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	626	180	334	1196	88	136	191	64	100	414	101
Future Volume (vph)	90	626	180	334	1196	88	136	191	64	100	414	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.990			0.978				0.850
Flt Protected	0.950			0.950				0.983			0.990	
Satd. Flow (prot)	1770	3419	0	1770	3504	0	0	1791	0	0	1844	1583
Flt Permitted	0.098			0.265				0.383			0.832	
Satd. Flow (perm)	183	3419	0	494	3504	0	0	698	0	0	1550	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			12			13				39
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		207			681			379			578	
Travel Time (s)		4.7			15.5			8.6			13.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	92	639	184	341	1220	90	139	195	65	102	422	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	823	0	341	1310	0	0	399	0	0	524	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	49.0	49.0		49.0	49.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	54.4%	54.4%		54.4%	54.4%		45.6%	45.6%		45.6%	45.6%	45.6%
Maximum Green (s)	44.5	44.5		44.5	44.5		36.5	36.5		36.5	36.5	36.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	44.5	44.5		44.5	44.5			36.5			36.5	36.5
Actuated g/C Ratio	0.49	0.49		0.49	0.49			0.41			0.41	0.41
v/c Ratio	1.02	0.48		1.40	0.75			1.38			0.83	0.15
Control Delay	131.4	15.0		226.2	21.6			215.2			37.9	11.7
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	131.4	15.0		226.2	21.6			215.2			37.9	11.7
LOS	F	B		F	C			F			D	B
Approach Delay		26.7			63.9			215.2			33.6	
Approach LOS		C			E			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.40			
Intersection Signal Delay: 65.9		Intersection LOS: E	
Intersection Capacity Utilization 105.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 2: 7th St.



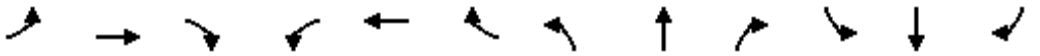


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	92	823	341	1310	399	524	103
v/c Ratio	1.02	0.48	1.40	0.75	1.38	0.83	0.15
Control Delay	131.4	15.0	226.2	21.6	215.2	37.9	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	131.4	15.0	226.2	21.6	215.2	37.9	11.7
Queue Length 50th (ft)	~53	143	~262	299	~301	262	22
Queue Length 95th (ft)	#153	193	#428	383	#481	#444	54
Internal Link Dist (ft)		127		601	299	498	
Turn Bay Length (ft)							
Base Capacity (vph)	90	1719	244	1738	290	628	665
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.48	1.40	0.75	1.38	0.83	0.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	157	373	147	235	1548	165	101	146	39	35	219	146
Future Volume (vph)	157	373	147	235	1548	165	101	146	39	35	219	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.982			0.951	
Flt Protected	0.950			0.950				0.983			0.996	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1798	0	0	1764	0
Flt Permitted	0.950			0.950				0.492			0.945	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	0	900	0	0	1674	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			139		9			32	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			356			769			216	
Travel Time (s)		4.9			8.1			17.5			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	171	405	160	255	1683	179	110	159	42	38	238	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	405	160	255	1683	179	0	311	0	0	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	2	3		2	3			4			4	
Permitted Phases			3			3	4			4		
Detector Phase	2	3	3	2	3	3	4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	24.0	37.0	37.0	24.0	37.0	37.0	29.0	29.0		29.0	29.0	
Total Split (%)	26.7%	41.1%	41.1%	26.7%	41.1%	41.1%	32.2%	32.2%		32.2%	32.2%	
Maximum Green (s)	19.5	32.5	32.5	19.5	32.5	32.5	24.5	24.5		24.5	24.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	16.5	32.6	32.6	16.5	32.6	32.6		24.5			24.5	
Actuated g/C Ratio	0.19	0.37	0.37	0.19	0.37	0.37		0.28			0.28	
v/c Ratio	0.51	0.31	0.23	0.76	1.27	0.26		1.20			0.88	
Control Delay	37.3	20.6	4.3	48.9	155.8	7.0		151.1			49.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	37.3	20.6	4.3	48.9	155.8	7.0		151.1			49.6	
LOS	D	C	A	D	F	A		F			D	
Approach Delay		20.9			130.4			151.1			49.6	
Approach LOS		C			F			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.1			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay: 100.0		Intersection LOS: F	
Intersection Capacity Utilization 103.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: Mateo St. & 6th St.



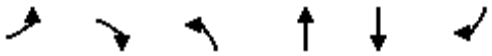


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	171	405	160	255	1683	179	311	435
v/c Ratio	0.51	0.31	0.23	0.76	1.27	0.26	1.20	0.88
Control Delay	37.3	20.6	4.3	48.9	155.8	7.0	151.1	49.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	20.6	4.3	48.9	155.8	7.0	151.1	49.6
Queue Length 50th (ft)	85	83	0	133	~636	14	~212	217
Queue Length 95th (ft)	147	123	39	216	#792	58	#383	#404
Internal Link Dist (ft)		136			276		689	136
Turn Bay Length (ft)								
Base Capacity (vph)	396	1322	691	396	1322	678	260	494
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.31	0.23	0.64	1.27	0.26	1.20	0.88

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	547	141	3	1	13
Future Volume (vph)	48	547	141	3	1	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876				0.873	
Flt Protected	0.996			0.953		
Satd. Flow (prot)	1625	0	0	1775	1626	0
Flt Permitted	0.996			0.953		
Satd. Flow (perm)	1625	0	0	1775	1626	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	336			442	485	
Travel Time (s)	7.6			10.0	11.0	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	60	684	176	4	1	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	744	0	0	180	17	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

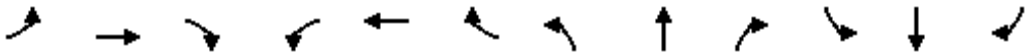
Intersection	
Int Delay, s/veh	15.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	547	141	3	1	13
Future Vol, veh/h	48	547	141	3	1	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	60	684	176	4	1	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	365	9	17	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	635	1073	1600	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	565	1073	1600	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.2	7.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1600	-	1000	-	-
HCM Lane V/C Ratio	0.11	-	0.744	-	-
HCM Control Delay (s)	7.5	0	18.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	7.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	46	10	101	16	25	47	720	442	91	372	26
Future Volume (vph)	37	46	10	101	16	25	47	720	442	91	372	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986				0.850		0.951			0.993	
Flt Protected		0.980			0.959			0.998			0.991	
Satd. Flow (prot)	0	1800	0	0	1786	1583	0	1768	0	0	1833	0
Flt Permitted		0.980			0.959			0.998			0.991	
Satd. Flow (perm)	0	1800	0	0	1786	1583	0	1768	0	0	1833	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			336			650			318	
Travel Time (s)		15.3			7.6			14.8			7.2	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	42	52	11	115	18	28	53	818	502	103	423	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	133	28	0	1373	0	0	556	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.4%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	65.8

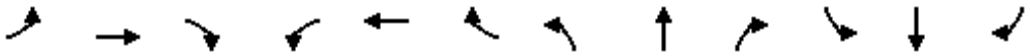
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	37	46	10	101	16	25	47	720	442	91	372	26
Future Vol, veh/h	37	46	10	101	16	25	47	720	442	91	372	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	52	11	115	18	28	53	818	502	103	423	30

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1842	2070	438	1851	1834	1069	453	0	0	1320	0	0
Stage 1	644	644	-	1175	1175	-	-	-	-	-	-	-
Stage 2	1198	1426	-	676	659	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	58	54	619	~ 57	76	269	1108	-	-	524	-	-
Stage 1	461	468	-	233	265	-	-	-	-	-	-	-
Stage 2	227	201	-	443	461	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 24	~ 31	619	-	43	269	1108	-	-	524	-	-
Mov Cap-2 Maneuver	~ 24	~ 31	-	-	43	-	-	-	-	-	-	-
Stage 1	356	344	-	180	205	-	-	-	-	-	-	-
Stage 2	143	155	-	271	339	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, $	1350.2		0.3	2.5
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1108	-	-	31	-	269	524	-	-
HCM Lane V/C Ratio	0.048	-	-	3.409	-	0.106	0.197	-	-
HCM Control Delay (s)	8.4	0	-	$ 1350.2	-	20	13.6	0	-
HCM Lane LOS	A	A	-	F	-	C	B	A	-
HCM 95th %tile Q(veh)	0.2	-	-	12.5	-	0.4	0.7	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	2	4	30	0	58	1	408	67	46	477	3
Future Volume (vph)	2	2	4	30	0	58	1	408	67	46	477	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.932			0.911			0.981			0.999	
Flt Protected		0.988			0.983						0.996	
Satd. Flow (prot)	0	1715	0	0	1668	0	0	1827	0	0	1853	0
Flt Permitted		0.988			0.983						0.996	
Satd. Flow (perm)	0	1715	0	0	1668	0	0	1827	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		101			674			578			769	
Travel Time (s)		2.3			15.3			13.1			17.5	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	2	2	4	34	0	65	1	458	75	52	536	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	99	0	0	534	0	0	591	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

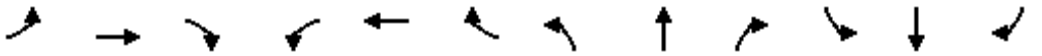
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	2	4	30	0	58	1	408	67	46	477	3
Future Vol, veh/h	2	2	4	30	0	58	1	408	67	46	477	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2	4	34	0	65	1	458	75	52	536	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1172	1177	538	1143	1141	496	539	0	0	533	0	0
Stage 1	642	642	-	498	498	-	-	-	-	-	-	-
Stage 2	530	535	-	645	643	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	169	191	543	177	201	574	1029	-	-	1035	-	-
Stage 1	463	469	-	554	544	-	-	-	-	-	-	-
Stage 2	533	524	-	461	468	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	141	177	543	164	186	574	1029	-	-	1035	-	-
Mov Cap-2 Maneuver	141	177	-	164	186	-	-	-	-	-	-	-
Stage 1	463	435	-	553	543	-	-	-	-	-	-	-
Stage 2	472	523	-	422	434	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.3	22	0	0.8
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1029	-	-	244	310	1035	-	-
HCM Lane V/C Ratio	0.001	-	-	0.037	0.319	0.05	-	-
HCM Control Delay (s)	8.5	0	-	20.3	22	8.7	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.2	-	-

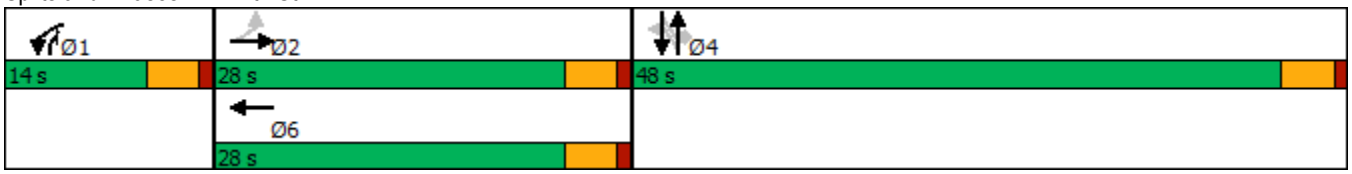


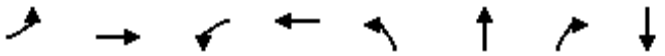
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	994	257	360	684	114	282	780	374	88	771	34
Future Volume (vph)	33	994	257	360	684	114	282	780	374	88	771	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.979				0.850		0.995	
Flt Protected	0.950			0.950			0.950				0.995	
Satd. Flow (prot)	1770	3429	0	1770	3465	0	1770	1863	1583	0	1844	0
Flt Permitted	0.170			0.950			0.237				0.363	
Satd. Flow (perm)	317	3429	0	1770	3465	0	441	1863	1583	0	673	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		35			20						3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		681			509			392			650	
Travel Time (s)		15.5			11.6			8.9			14.8	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	33	1004	260	364	691	115	285	788	378	89	779	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	1264	0	364	806	0	285	788	378	0	902	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Prot	NA		Perm	NA	pm+ov	Perm	NA	
Protected Phases		2		1	6			4	1		4	
Permitted Phases	2						4		4	4		
Detector Phase	2	2		1	6		4	4	1	4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		9.5	22.5		22.5	22.5	9.5	22.5	22.5	
Total Split (s)	28.0	28.0		14.0	28.0		48.0	48.0	14.0	48.0	48.0	
Total Split (%)	31.1%	31.1%		15.6%	31.1%		53.3%	53.3%	15.6%	53.3%	53.3%	
Maximum Green (s)	23.5	23.5		9.5	23.5		43.5	43.5	9.5	43.5	43.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5	4.5		4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	Max	Max		None	None		None	None	None	None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	23.5	23.5		9.5	23.5		43.5	43.5	57.5		43.5	
Actuated g/C Ratio	0.26	0.26		0.11	0.26		0.48	0.48	0.64		0.48	
v/c Ratio	0.40	1.37		1.96	0.88		1.34	0.88	0.37		2.77	
Control Delay	44.3	203.3		475.1	43.4		205.5	33.8	9.0		820.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	44.3	203.3		475.1	43.4		205.5	33.8	9.0		820.5	
LOS	D	F		F	D		F	C	A		F	
Approach Delay		199.3			177.7			61.1			820.5	
Approach LOS		F			F			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 2.77			
Intersection Signal Delay: 268.7		Intersection LOS: F	
Intersection Capacity Utilization 159.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: 7th St.



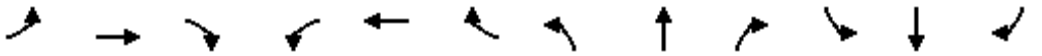


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	33	1264	364	806	285	788	378	902
v/c Ratio	0.40	1.37	1.96	0.88	1.34	0.88	0.37	2.77
Control Delay	44.3	203.3	475.1	43.4	205.5	33.8	9.0	820.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	203.3	475.1	43.4	205.5	33.8	9.0	820.5
Queue Length 50th (ft)	16	~501	~323	225	~213	384	91	~713
Queue Length 95th (ft)	#49	#634	#493	#330	#369	#624	143	#946
Internal Link Dist (ft)		601		429		312		570
Turn Bay Length (ft)								
Base Capacity (vph)	82	921	186	919	213	900	1011	326
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	1.37	1.96	0.88	1.34	0.88	0.37	2.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

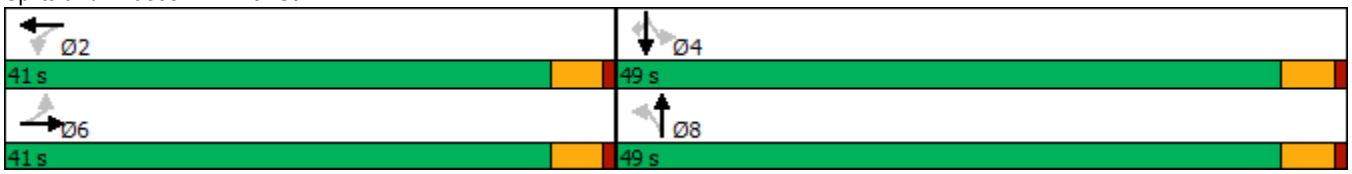


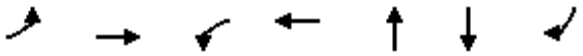
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	1048	202	109	879	73	302	348	138	81	311	97
Future Volume (vph)	144	1048	202	109	879	73	302	348	138	81	311	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.988			0.976				0.850
Flt Protected	0.950			0.950				0.981			0.990	
Satd. Flow (prot)	1770	3454	0	1770	3497	0	0	1783	0	0	1844	1583
Flt Permitted	0.143			0.110				0.555			0.757	
Satd. Flow (perm)	266	3454	0	205	3497	0	0	1009	0	0	1410	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			12			17				49
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		207			681			379			578	
Travel Time (s)		4.7			15.5			8.6			13.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	153	1115	215	116	935	78	321	370	147	86	331	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1330	0	116	1013	0	0	838	0	0	417	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		6			2			8			4	
Permitted Phases	6			2			8			4		4
Detector Phase	6	6		2	2		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	41.0	41.0		41.0	41.0		49.0	49.0		49.0	49.0	49.0
Total Split (%)	45.6%	45.6%		45.6%	45.6%		54.4%	54.4%		54.4%	54.4%	54.4%
Maximum Green (s)	36.5	36.5		36.5	36.5		44.5	44.5		44.5	44.5	44.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		Max	Max		Max	Max		Max	Max	Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)	36.5	36.5		36.5	36.5			44.5			44.5	44.5
Actuated g/C Ratio	0.41	0.41		0.41	0.41			0.49			0.49	0.49
v/c Ratio	1.43	0.94		1.40	0.71			1.65			0.60	0.13
Control Delay	265.7	39.1		264.4	25.5			324.9			20.8	7.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	265.7	39.1		264.4	25.5			324.9			20.8	7.4
LOS	F	D		F	C			F			C	A
Approach Delay		62.5			50.0			324.9			18.2	
Approach LOS		E			D			F			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.65			
Intersection Signal Delay: 108.5		Intersection LOS: F	
Intersection Capacity Utilization 120.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 2: 7th St.



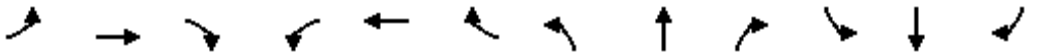


Lane Group	EBL	EBT	WBL	WBT	NBT	SBT	SBR
Lane Group Flow (vph)	153	1330	116	1013	838	417	103
v/c Ratio	1.43	0.94	1.40	0.71	1.65	0.60	0.13
Control Delay	265.7	39.1	264.4	25.5	324.9	20.8	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	265.7	39.1	264.4	25.5	324.9	20.8	7.4
Queue Length 50th (ft)	~118	366	~89	244	~702	163	15
Queue Length 95th (ft)	#239	#517	#152	317	#931	260	42
Internal Link Dist (ft)		127		601	299	498	
Turn Bay Length (ft)							
Base Capacity (vph)	107	1418	83	1425	507	697	807
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.43	0.94	1.40	0.71	1.65	0.60	0.13

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	252	1370	126	65	507	66	119	306	147	62	268	239
Future Volume (vph)	252	1370	126	65	507	66	119	306	147	62	268	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.965			0.943	
Flt Protected	0.950			0.950				0.990			0.995	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	0	1780	0	0	1748	0
Flt Permitted	0.950			0.950				0.603			0.834	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	0	1084	0	0	1465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			73		21			45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		216			356			769			216	
Travel Time (s)		4.9			8.1			17.5			4.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	271	1473	135	70	545	71	128	329	158	67	288	257
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	1473	135	70	545	71	0	615	0	0	612	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	2	3		2	3			4			4	
Permitted Phases			3			3	4			4		
Detector Phase	2	3	3	2	3	3	4	4		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5		22.5	22.5	
Total Split (s)	24.0	30.0	30.0	24.0	30.0	30.0	36.0	36.0		36.0	36.0	
Total Split (%)	26.7%	33.3%	33.3%	26.7%	33.3%	33.3%	40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	19.5	25.5	25.5	19.5	25.5	25.5	31.5	31.5		31.5	31.5	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	None		None	None	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)	17.1	25.5	25.5	17.1	25.5	25.5		31.6			31.6	
Actuated g/C Ratio	0.19	0.29	0.29	0.19	0.29	0.29		0.36			0.36	
v/c Ratio	0.79	1.43	0.25	0.20	0.53	0.14		1.53			1.10	
Control Delay	50.6	226.8	9.1	30.8	28.7	6.8		273.7			96.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	50.6	226.8	9.1	30.8	28.7	6.8		273.7			96.9	
LOS	D	F	A	C	C	A		F			F	
Approach Delay		185.8			26.6			273.7			96.9	
Approach LOS		F			C			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 87.7			
Natural Cycle: 140			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.53			
Intersection Signal Delay: 156.9		Intersection LOS: F	
Intersection Capacity Utilization 107.2%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: Mateo St. & 6th St.



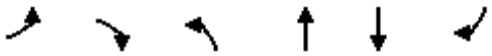


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Group Flow (vph)	271	1473	135	70	545	71	615	612
v/c Ratio	0.79	1.43	0.25	0.20	0.53	0.14	1.53	1.10
Control Delay	50.6	226.8	9.1	30.8	28.7	6.8	273.7	96.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	226.8	9.1	30.8	28.7	6.8	273.7	96.9
Queue Length 50th (ft)	143	~605	11	33	136	0	~494	~387
Queue Length 95th (ft)	#247	#744	54	69	189	30	#707	#599
Internal Link Dist (ft)		136			276		689	136
Turn Bay Length (ft)								
Base Capacity (vph)	394	1030	536	394	1030	512	403	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.43	0.25	0.18	0.53	0.14	1.53	1.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	268	456	1	0	58
Future Volume (vph)	18	268	456	1	0	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874				0.865	
Flt Protected	0.997			0.953		
Satd. Flow (prot)	1623	0	0	1775	1611	0
Flt Permitted	0.997			0.953		
Satd. Flow (perm)	1623	0	0	1775	1611	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	336			442	485	
Travel Time (s)	7.6			10.0	11.0	
Peak Hour Factor	0.61	0.61	0.61	0.61	0.61	0.61
Adj. Flow (vph)	30	439	748	2	0	95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	469	0	0	750	95	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

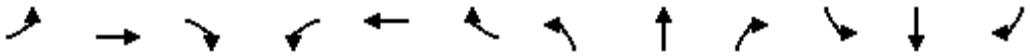
Intersection	
Int Delay, s/veh	22.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	268	456	1	0	58
Future Vol, veh/h	18	268	456	1	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	439	748	2	0	95

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1546	48	95	0	-	0
Stage 1	48	-	-	-	-	-
Stage 2	1498	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	126	1021	1499	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	204	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	63	1021	1499	-	-	-
Mov Cap-2 Maneuver	63	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	204	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46.5	9.7	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1499	-	522	-	-
HCM Lane V/C Ratio	0.499	-	0.898	-	-
HCM Control Delay (s)	9.8	0	46.5	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	2.9	-	10.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	16	56	353	46	89	33	587	224	45	541	75
Future Volume (vph)	27	16	56	353	46	89	33	587	224	45	541	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.924				0.850		0.964			0.985	
Flt Protected		0.987			0.958			0.998			0.997	
Satd. Flow (prot)	0	1699	0	0	1785	1583	0	1792	0	0	1829	0
Flt Permitted		0.987			0.958			0.998			0.997	
Satd. Flow (perm)	0	1699	0	0	1785	1583	0	1792	0	0	1829	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			336			650			318	
Travel Time (s)		15.3			7.6			14.8			7.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	29	17	60	376	49	95	35	624	238	48	576	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	106	0	0	425	95	0	897	0	0	704	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.2%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	538.6

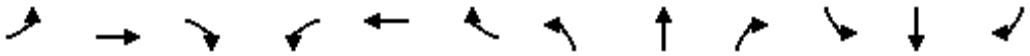
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↱		↕			↕	
Traffic Vol, veh/h	27	16	56	353	46	89	33	587	224	45	541	75
Future Vol, veh/h	27	16	56	353	46	89	33	587	224	45	541	75
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	17	60	376	49	95	35	624	238	48	576	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1597	1644	616	1564	1565	743	656	0	0	862	0	0
Stage 1	712	712	-	813	813	-	-	-	-	-	-	-
Stage 2	885	932	-	751	752	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	86	100	491	~ 91	111	415	931	-	-	780	-	-
Stage 1	423	436	-	~ 372	392	-	-	-	-	-	-	-
Stage 2	340	345	-	403	418	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	83	491	~ 59	92	415	931	-	-	780	-	-
Mov Cap-2 Maneuver	34	83	-	~ 59	92	-	-	-	-	-	-	-
Stage 1	391	393	-	~ 344	362	-	-	-	-	-	-	-
Stage 2	210	319	-	~ 306	377	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	233.4	$ 2259.8	0.4	0.7
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	90	62	415	780	-	-
HCM Lane V/C Ratio	0.038	-	-	1.17	6.846	0.228	0.061	-	-
HCM Control Delay (s)	9	0	-	233.4	2760.2	16.2	9.9	0	-
HCM Lane LOS	A	A	-	F	F	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	7.3	48.6	0.9	0.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1	1	76	1	130	2	453	42	55	672	4
Future Volume (vph)	4	1	1	76	1	130	2	453	42	55	672	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.915			0.989			0.999	
Flt Protected		0.968			0.982						0.996	
Satd. Flow (prot)	0	1762	0	0	1674	0	0	1842	0	0	1853	0
Flt Permitted		0.968			0.982						0.996	
Satd. Flow (perm)	0	1762	0	0	1674	0	0	1842	0	0	1853	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		101			674			578			769	
Travel Time (s)		2.3			15.3			13.1			17.5	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	1	1	82	1	140	2	487	45	59	723	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	223	0	0	534	0	0	786	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 87.7%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	14.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	1	1	76	1	130	2	453	42	55	672	4
Future Vol, veh/h	4	1	1	76	1	130	2	453	42	55	672	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	1	1	82	1	140	2	487	45	59	723	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1427	1379	725	1358	1359	510	727	0	0	532	0	0
Stage 1	843	843	-	514	514	-	-	-	-	-	-	-
Stage 2	584	536	-	844	845	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	113	144	425	126	149	563	876	-	-	1036	-	-
Stage 1	358	380	-	543	535	-	-	-	-	-	-	-
Stage 2	498	523	-	358	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	78	130	425	115	134	563	876	-	-	1036	-	-
Mov Cap-2 Maneuver	78	130	-	115	134	-	-	-	-	-	-	-
Stage 1	357	344	-	541	533	-	-	-	-	-	-	-
Stage 2	372	521	-	322	343	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44.3	96.3	0	0.7
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	98	230	1036	-	-
HCM Lane V/C Ratio	0.002	-	-	0.066	0.968	0.057	-	-
HCM Control Delay (s)	9.1	0	-	44.3	96.3	8.7	0	-
HCM Lane LOS	A	A	-	E	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	8.7	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	7	724	58	41	477
Future Volume (vph)	12	7	724	58	41	477
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.949		0.990			
Flt Protected	0.970					0.996
Satd. Flow (prot)	1715	0	1844	0	0	1855
Flt Permitted	0.970					0.996
Satd. Flow (perm)	1715	0	1844	0	0	1855
Link Speed (mph)	30		30			30
Link Distance (ft)	149		318			410
Travel Time (s)	3.4		7.2			9.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	8	787	63	45	518
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	850	0	0	563
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	7	724	58	41	477
Future Vol, veh/h	12	7	724	58	41	477
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	8	787	63	45	518

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1427	819	0	0	850	0
Stage 1	819	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	149	375	-	-	788	-
Stage 1	433	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	375	-	-	788	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	27.7	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	179	788	-
HCM Lane V/C Ratio	-	-	0.115	0.057	-
HCM Control Delay (s)	-	-	27.7	9.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	41	687	16	11	586
Future Volume (vph)	75	41	687	16	11	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.952		0.997			
Flt Protected	0.969					0.999
Satd. Flow (prot)	1718	0	1857	0	0	1861
Flt Permitted	0.969					0.999
Satd. Flow (perm)	1718	0	1857	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	149		318			410
Travel Time (s)	3.4		7.2			9.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	45	747	17	12	637
Shared Lane Traffic (%)						
Lane Group Flow (vph)	127	0	764	0	0	649
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.0%		ICU Level of Service A	
Analysis Period (min) 15			

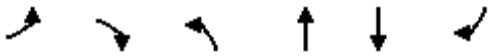
Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	41	687	16	11	586
Future Vol, veh/h	75	41	687	16	11	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	82	45	747	17	12	637

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1417	756	0	0	764	0
Stage 1	756	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	151	408	-	-	849	-
Stage 1	464	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	408	-	-	849	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	54.4	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	191	849	-
HCM Lane V/C Ratio	-	-	0.66	0.014	-
HCM Control Delay (s)	-	-	54.4	9.3	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	3.9	0	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	4	26	25	10	33
Future Volume (vph)	3	4	26	25	10	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.923				0.897	
Flt Protected	0.979			0.975		
Satd. Flow (prot)	1683	0	0	1816	1671	0
Flt Permitted	0.979			0.975		
Satd. Flow (perm)	1683	0	0	1816	1671	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	72			310	176	
Travel Time (s)	1.6			7.0	4.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	4	28	27	11	36
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	55	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.4%		ICU Level of Service A	
Analysis Period (min) 15			

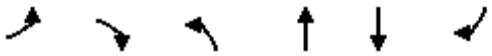
Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	4	26	25	10	33
Future Vol, veh/h	3	4	26	25	10	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	28	27	11	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	112	29	47	0	-	0
Stage 1	29	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	885	1046	1560	-	-	-
Stage 1	994	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	869	1046	1560	-	-	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	3.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1560	-	962	-	-
HCM Lane V/C Ratio	0.018	-	0.008	-	-
HCM Control Delay (s)	7.4	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	26	7	12	32	9
Future Volume (vph)	17	26	7	12	32	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.918				0.970	
Flt Protected	0.981			0.981		
Satd. Flow (prot)	1678	0	0	1827	1807	0
Flt Permitted	0.981			0.981		
Satd. Flow (perm)	1678	0	0	1827	1807	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	84			310	151	
Travel Time (s)	1.9			7.0	3.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	28	8	13	35	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	0	0	21	45	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	26	7	12	32	9
Future Vol, veh/h	17	26	7	12	32	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	28	8	13	35	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	69	40	45	0	-	0
Stage 1	40	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	936	1031	1563	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	931	1031	1563	-	-	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	994	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1563	-	989	-	-
HCM Lane V/C Ratio	0.005	-	0.047	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Appendix I: Cultural Records Search

I.1: Natural History Museum of Los Angeles County,

Paleontological Resources for the 655 Mesquit Street Project [ENV-2020-6829-EAF],

November 17, 2020.

I.2: South Central Coastal Information Center,

Record Search Results for the 655 Mesquit Street Project [ENV-2020-6829-EAF],

February 8, 2021.

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Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

Research & Collections

e-mail: paleorecords@nhm.org

November 27, 2020

Parker Environmental Consultants

Attn: Rachel Mills-Coyne

re: Paleontological resources for the 655 Mesquit Street Project [ENV-2020-6829-EAF]

Dear Rachel:

I have conducted a thorough search of our paleontology collection records for the locality and specimen data for proposed development at the 655 Mesquit Street project area as outlined on the portion of the Los Angeles USGS topographic quadrangle map that you sent to me via e-mail on November 16, 2020. We do not have any fossil localities that lie directly within the proposed project area, but we do have fossil localities nearby from the same sedimentary deposits that occur in the proposed project area, either at the surface or at depth.

The following table shows the closest known localities in the collection of the Natural History Museum of Los Angeles County.

Locality Number	Location	Formation	Taxa	Depth
LACM VP 1755	Near 12th & Hill Sts	Unknown Formation (Pleistocene)	Unspecified vertebrates	43 ft bgs
LACM VP 7730	LAPD Headquarters; near 2nd St. and Spring St.	Fernando Formation; Repetto Member (massive clayey siltstone)	Diversity of plant material & invertebrates as well as sharks; rays; bony fishes; bird; & marine mammals	Unknown (261-250 feet above sea level)
LACM IP – numerous	17 localities within the area bounded by 7th St., Spring St., 3rd St., and Flower St.	Fernando Formation	Invertebrates, including *Crepidula princeps* and *C. grandis; Haliotis;* Mitraidae; and others	Localities with recorded depths range from 30 – 80 ft bgs
LACM VP 3868	Near 6th & Bixel Sts	Fernando Formation (upper member)	Great White shark (*Carcharodon sulcidens*)	Unknown (350 - 375 ft above sea level)
LACM VP 2032	Los Angeles Brickyard Mission Rd. & Daly St.	Unknown Formation (Pleistocene, silt &	Mastodon (*Mammut*)	20-35 ft bgs

		clay)		
LACM VP 1023	Workman & Alhambra Sts	Unknown Formation (Pleistocene)	Birds (Aves)	Unknown (excavations for storm drains)

VP, Vertebrate Paleontology; IP, Invertebrate Paleontology; bgs, below ground surface

This records search covers only the records of the Natural History Museum of Los Angeles County ("NHMLA"). It is not intended as a paleontological assessment of the project area for the purposes of CEQA or NEPA. Potentially fossil-bearing units are present in the project area, either at the surface or in the subsurface. As such, NHMLA recommends that a full paleontological assessment of the project area be conducted by a paleontologist meeting Bureau of Land Management or Society of Vertebrate Paleontology standards.

Sincerely,



Alyssa Bell, Ph.D.
Natural History Museum of Los Angeles County

enclosure: invoice

I.2: South Central Coastal Information Center,

Record Search Results for the 655 Mesquit Street Project [ENV-2020-6829-EAF],

February 8, 2021.

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South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology MH-426
800 North State College Boulevard
Fullerton, CA 92834-6846
657.278.5395
California Historical Resources Information System
Los Angeles, Orange, Ventura and San Bernardino Counties
sccic@fullerton.edu

2/8/2021 SCCIC File #: 21881.8172

Rachel Mills-Coyne
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Re: Record Search Results for the 655 Mesquit Street Project [ENV-2020-6829-EAF]

The South Central Coastal Information Center received your records search request for the project area referenced above, located on the Los Angeles, CA USGS 7.5' quadrangle. The following summary reflects the results of the records search for the project area and a ½-mile radius. The search includes a review of all recorded archaeological and built-environment resources as well as a review of cultural resource reports on file. In addition, the California Points of Historical Interest (SPHI), the California Historical Landmarks (SHL), the California Register of Historical Resources (CAL REG), the National Register of Historic Places (NRHP), the California State Built Environment Resources Directory (BERD), and the City of Los Angeles Historic-Cultural Monuments (LAHCM) listings were reviewed for the above referenced project site and a ¼-mile radius. Due to the sensitive nature of cultural resources, archaeological site locations are not released.

RECORDS SEARCH RESULTS SUMMARY

Archaeological Resources* (*see Recommendations section)	Within project area: 0 Within project radius: 5
Built-Environment Resources	Within project area: 0 Within project radius: 52
Reports and Studies	Within project area: 1 Within project radius: 40
OHP Built Environment Resources Directory (BERD) 2019	Within project area: 0 Within ¼-mile radius: 1
California Points of Historical Interest (SPHI) 2019	Within project area: 0 Within ¼-mile radius: 0
California Historical Landmarks (SHL) 2019	Within project area: 0 Within ¼-mile radius: 0
California Register of Historical Resources (CAL REG) 2019	Within project area: 0 Within ¼-mile radius: 0

National Register of Historic Places (NRHP) 2019	Within project area: 0 Within ¼-mile radius: 0
Archaeological Determinations of Eligibility (ADOE): 2012	Within project area: 0 Within project radius: 0
City of Los Angeles Historic-Cultural Monuments (LAHCM)	Within project area: 0 Within ¼-mile radius: 3

HISTORIC MAP REVIEW - Pasadena, CA (1900) 15' USGS historic map indicates that in 1900 there were five buildings within the project area. There was a dense network of roads and buildings within the project search radius. Also of note was the Los Angeles River, the A.T & S.F. rail line and the Los Angeles Terminal (San Pedro Div.) which all ran east of the project area.

RECOMMENDATIONS

*When we report that no archaeological resources are recorded in your project area or within a specified radius around the project area; that does not necessarily mean that nothing is there. It may simply mean that the area has not been studied and/or that no information regarding the archaeological sensitivity of the property has been filed at this office. The reported records search result does not preclude the possibility that surface or buried artifacts might be found during a survey of the property or ground-disturbing activities.

Buried remains of the Zanja Madre (historical water conveyance system) are potentially within the project boundaries. Only small portions of this historic archaeological resource have been officially recorded. However, maps of the resource's vast network show that there is a strong potential for this resource to be within or adjacent to the project site. The natural ground surface of the subject property is entirely obscured by standing structures, asphalt, or concrete; therefore, we recommended that an archaeologist be retained to monitor ground-disturbing activities. Additionally, the subject property should be recorded and evaluated by a qualified consultant for local, state, or national significance if required by the lead agency. Finally, the Native American Heritage Commission should be consulted to identify if any additional traditional cultural properties or other sacred sites are known to be in the area. The NAHC may also refer you to local tribes with particular knowledge of potential sensitivity. The NAHC and local tribes may offer additional recommendations to what is provided here and may also request an archaeological monitor.

For your convenience, you may find a professional consultant**at www.chrisinfo.org. Any resulting reports by the qualified consultant should be submitted to the South Central Coastal Information Center as soon as possible.

**The SCCIC does not endorse any particular consultant and makes no claims about the qualifications of any person listed. Each consultant on this list self-reports that they meet current professional standards.

If you have any questions regarding the results presented herein, please contact the office at 657.278.5395 Monday through Thursday 9:00 am to 3:30 pm. Should you require any additional information for the above referenced project, reference the SCCIC number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System,

Isabela Kott
GIS Technician/Staff Researcher

Enclosures:

(X) Invoice #21881.8172

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the California Historical Resources Information System (CHRIS) Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

Appendix J: Utilities and Service Request Letters

J.1: City of Los Angeles Bureau of Sanitation, Wastewater Engineering Services Division, 655 Mesquit Street Project – Request for Wastewater Service Information, November 25, 2020.

J.2: City of Los Angeles Department of Water and Power, Los Angeles Department of Water and Power Water and Electricity Connection Services Request 655 Mesquit Street, December 23, 2020.

J.3: Los Angeles Police Department, Crime Prevention Through Environmental Design Section, ENV-2020-6829-EIR 655 Mesquit Street Project, July 20, 2021.

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SERVICES DIVISION
2714 MEDIA CENTER DRIVE
LOS ANGELES, CA 90065
FAX: (323) 342-6210
WWW.LACITYSAN.ORG

November 25, 2020

Ms. Rachel Mills-Coyne, Assistant Environmental Planner
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Dear Ms. Mills-Coyne,

655 MESQUIT STREET PROJECT - REQUEST FOR WASTEWATER SERVICE INFORMATION

This is in response to your November 16, 2020 letter requesting a review of your proposed mixed-use project located at 635-657 South Mesquit Street, 632-648 South Santa Fe Avenue, and 1585 East Jesse Street, Los Angeles, CA 90021. The project will consist of creative office space and restaurant. LA Sanitation has conducted a preliminary evaluation of the potential impacts to the wastewater and stormwater systems for the proposed project.

WASTEWATER REQUIREMENT

LA Sanitation, Wastewater Engineering Services Division (WESD) is charged with the task of evaluating the local sewer conditions and to determine if available wastewater capacity exists for future developments. The evaluation will determine cumulative sewer impacts and guide the planning process for any future sewer improvement projects needed to provide future capacity as the City grows and develops.

Projected Wastewater Discharges for the Proposed Project:

Type Description	Average Daily Flow per Type Description (GPD/UNIT)	Proposed No. of Units	Average Daily Flow (GPD)
Proposed			
Creative Office Space	170 GPD/1000 SQ.FT	184,629 SQ.FT	31,387
Restaurant	30 GPD/1 Seat	126 Seats	3,780
Total			**35,167**

SEWER AVAILABILITY

The sewer infrastructure in the vicinity of the proposed project includes an existing 8-inch line on Mesquit St. The sewage from the existing 8-inch line feeds into a 38-inch line on Wilson St before discharging into a 40-inch sewer line on 8th St. Figure 1 shows the details of the sewer system within the vicinity of the project. The current flow level (d/D) in the 8-inch line cannot be determined at this time without additional gauging.

The current approximate flow level (d/D) and the design capacities at d/D of 50% in the sewer system are as follows:

Pipe Diameter (in)	Pipe Location	Current Gauging d/D (%)	50% Design Capacity
8	Mesquit St.	*	229,323 GPD
8	Mesquit St.	9	243,233 GPD
38	7 TH St.	28	11.09 MGD
38	Wilson St.	23	9.53 MGD
38	Wilson St.	17	10.08 MGD
38	Wilson St.	23	10.84 MGD
38	Wilson St.	17	10.84 MGD
38	Bay St.	19	10.08 MGD
40	8 TH St.	24	11.25 MGD
40	8 TH St.	23	11.25 MGD

* No gauging available

Based on estimated flows, it appears the sewer system might be able to accommodate the total flow for your proposed project. Further detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point. If the public sewer lacks sufficient capacity, then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made at the time. Ultimately, this sewage flow will be conveyed to the Hyperion Water Reclamation Plant, which has sufficient capacity for the project.

All sanitary wastewater ejectors and fire tank overflow ejectors shall be designed, operated, and maintained as separate systems. All sanitary wastewater ejectors with ejection rates greater than 30 GPM shall be reviewed and must be approved by LASAN WESD staff prior to other City plan check approvals. Lateral connection of development shall adhere to Bureau of Engineering Sewer Design Manual Section F 480.

If you have any questions, please call Christopher DeMonbrun at (323) 342-1567 or email at chris.demonbrun@lacity.org.

STORMWATER REQUIREMENTS

LA Sanitation, Stormwater Program is charged with the task of ensuring the implementation of the Municipal Stormwater Permit requirements within the City of Los Angeles. We anticipate the following requirements would apply for this project.

POST-CONSTRUCTION MITIGATION REQUIREMENTS

In accordance with the Municipal Separate Storm Sewer (MS4) National Pollutant Discharge Elimination System (NPDES) Permit (Order No. R4-2012-0175, NPDES No. CAS004001) and the City of Los Angeles Stormwater and Urban Runoff Pollution Control requirements (Chapter VI, Article 4.4, of the Los Angeles Municipal Code), the Project shall comply with all mandatory provisions to the Stormwater Pollution Control Measures for Development Planning (also known as Low Impact Development [LID] Ordinance). Prior to issuance of grading or building permits, the applicant shall submit a LID Plan to the City of Los Angeles, Public Works, LA Sanitation, Stormwater Program for review and approval. The LID Plan shall be prepared consistent with the requirements of the Planning and Land Development Handbook for Low Impact Development.

Current regulations prioritize infiltration, capture/use, and then biofiltration as the preferred stormwater control measures. The relevant documents can be found at: www.lacitysan.org. It is advised that input regarding LID requirements be received in the preliminary design phases of the project from plan-checking staff. Additional information regarding LID requirements can be found at: www.lacitysan.org or by visiting the stormwater public counter at 201 N. Figueroa, 2nd Fl, Suite 280.

GREEN STREETS

The City is developing a Green Street Initiative that will require projects to implement Green Street elements in the parkway areas between the roadway and sidewalk of the public right-of-way to capture and retain stormwater and urban runoff to mitigate the impact of stormwater runoff and other environmental concerns. The goals of the Green Street elements are to improve the water quality of stormwater runoff, recharge local groundwater basins, improve air quality, reduce the heat island effect of street pavement, enhance pedestrian use of sidewalks, and encourage alternate means of transportation. The Green Street elements may include infiltration systems, biofiltration swales, and permeable pavements where stormwater can be easily directed from the streets into the parkways and can be implemented in conjunction with the LID requirements. Green Street standard plans can be found at: www.eng2.lacity.org/techdocs/stdplans/

CONSTRUCTION REQUIREMENTS

All construction sites are required to implement a minimum set of BMPs for erosion control, sediment control, non-stormwater management, and waste management. In addition, construction sites with active grading permits are required to prepare and implement a Wet Weather Erosion Control Plan during the rainy season between October 1 and April 15. Construction sites that disturb more than one-acre of land are subject to the NPDES Construction General Permit issued by the State of California, and are required to prepare, submit, and implement the Storm Water Pollution Prevention Plan (SWPPP).

If there are questions regarding the stormwater requirements, please call WPP's plan-checking counter at (213) 482-7066. WPD's plan-checking counter can also be visited at 201 N. Figueroa, 2nd Fl, Suite 280.

GROUNDWATER DEWATERING REUSE OPTIONS

The Los Angeles Department of Water and Power (LADWP) is charged with the task of supplying water and power to the residents and businesses in the City of Los Angeles. One of the sources of water includes groundwater. The majority of groundwater in the City of Los Angeles is adjudicated, and the rights of which are owned and managed by various parties. Extraction of groundwater within the City from any depth by law requires metering and regular reporting to the appropriate

Court-appointed Watermaster. LADWP facilitates this reporting process, and may assess and collect associated fees for the usage of the City's water rights. The party performing the dewatering should inform the property owners about the reporting requirement and associated usage fees.

On April 22, 2016 the City of Los Angeles Council passed Ordinance 184248 amending the City of Los Angeles Building Code, requiring developers to consider beneficial reuse of groundwater as a conservation measure and alternative to the common practice of discharging groundwater to the storm drain (SEC. 99.04.305.4). It reads as follows: "Where groundwater is being extracted and discharged, a system for onsite reuse of the groundwater, shall be developed and constructed. Alternatively, the groundwater may be discharged to the sewer."

Groundwater may be beneficially used as landscape irrigation, cooling tower make-up, and construction (dust control, concrete mixing, soil compaction, etc.). Different applications may require various levels of treatment ranging from chemical additives to filtration systems. When onsite reuse is not available the groundwater may be discharged to the sewer system. This allows the water to be potentially reused as recycled water once it has been treated at a water reclamation plant. If groundwater is discharged into the storm drain it offers no potential for reuse. The onsite beneficial reuse of groundwater can reduce or eliminate costs associated with sewer and storm drain permitting and monitoring. Opting for onsite reuse or discharge to the sewer system are the preferred methods for disposing of groundwater.

To help offset costs of water conservation and reuse systems, LADWP offers a Technical Assistance Program (TAP), which provides engineering and technical assistance for qualified projects. Financial incentives are also available. Currently, LADWP provides an incentive of $1.75 for every 1,000 gallons of water saved during the first two years of a five-year conservation project. Conservation projects that last 10 years are eligible to receive the incentive during the first four years. Other water conservation assistance programs may be available from the Metropolitan Water District of Southern California. To learn more about available water conservation assistance programs, please contact LADWP Rebate Programs 1-888-376-3314 and LADWP TAP 1-800-544-4498, selection "3".

For more information related to beneficial reuse of groundwater, please contact Greg Reed, Manager of Water Rights and Groundwater Management, at (213)367-2117 or greg.reed@ladwp.com.

SOLID RESOURCE REQUIREMENTS

The City has a standard requirement that applies to all proposed residential developments of four or more units or where the addition of floor areas is 25 percent or more, and all other development projects where the addition of floor area is 30 percent or more. Such developments must set aside a recycling area or room for onsite recycling activities. For more details of this requirement, please contact LA Sanitation Solid Resources Recycling hotline 213-922-8300.

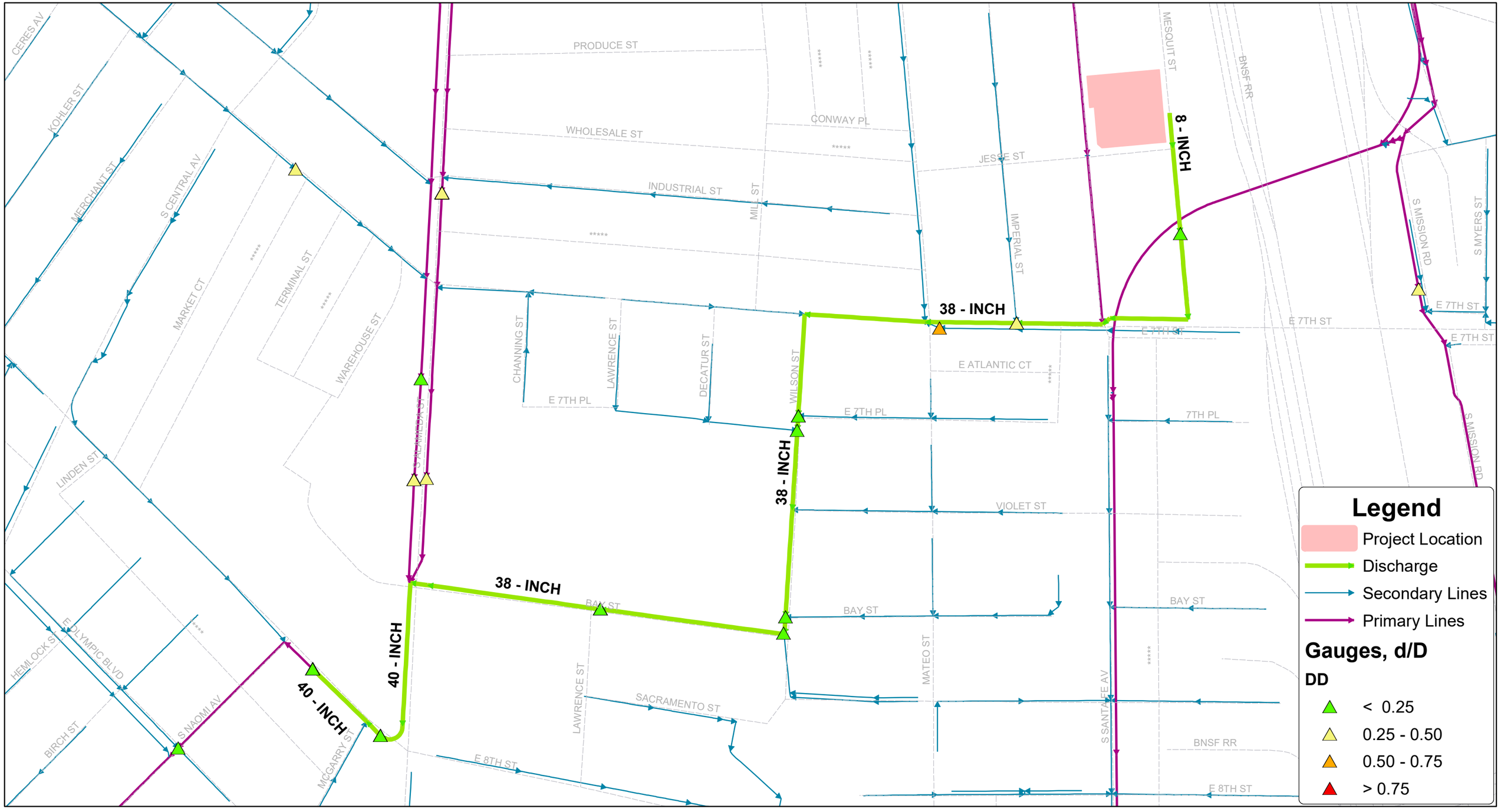
Sincerely,

Ali Poosti, Division Manager
Wastewater Engineering Services Division
LA Sanitation and Environment

AP/CD: sa

Attachment: Figure 1 - Sewer Map

c: Shahram Kharaghani, LASAN
Michael Scaduto, LASAN
Wing Tam, LASAN
Christopher DeMonbrun, LASAN



Wastewater Engineering Services Division
Bureau of Sanitation
City of Los Angeles

Figure 1
655 Mesquit Street Project
Sewer Map

Thomas Brother Data reproduced with permission granted by THOMAS BROS MAP

J.2: City of Los Angeles Department of Water and Power,

Los Angeles Department of Water and Power Water and Electricity Connection Services Request 655 Mesquit Street,

December 23, 2020.

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Los Angeles Department of Water & Power
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Martin L. Adams, General Manager and Chief Engineer

December 23, 2020

Ms. Rachel Mills-Coyne
Parker Environmental Consultants
23822 Valencia Boulevard, Suite 301
Valencia, CA 91355

Dear Ms. Mills-Coyne:

Subject: Los Angeles Department of Water and Power
Water and Electricity Connection Services Request
655 Mesquit Street

The Los Angeles Department of Water and Power (LADWP) is in receipt of your letter dated November 16, 2020 requesting LADWP's ability to provide water and electric services for the 655 Mesquit Street Project (Project). (Thomas Brothers Map, Page 634, H6).

The Project is the 655 Mesquit Street Project and is located at 635 – 657 South Mesquit Street, 632 – 648 South Santa Fe Avenue, and 1585 East Jesse Street, Los Angeles, CA 90021. The Project site is bounded by South Santa Fe Avenue to the west, an LADWP substation to the north, Mesquit Street to the east, and Jesse Street to the south.

The western half of the Project Site is under construction for ProduceLA, a four-story mixed-use office and ground floor commercial building with two levels of subterranean parking. The eastern half of the Project Site is currently being developed as a surface parking lot for the ProduceLA building. The Project will demolish the parking lot on the eastern half of the site and construct a new 14-story mixed-use office building with approximately 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. Two levels of subterranean parking and five levels of above grade parking would provide a total of 397 parking spaces.

We are providing information for consideration and incorporation into the planning, design, and development efforts for the proposed Project. Regarding water needs for the proposed Project, this letter does not constitute a response to a Water Supply Assessment (WSA) pursuant to California State Water Code Sections 10910-10915 for development projects to determine the availability of long-term water supply.

Depending on the Project scope, a WSA by the water supply agency may need to be requested by the California Environmental Quality Act Lead Agency and completed prior to issuing a draft Negative Declaration or draft Environmental Impact Report.

If a Lead Agency determines that the proposed Project parameters (e.g., development details such as type, square footage, anticipated water demand, population increase, etc.) are such that they are subject to state law requiring a WSA, a separate request must be made in writing and sent to:

Mr. Richard Harasick
Senior Assistant General Manager – Water System
Los Angeles Department of Water and Power
111 North Hope Street, Room 1455
Los Angeles, CA 90012

If you have any further questions regarding the water supply assessment process, please contact Mr. Delon Kwan, at (213) 367-2166 or via email at Delon.Kwan@ladwp.com

Below you will find some information about water needs.

Water Needs

As the Project proceeds further in the design phase, we recommend the Project applicant or designated Project Management Engineer contact Mr. Hugo Torres, at (213) 367-2130 or via email at Hugo.Torres@ladwp.com to make arrangements for water supply service needs.

The following responses are provided regarding impacts to water service.

1. Please describe sizes and capacities of existing water mains that would serve the Project Site and surrounding area (e.g., along _____). Please include a map illustrating your description.

   The Project can be served through an eight-inch main in Santa Fe Avenue, a six-inch main in Jesse Street, and a six-inch main in Mesquit Street. A water service map is enclosed.

2. Are there any existing water service problems/deficiencies in the Project area?

   There are no known problems or deficiencies in the Project area.

3. If water service problems/deficiencies exist, how would they affect the proposed Project, and how would you suggest those effects be mitigated by the project developer?

   Not Applicable.

4. Would there be a disruption in water service in the project area when "hooking-up" the proposed Project? If so, about how long would the disruption last?

   Water services are usually "hot tapped" so as to avoid any disruptions in water services. Disruptions to the property are controlled by the Developer in that they will "hook-up" to our meter after the service is installed.

   "Hooking-up" rarely results in disruption in water service within the proposed Project. In special instances, where the main needs to be isolated in order to install the service, a typical disruption may last a few hours.

5. Would LADWP be able to accommodate the Project's demand for water service with the existing infrastructure in the Project area?

   LADWP should be able to provide the domestic needs of the project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed.

6. If the answer to questions five is "no", what new infrastructure or upgrades to infrastructure would be needed to meet the proposed Project's demand for water?

   LADWP should be able to provide the domestic needs of the Project from the existing water system. LADWP cannot determine the impact on the existing water system until the fire demands of the Project are known. Once a determination of the fire demands has been made, LADWP will assess the need for additional facilities, if needed.

7. Would LADWP be able to accommodate the proposed Project's demand for water service with existing water supplies?

   The LADWP works closely with the City of Los Angeles, Department of City Planning to develop and update our Urban Water Management Plan (UWMP) every five years. The UWMP is the planning document for future water demands given certain growth projections for population and land use in the City. The UWMP identifies short-term and long-term water resources management measures to meet growing water demands during normal, single-dry, and multiple-dry years over a 20-year horizon. The City's water demand projection in the UWMP was developed based on the Regional Transportation Plan (RTP) demographic projection by the Southern California Association of Governments (SCAG).

   Please refer to the following for a link to the 2015 UWMP:

   https://www.ladwp.com/2015uwmp

   In general, projects that conform to the demographic projection from the RTP by SCAG and are currently located in the City's service area are considered to have been included in LADWP's water supply planning efforts; therefore, projected water supplies would meet projected demands.

8. Would the water pressure and supply in the Project area be adequate to meet the Los Angeles Fire Department's fire flow and residual water pressure requirements with implementation of the proposed Project?

   The private engineer shall request from the Los Angeles Fire Department (LAFD) the required fire flow requirements for the Project. Please contact the Hydrant and Access Unit of the Los Angeles Fire Department at (213) 482-6543. The LADWP will then determine whether the existing system is capable of meeting these requirements. Water main replacement may be required if fire flow requirements cannot be met.

   The water pressure and water supply in the Project area met the Los Angeles Department of Building and Safety (LADBS) and LAFD requirements at the time it was constructed. However, with implementation of the proposed Project, upgrades to the existing water system may be required to meet the current LADBS and LAFD requirements for specific projects.

To determine the residual pressure, applicant/owner must apply for a Service Advisory Request (SAR/Fire Flow Report). The applicant/owner must know what the fire demand is prior to applying for a SAR. Based on the fire service demand, existing water facilities may need to be upgraded. Applications and information can be found on our website at:

https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-customerservice/c-cs-waterservices/c-cs-ws-waterpressure

9. In order to assess the proposed Project's future consumption of water, please provide your recommended rates.
   Land Use = ___ gallons/dwelling unit/day.

   For estimating a project's indoor water demand, we use applicable sewer generation factors (sgf). Please refer to the current factors at the following link: https://www.lacitysan.org/fmd/pdf/sfcfeerates.pdf or contact the LADWP Water Resources' Development group for a copy of the factors.

   For outdoor (landscape) water demand, we use California Code of Regulations Title 23. Division 2. Chapter 2.7. Model Water Efficient Landscape Ordinance. Please refer to the following link:

   https://www.water.ca.gov/wateruseefficiency/landscapeordinance/

   If the proposed Project scope includes cooling tower(s), consult a mechanical engineer to estimate the cooling water demand.

   Applicants are encouraged to commit to water conservation measures that are beyond the current codes and ordinances, to lower the net additional water demand for the proposed Project.

Power Needs

It should be noted that the Project applicant may be financially responsible for some of infrastructure improvements (e.g., installation of electric power facilities or service connections) necessary to serve the proposed Project.

As the Project proceeds further, please contact one of our Engineering Offices, as listed on Pages 1-4 of the Electric Service Requirements (available online at www.ladwp.com) for dealing with power services and infrastructure needs.

1. Please describe the sizes and voltages of existing electrical distribution lines and facilities that would serve the Project site and the surrounding. Please include a map illustrating your description.

   - **There are two Overhead 34.5kV circuits that run along North Mesquit Street.**

   - **There is one Overhead circuit along East Jesse Street and two Overhead 4.8kV circuits that runs along North Mesquit Street and South Santa Fe Avenue.**

   LADWP does not release/provide electrical distribution maps.

2. Are there any existing electricity service problems/deficiencies in the Project area?

   No; however, the cumulative effect of this and other new and added loads in the area may require near term and /or future additions to distribution system capacity. The project would require on-site transformation facility.

3. If electricity service problems/deficiencies exist, how would they affect the proposed Project, and how would you suggest those effects be mitigated by the Project developer?

   This cannot be answered without review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other Projects in the area will require the LADWP to construct additional distribution facilities in the future. This Project will require on-site transformation and may require underground line extension on public streets.

4. Would there be a disruption in electrical service in the Project area when "hooking-up" the proposed Project? If so, about how long would the disruption last?

   This cannot be answered without determining the method and voltage of service. If the connection of the Project necessitates a disruption, certain procedures and processes will be followed to limit the disruption to a small area.

5. Would the LADWP be able to accommodate the proposed Project's demand for electricity service with the existing infrastructure in the Project area?

   This cannot be answered without review of the Project developer's electrical drawings and load schedules. However, the cumulative effects of this and other Projects in the area will require the LADWP to construct additional distribution facilities in the future.

6. If the answer to question five is "no", what new infrastructure would be needed to meet the proposed Project's demand for electricity?

   This Project will require on-site transformation and may require underground line extension on public streets.

7. Would LADWP be able to accommodate the proposed Project's demand for electricity with existing electricity supplies?

   Electric Service is available and will be provided in accordance with the LADWP's Rules Governing Water and Electric Service (available online at https://www.ladwp.com under Commercial/Customer Service/Electric Services/Codes and Specifications). The availability of electricity is dependent upon adequate generating capacity and adequate fuel supplies. The estimated power requirement for this proposed Project is part of the total load growth forecast for the City of Los Angeles and has been taken into account in the planned growth of the City's power system.

   LADWP's load growth forecast incorporates construction activity and is built into the commercial floor space model; the McGraw Hill Construction report identifies all large projects. In planning sufficient future resources, LADWP's Power Integrated Resource Plan incorporates the estimated power requirement for the proposed Project through the load forecast input and has planned sufficient resources to supply the electricity needs.

8. In order to assess the proposed Project's future consumption of electricity, please provide us with your recommended rates. Land Use: multi-family residential = Kilowatt-hour/unit/year.

   LADWP does not provide consumption rates.

Water Conservation

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed.

The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (WCTAP, https://www.ladwp.com/ladwp/faces/wcnav_externalId/a-w-cstm-wtr-prjct-tap?_adf.ctrl-state=h8fsat92s_4&_afrLoop=3392823718109) for commercial, industrial, institutional and multi-family residential customers up to $250,000 for the installation of pre-approved equipment which demonstrates water savings. Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or via email at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

Energy Efficiency

LADWP suggests consideration and incorporation of energy-efficient design measures (enclosed) for building new commercial and/or remodeling existing facilities. Implementation of applicable measures would exceed Title 24 energy efficiency requirements. LADWP continues to offer a number of energy efficiency programs to reduce peak electrical demand and energy costs. For further information please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939 or via email at Lucia.Alvelais@ladwp.com. See the following link for LADWP energy efficiency rebate information on our website: https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-power/a-p-energyefficiencyandrebates

Solar Energy

Solar power is a renewable, nonpolluting energy source that can help reduce our dependence on fossil fuels. Mr. Arash Saidi is the Solar Energy Program Manager and can be reached at (213) 367-4886 or via email at Arash.Saidi@ladwp.com.

For more information about the Solar Programs, please visit the LADWP website: https://www.ladwp.com/solar or https://www.ladwp.com/fit regarding the Feed-In Tariff Program. To begin the process of integrating a net-metered solar system, please visit this website: https://www.ladwp.com/NEM.

For more information on other rebates and programs, please visit the LADWP website:https://www.ladwp.com/ladwp/faces/ladwp/commercial/c-savemoney/c-sm-rebatesandprograms

Electric Vehicle Transportation

LADWP is encouraging the installation of convenient electric vehicle (EV) charging stations for the home, workplace, and public charging to support the adoption of EVs in the City. Mr. Yamen Nanne is the Electric Vehicle Program Manager and can be reached at (213) 367-2585 or via email at Yamen.Nanne@ladwp.com.

For more information on LADWP EV discount rates and charging incentives for residential and business customers, please visit the website: https://www.ladwp.com/ev. If you would like a Customer Service Representative to answer your questions or review your account and help you decide on the best option, please call us at 1(866) 484-0433 or email us at PluginLA@ladwp.com.

Please include LADWP in your mailing list and address it to the attention of Mr. Charles C. Holloway for review of the environmental document for the proposed Project.

Mr. Charles C. Holloway
Manager of Environmental Planning and Assessment
Los Angeles Department of Water and Power
111 North Hope Street, Room 1044
Los Angeles, CA 90012

If there are any additional questions on this utility services request, please contact Ms. Kathryn Laudeman of the Environmental Assessment Group, at (213) 367-6376.

Sincerely,

Charles C. Holloway
Manager of Environmental Planning and Assessment

KL:gn
Enclosures
c/enc: Mr. Richard Harasick
Mr. Delon Kwan
Mr. Hugo Torres
Mr. Mark Gentili
Ms. Lucia Alvelais
Mr. Arash Saidi
Mr. Yamen Nanne
Ms. Kathryn Laudeman

November 16, 2020

Nadia Parker
cc: Kathryn Laudeman
Los Angeles Department of Water and Power
111 N. Hope Street, Suite 1044
Los Angeles, CA 90012

Sent via email: Nadia.parker@ladwp.com, Kathryn.laudeman@ladwp.com

RE: 655 Mesquit Street Project [ENV-2020-6829-EAF]

Dear Nadia,

Parker Environmental Consultants is preparing an environmental analysis for the 655 Mesquit Project in accordance with the California Environmental Quality Act (CEQA). Potential impacts to utilities and service systems are an important element of our study, and our analysis relies on your assistance in identifying potential impacts that may occur as a result of the Proposed Project, as well as any mitigation measures that may reduce or eliminate these impacts. Any assistance that you can provide with addressing the questions below would be greatly appreciated.

Provided below is a brief description of existing conditions at the Project Site and surrounding land uses and a description of the Proposed Project.

Location / Existing Conditions

The Project Site includes 22 parcels with the following addresses: 635 – 657 South Mesquit Street, 632 – 648 South Santa Fe Avenue, and 1585 East Jesse Street, Los Angeles, CA 90021 (APN: 5164-015-022). The Project Site is located in the Arts District and is generally bound by Santa Fe Avenue to the west, Jesse Street to the south, Mesquit Street to the east, and an LADWP Substation (River Switching Station) to the north. The Project Site totals approximately 68,893 square feet of gross lot area (1.58 acres). The western half of the Project Site is currently under construction for ProduceLA (Case No. DIR-2016-3858-SPR), an approved four-story mixed-use office and ground floor commercial building with two levels of subterranean parking. The eastern half of the Project Site is currently being developed as a surface parking lot for the ProduceLA building. The location of the Project Site is shown in Figure 1, Project Location Map, attached.

23822 Valencia Boulevard, Suite 301
Valencia, CA 91355
(661) 257-2282 (tel)
www.parkerenvironmental.com

Proposed Project

As the western half of the Project Site is currently the location of the construction site for the ProduceLA building, development of the Proposed Project would be limited to the eastern half of the property (Development Site), which is currently being developed as a surface parking lot for the ProduceLA building. The Proposed Project includes the demolition and site clearing of the surface parking lot to develop a fourteen-story mixed-use office building with approximately 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses for a total of 188,954 square feet. Two levels of subterranean parking would be provided beneath the building, along with five levels of parking above grade. The Proposed Project would provide a total of 397 parking spaces. A summary of the Proposed Project is provided in Table 1, Proposed Development Program, below. The site plan of the Proposed Project is shown in Figure 2, attached.

Table 1
Proposed Development Program

Land Uses	Proposed Floor Area (square feet)
Proposed Project (eastern half of Project Site)	
Creative Office Space	184,629 sf
Retail/Restaurant	4,325 sf
TOTAL:	**188,954 sf**

Notes: sf = square feet
Source: Ehrlich, Yanai, Rhee, Chaney Architects, 655 Mesquit, October 29, 2020.

Questions Related to Water

1. Please describe the sizes and capacities of existing water mains that would serve the project site and the surrounding area (e.g., along _____). Please include a map illustrating your description.

2. Are there any existing water service problems/deficiencies in the project area?

3. If water service problems/deficiencies exist, how would they affect the proposed project, and how would you suggest those effects be mitigated by the project developer?

4. Would there be a disruption in water service in the project area when "hooking-up" the proposed project? If so, about how long would the disruption last?

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Valencia, CA 91355
(661) 257-2282 (tel)
www.parkerenvironmental.com

5. Would the DWP be able to accommodate the proposed project's demand for water service with the existing infrastructure in the project area?

6. If the answer to question five is "no," what new infrastructure or upgrades to infrastructure would be needed to meet the proposed project's demand for water?

7. Would the DWP be able to accommodate the proposed project's demand for water service with existing water supplies?

8. Would the water pressure and supply in the project area be adequate to meet the Los Angeles Fire Department's fire flow and residual water pressure requirements with implementation of the proposed project?

9. In order to predict the proposed project's future consumption of water, please provide us with your recommended rates.

    - Land Use: ____ gallons / dwelling unit (DU) / day

Questions Related to Power

1. Please describe the sizes and voltages of existing electrical distribution lines that would serve the project site and the surrounding area (e.g., along _____). Please include a map illustrating your description.

2. Are there any existing electricity service problems/deficiencies in the project area?

3. If electricity service problems/deficiencies exist, how would they affect the proposed project, and how would you suggest those effects be mitigated by the project developer?

4. Would there be a disruption in electrical service in the project area when "hooking-up" the proposed project? If so, about how long would the disruption last?

5. Would the DWP be able to accommodate the proposed project's demand for electricity service with the existing infrastructure in the project area?

6. If the answer to question five is "no," what new infrastructure would be needed to meet the proposed project's demand for electricity?

7. Would the DWP be able to accommodate the proposed project's demand for electricity with existing electricity supplies?

8. In order to assess the proposed project's future consumption of electricity, please provide us with your recommended rates.

    - Land Use: _____ Kilowatt-hour / unit / year

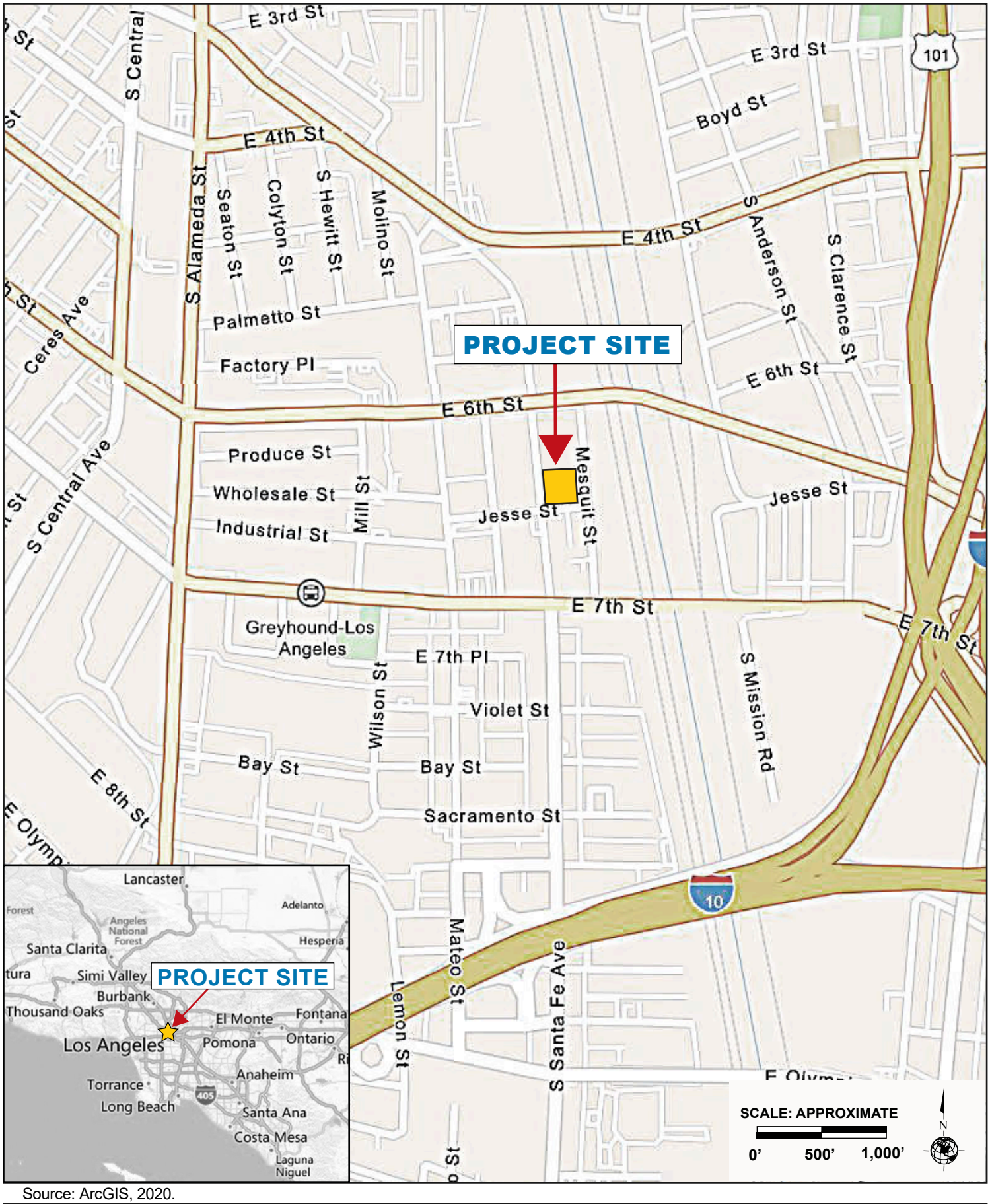
Thank you for your assistance, which will help us ensure that our analysis of the proposed project's impacts on utilities and service systems is accurate and complete. In order to ensure a timely completion of our analysis, please provide your response (via mail or email) at your earliest convenience.

Sincerely,

PARKER ENVIRONMENTAL CONSULTANTS

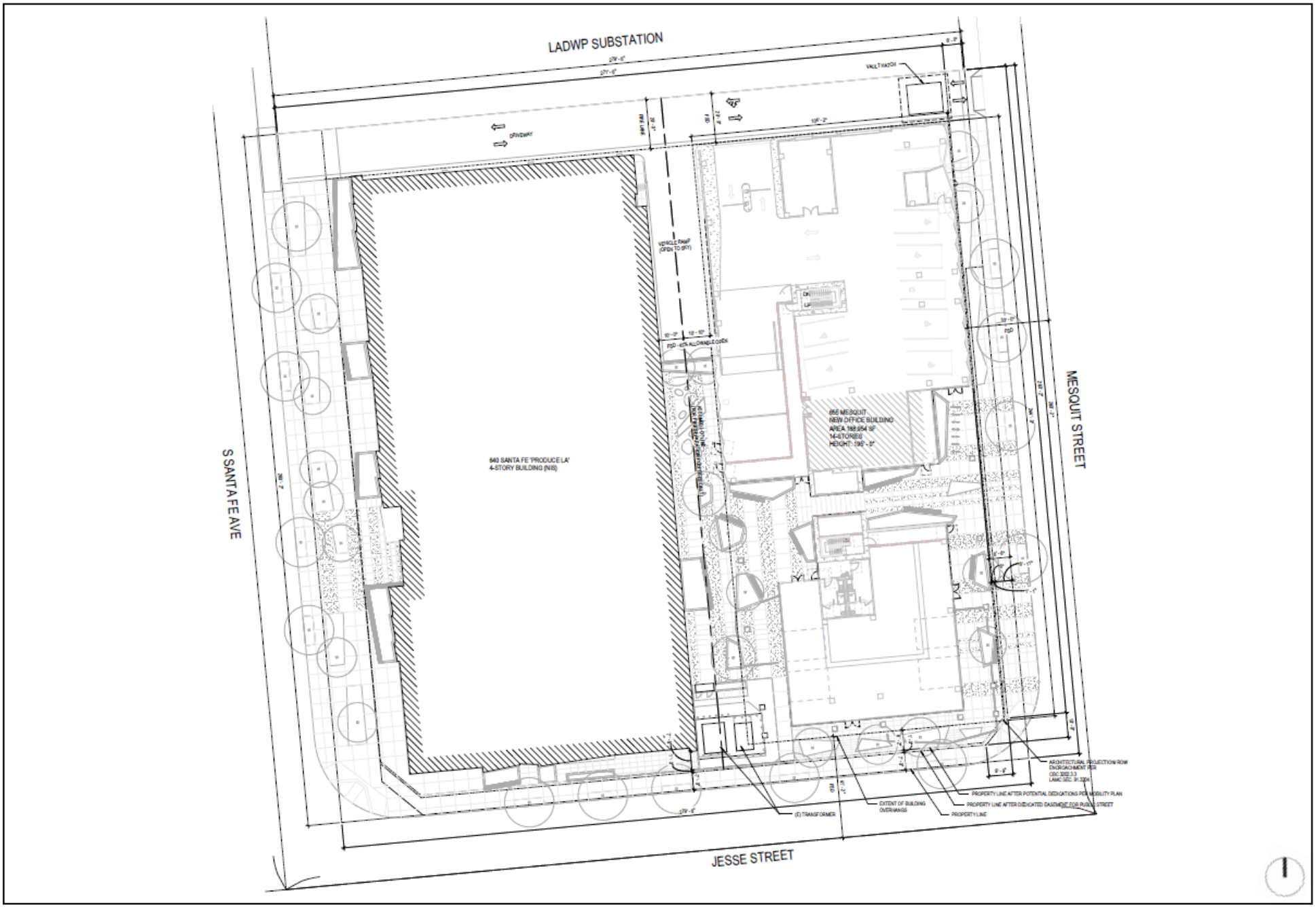
Rachel Mills-Coyne
Assistant Environmental Planner
e-mail: rachel@parkerenvironmental.com

Attached:
Figure 1: Project Location Map
Figure 2: Site Plan



Source: ArcGIS, 2020.

Figure 1
Project Location Map



Source: Ehrlich Yanai Rhee Chaney Architects, October 29, 2020.

Figure 2
Site Plan

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	**FACILITY DESCRIPTION**	**PROPOSED SGF IN GPD**	**BOD (mg/l)**	**SS (mg/l)**
1	Acupuncture Office/Clinic	120/1,000 Gr SF	265	275
2	Arcade - Video Games	50/1,000 Gr SF	265	275
3	Auditorium (a)	3/Seat	265	275
4	Auto Parking (a)	20/1,000 Gr SF	265	275
5	Auto Mfg., Service Maintenance (b)	Actual	1,260	1,165
6	Bakery	280/1,000 Gr SF	3,020	2,540
7	Bank: Headquarters	120/1,000 Gr SF	265	275
8	Bank: Branch	50/1,000 Gr SF	265	275
9	Ballroom	350/1,000 Gr SF	265	275
10	Banquet Room	350/1,000 Gr SF	265	275
11	Bar: Cocktail, Fixed Set (a) (c)	15/Seat	265	275
12	Bar: Juice, No Baking Facilities (d)	720/1,000 Gr SF	265	275
13	Bar: Juice, with Baking Facilities (d)	720/1,000 Gr SF	265	275
14	Bar: Cocktail, Public Table Area (c)	720/1,000 Gr SF	265	275
15	Barber Shop	120/1,000 Gr SF	265	275
16	Barber Shop (s)	15/Stall	265	275
17	Beauty Parlor	425/1,000 Gr SF	265	275
18	Beauty Parlor (s)	50/Stall	265	275
19	Bldg. Const/Field Office (e)	120/Office	265	275
20	Bowling Alley: Alley, Lanes & Lobby Area	50/1,000 Gr SF	265	275
21	Bowling Facility: Arcade/Bar/Restaurant/Dancing	Total	Average	Average
22	Cafeteria: Fixed Seat	30/Seat	1,000	600
23	Car Wash: Automatic (b)	Actual	265	285
24	Car Wash: Coin Operated Bays (b)	Actual	265	285
25	Car Wash: Hand Wash (b)	Actual	265	285
26	Car Wash: Counter & Sales Area	50/1,000 Gr SF	265	275
27	Chapel: Fixed Seat	3/Seat	265	275
28	Chiropractic Office	120/1,000 Gr SF	265	275
29	Church: Fixed Seat	3/Seat	265	275
30	Church School: Day Care/Elem	9/Occupant	265	275
31	Church School: One Day Use (s)	9/Occupant	265	275
32	Cocktail Lounge: Fixed Seat (f)	15/Seat	265	275
33	Coffee House: No Food Preparation (d)	720/1,000 Gr SF	265	275
34	Coffee House: Pastry Baking Only (d)	720/1,000 Gr SF	265	275
35	Coffee House: Serves Prepared Food (d)	25/Seat	1,000	600
36	Cold Storage: No Sales (g)	30/1,000 Gr SF	265	275
37	Cold Storage: Retail Sales (g)	50/1,000 Gr SF	265	275
38	Comfort Station: Public	80/Fixture	265	275
39	Commercial Use (a)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
40	Community Center	3/Occupant	265	275
41	Conference Room of Office Bldg.	120/1,000 Gr SF	265	275
42	Counseling Center (h)	120/1,000 Gr SF	265	275
43	Credit Union	120/1,000 Gr SF	265	275
44	Dairy	Average Flow	1,510	325
45	Dairy: Barn	Average Flow	1,510	325
46	Dairy: Retail Area	50/1,000 Gr SF	265	275
47	Dancing Area (of Bars or Nightclub) (c)	350/1,000 Gr SF	265	275
48	Dance Studio (i)	50/1,000 Gr SF	265	275
49	Dental Office/Clinic	250/1,000 Gr SF	265	275
50	Doughnut Shop	280/1,000 Gr SF	1,000	600
51	Drug Rehabilitation Center (h)	120/1,000 Gr SF	265	275
52	Equipment Booth	30/1,000 Gr SF	265	275
53	Film Processing (Retail)	50/1,000 Gr SF	265	275
54	Film Processing (Industrial)	Actual	265	275
55	Food Processing Plant (b)	Actual	2,210	1,450
56	Gas Station: Self Service	100/W.C.	265	275
57	Gas Station: Four Bays Max	430/Station	1,950	1,175
58	Golf Course Facility: Lobby/Office/Restaurant/Bar	Total	700	450
59	Gymnasium: Basketball, Volleyball (k)	200/1,000 Gr SF	265	275
60	Hanger (Aircraft)	50/1,000 Gr SF	265	275
61	Health Club/Spa (k)	650/1,000 Gr SF	265	275
62	Homeless Shelter	70/Bed	265	275
63	Hospital	70/Bed	820	1,230
64	Hospital: Convalescent (a)	70/Bed	265	275
65	Hospital: Animal	300/1,000 Gr SF	820	1,230
66	Hospital: Psychiatric	70/Bed	265	275
67	Hospital: Surgical (a)	360/Bed	265	275
68	Hotel: Use Guest Rooms Only (a)	120/Room	265	275
69	Jail	85/Inmate	265	275
70	Kennel: Dog Kennel/Open	100/1,000 Gr SF	265	275
71	Laboratory: Commercial	250/1,000 Gr SF	265	275
72	Laboratory: Industrial	Actual	265	275
73	Laundromat	185/Machine	550	370
74	Library: Public Area	50/1,000 Gr SF	265	275
75	Library: Stacks, Storage	30/1,000 Gr SF	265	275
76	Lobby of Retail Area (l)	50/1,000 Gr SF	265	275
77	Lodge Hall	3/Seat	265	275
78	Lounge (l)	50/1,000 Gr SF	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
79	Machine Shop (No Industrial Waste Permit Required) (b)	50/1,000 Gr SF	265	275
80	Machine Shop (Industrial)	Actual	265	275
81	Mfg or Industrial Facility (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
82	Mfg or Industrial Facility (Industrial)	Actual	265	275
83	Massage Parlor	250/1,000 Gr SF	265	275
84	Medical Building (a)	225/1,000 Gr SF	265	275
85	Medical: Lab in Hospital	250/1,000 Gr SF	340	275
86	Medical Office/Clinic	250/1,000 Gr SF	265	275
87	Mini-Mall (No Food)	50/1,000 Gr SF	265	275
88	Mortuary: Chapel	3/Seat	265	275
89	Mortuary: Embalming	300/1,000 Gr SF	800	800
90	Mortuary: Living Area	50/1,000 Gr SF	265	275
91	Motel: Use Guest Room Only (a)	120/Room	265	275
92	Museum: All Area	30/1,000 Gr SF	265	275
93	Museum: Office Over 15%	120/1,000 Gr SF	265	275
94	Museum: Sales Area	50/1,000 Gr SF	265	275
95	Office Building (a)	120/1,000 Gr SF	265	275
96	Office Bldg w/Cooling Tower	170/1,000 Gr SF	265	275
97	Plating Plant (No IW Permit Required) (b)	50/1,000 Gr SF	265	275
98	Plating Plant (Industrial) (b)	Actual	265	275
99	Pool Hall (No Alcohol)	50/1,000 Gr SF	265	275
100	Post Office: Full Service (m)	120/1,000 Gr SF	265	275
101	Post Office: Private Mail Box Rental	50/1,000 Gr SF	265	275
102	Prisons	175/Inmate	265	275
103	Residential Dorm: College or Residential (n)	70/Student	265	275
104	Residential: Boarding House	70/Bed	265	275
105	Residential: Apt - Bachelor (a)	75/DU	265	275
106	Residential: Apt - 1 BDR (a) (o)	110/DU	265	275
107	Residential: Apt - 2 BDR (a) (o)	150/DU	265	275
108	Residential: Apt - 3 BDR (a) (o)	190/DU	265	275
109	Residential: Apt - >3 BDR (o)	40/BDR	265	275
110	Residential: Condo - 1 BDR (o)	110/DU	265	275
111	Residential: Condo - 2 BDR (o)	150/DU	265	275
112	Residential: Condo - 3 BDR (o)	190/DU	265	275
113	Residential: Condo - >3 BDR (o)	40/BDR	265	275
114	Residential: Duplex/Townhouse - 1 BR (o)	110/DU	265	275
115	Residential: Duplex/Townhouse - 2 BR (o)	150/DU	265	275
116	Residential: Duplex/Townhouse - 3 BR (o)	190/DU	265	275
117	Residential: Duplex/Townhouse - >3 BR (o)	40/BDR	265	275

SEWERAGE FACILITIES CHARGE
SEWAGE GENERATION FACTOR FOR
RESIDENTIAL AND COMMERCIAL CATEGORIES

EFFECTIVE DATE: April 6, 2012

Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
118	Residential: SFD - 1 BR (o)	140/DU	265	275
119	Residential: SFD - 2 BR (o)	185/DU	265	275
120	Residential: SFD - 3 BR (o)	230/DU	265	275
121	Residential: SFD - >3 BR (o)	45/BDR	265	275
122	Residential Room Addition: Bedroom (o)	45/BDR	265	275
123	Residential Room Conversion: Into a Bedroom (o)	45/BDR	265	275
124	Residential: Mobile Home	Same as Apt	265	275
125	Residential: Artist (2/3 Area)	75/DU	265	275
126	Residential: Artist Residence	75/DU	265	275
127	Residential: Guest Home w/ Kitchen	Same as Apt	265	275
128	Residential: Guest Home w/o Kitchen	45/BDR	265	275
129	Rest Home	70/Bed	555	490
130	Restaurant: Drive-In	50/Stall	1000	600
131	Restaurant: Drive-In Seating Area	25/Seat	1000	600
132	Restaurant: Fast Food Indoor Seat	25/Seat	1000	600
133	Restaurant: Fast Food Outdoor Seat	25/Seat	1000	600
134	Restaurant: Full Service Indoor Seat (a)	30/Seat	1000	600
135	Restaurant: Full Service Outdoor Seat	30/Seat	1000	600
136	Restaurant: Take Out	300/1,000 Gr SF	1000	600
137	Retail Area (greater than 100,000 SF)	50/1,000 Gr SF	265	275
138	Retail Area (less than 100,000 SF)	25/1,000 Gr SF	265	275
139	Rifle Range: Shooting Stalls/Lanes, Lobby	50/1,000 Gr SF	265	275
140	Rifle Range Facility: Bar/Restaurant	Total	Average	Average
141	School: Arts/Dancing/Music (i)	11/Student	265	275
142	School: Elementary/Jr. High (a) (p)	9/Student	265	275
143	School: High School (a) (p)	11/Student	265	275
144	School: Kindergarten (s)	9/Student	265	275
145	School: Martial Arts (i)	9/Student	265	275
146	School: Nursery-Day Care (p)	9/Child	265	275
147	School: Special Class (p)	9/Student	265	275
148	School: Trade or Vocational (p)	11/Student	265	275
149	School: Training (p)	11/Student	265	275
150	School: University/College (a) (p)	16/Student	265	275
151	School: Dormitory (a) (n)	70/Student	265	275
152	School: Stadium, Pavilion	3/Seat	265	275
153	Spa/Jacuzzi (Commercial with backwash filters)	Total	265	275
154	Storage: Building/Warehouse	30/1,000 Gr SF	265	275
155	Storage: Self-Storage Bldg	30/1,000 Gr SF	265	275
156	Store: Ice Cream/Yogurt	25/1,000 Gr SF	1000	600

SEWERAGE FACILITIES CHARGE
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RESIDENTIAL AND COMMERCIAL CATEGORIES

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Line No.	FACILITY DESCRIPTION	PROPOSED SGF IN GPD	BOD (mg/l)	SS (mg/l)
157	Store: Retail (l)	50/1,000 Gr SF	265	275
158	Studio: Film/TV - Audience Viewing Room (q)	3/Seat	265	275
159	Studio: Film/TV - Regular Use Indoor Filming Area (q)	50/1,000 Gr SF	265	275
160	Studio: Film/TV - Ind. Use Film Process/Machine Shop (q)	50/1,000 Gr SF	265	275
161	Studio: Film/TV - Ind. Use Film Process/Machine Shop	Total	265	275
162	Studio: Recording	50/1,000 Gr SF	265	275
163	Swimming Pool (Commercial with backwash filters)	Total	265	275
164	Tanning Salon: Independent, No Shower (r)	50/1,000 Gr SF	265	275
165	Tanning Salon: Within a Health Spa/Club	640/1,000 Gr SF	265	275
166	Theater: Drive-In	6/Vehicle	265	275
167	Theater: Live/Music/Opera	3/Seat	265	275
168	Theater: Cinema	3/Seat	265	275
169	Tract: Commercial/Residential	1/Acre	265	275
170	Trailer: Const/Field Office (e)	120/Office	265	275
171	Veterinary Clinic/Office	250/1,000 Gr SF	265	275
172	Warehouse	30/1,000 Gr SF	265	275
173	Warehouse w/ Office	Total	265	275
174	Waste Dump: Recreational	400/Station	2650	2750
175	Wine Tasting Room: Kitchen	200/1,000 Gr SF	265	275
176	Wine Tasting Room: All Area	50/1,000 Gr SF	265	275

FOOTNOTES TO SGFs TABLE

(a) SFC rates for these facilities have historically been published in SFC ordinances.

(b) Bureau of Sanitation will determine the flow based on the information given by applicants for facilities with industrial discharge. The flow will be redetermined by Sanitation inspectors annually based on water bills. If the actual flow exceeds the previous year's determined flow, the applicants will be charged for the difference.
If this type of facility is exempt from an industrial discharge permit, only the domestic SFC will be assessed.

(c) The SFC for a bar shall be the sum of SFC's for all areas based on the SGF for each area (ex. fixed seat area, public table area, dancing area).

(d) The determination of SGF for juice bars and coffee houses previously depended on the extent of the actual food preparation in house, not by the types of food provided. Food is assumed to be prepared offsite and as such, the three prior subcategories have been consolidated.

1) SGF for no pastry baking and no food preparation is 720 gpd/1000 gr.sq.ft.
2) SGF for pastry baking only and no food preparation is 720 gpd/1000 gr.sq.ft.
3) SGF for complete food preparation is 25 gpd/seat, the same as a fast food restaurant.

Juice bars and coffee houses do not serve any alcoholic drinks.

(e) Building construction includes trailers, field offices, etc.

(f) Cocktail lounge usually does not serve prepared food.

(g) Cold storage facilities are categorized as follow:

1) No Sales - the cold storage facility is used only for temporary storage, no selling is involved. For example, cold storage facilities at the harbor temporarily store seafood until it is distributed.
2) Cold storage w/ retail sales - the primary function of this facility is to support the wholesale/retail operation of a store, such as supermarket freezers, refrigerators, etc.

(h) Counseling centers include marriage counseling centers, alcohol/drug rehabilitation /dependency centers, nutrition centers, diet centers, etc.

(i) Part-time basis schools or dance studios should be charged as retail area - 50 gpd /1000 gr.sq.ft. Full-time basis schools should be charged by the number of students.

(j) Domestic waste is estimated at 50 gpd/1,000 square feet in addition to total process flow.

(k) Bureau of Sanitation will determine if an industrial permit is needed for health spas. The first year flow is based on 650 gpd/1000 gr.sq.ft., and the Sanitation inspectors will redetermine the flow annually based on water bill from the previous year. The applicants are responsible for paying the difference of SFC.

Health club/spa includes lobby area, workout floors, aerobic rooms, swimming pools, Jacuzzi, sauna, locker rooms, showers, and restrooms. If a health club/spa has a gymnasium type of facility, this portion should be charged separately at the gymnasium SFC rate.

Gymnasiums include basketball court, volleyball court, and any other large open space with low occupancy density.

(l) Lobby of retail includes lounges, holding rooms, or waiting area, etc.

(m) Full service post offices include U.S. Postal Service, UPS, Federal Express, DHL, and etc.

(n) The SGF for a college dormitory based on student capacity also includes the SGF for the dormitory cafeterias.

(o) A bedroom is defined as an enclosed subdivision with 50 sq.ft. or more floor area in a residential building commonly used for sleeping purpose, and is partitioned off to form a habitable room.

(p) The SGF for schools based on the student capacity, covers the following facilities:

1) classrooms and lecture halls
2) professors' offices
3) administration offices
4) laboratories for classes or research
5) libraries
6) bookstores
7) student/professor lounges
8) school cafeterias
9) warehouses and storage areas
10) auditoriums
11) gymnasiums
12) restrooms

It does not include water used by schools for swimming pools. When a school files an application for addition of any of the foregoing facilities, the student population will be reassessed and the total gpd for the new facility will be based on the number of students increased since the last SFC was paid or when the City implemented the SFC for the first time. The SFC for any school facility (ex. stadium, dormitory, etc.) not listed above, will be based on the designated SGF for that category.

(q) The SFC for a TV or motion picture studio shall be the sum of SFC's for different facilities in the studio, based on the SGF for each facility. A studio may include one or more of the following facilities: audience viewing room, filming room, film processing, storage area, etc.

(r) No independent tanning salons with shower were encountered during 1996 survey.

(s) Alternative basis of charge for City’s consideration. The prior square footage basis is also presented should the City decide to continue charging on that basis.

LADWP WATER & ENERGY CONSERVATION MEASURES

IMPACT ON THE WATER SYSTEM

If the estimated water requirements for the proposed project can be served by existing water mains in the adjacent street(s), water service will be provided routinely in accordance with the Los Angeles Department of Water and Power's (LADWP) Rules and Regulations (available on-line at www.ladwp.com under Commercial/Customer Service/Water Services under the title, Rules Governing Water & Electric Service. If the estimated water requirements are greater than the available capacity of the existing distribution facilities, special arrangements must be made with the LADWP to enlarge the supply line(s). Supply main enlargement will cause short-term impacts on the environment due to construction activities.

In terms of the City's overall water supply condition, the water requirement for any project that is consistent with the City's General Plan has been taken into account in the planned growth in water demand. Together with local groundwater sources, the City operates the Los Angeles-Owens River Aqueduct and purchases water from the Metropolitan Water District of Southern California. These three sources, along with recycled water, will supply the City's water needs for many years to come.

Statewide drought conditions in the mid-1970s and late 1980s dramatically illustrated the need for water conservation in periods of water shortage. However, water should be conserved in Southern California even in years of normal climate because efficient use of water allows increased water storage for use in dry years as well as making water available for beneficial environmental uses. In addition, electrical energy is required to treat and deliver all water supplies to the City and the rest of Southern California. Conserving water contributes to statewide energy conservation efforts. Practicing water conservation also results in decreased customer operating costs.

WATER CONSERVATION

LADWP assists residential, commercial, and industrial customers in their efforts to conserve water. Below is a list of some of the water conservation requirements in Los Angeles for new construction and when fixtures are replaced in existing buildings. Also included are further voluntary recommendations to save water.

1. High efficiency water closets, high efficiency urinals, water-saving showerheads, and low flow faucets must be installed in new constructions and may be retrofitted in existing buildings. The flow rates of new plumbing fixtures must comply with the most stringent of the following: Los Angeles City Ordinance No. 180822 (http://clkrep.lacity.org/onlinedocs/2009/09-0510_ord_180822.pdf), the 2014 Los Angeles Plumbing Code and the 2013 California Green Building Standards Code (CALGreen), the 2014 Los Angeles Green Building Code.

2. New installations of air conditioning systems that utilize evaporative cooling (i.e. employ cooling towers) shall operate at a minimum of 5.5 cycles of concentration. Single pass cooling systems are prohibited in most cases.

3. Energy Star rated dishwashers must be installed for new construction and when replacing existing units in most cases. Water conserving clothes washers are available from many manufacturers and should be selected. Water saved by these appliances also saves energy in that the water used by these appliances is typically heated.

4. The design of the hot water plumbing system should be such that it minimizes the delivery time for hot water. This may be accomplished through the use of a demand type or a timed and temperature control type hot water recirculation system, point-of-use water heaters, and/or a parallel piping system which all help reduce the pipe length between the fixture and the point of supply of the hot water.

5. Landscape areas utilize a significant volume of the water delivered by LADWP and represent a great potential for water conservation. The State adopted landscape regulations for landscape areas over 2,500 square feet that apply for new constructions and when existing landscapes are renovated. These regulations are addressed by Los Angeles City Ordinance No. 170978 and the City of Los Angeles Irrigation Guidelines (http://cityplanning.lacity.org/Forms_Procedures/2405.pdf) and require submittal of a landscape document package prepared and signed by a licensed professional architect, engineer or contractor to the Department of Building and Safety for review. Please contact the Los Angeles City Planning Department for further information.

6. The landscape irrigation system should be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns must be adjusted to minimize over spray onto walkways and streets. Each zone (sprinkler valve) should water plants having similar watering needs (do not mix shrubs, flowers and turf in the same watering zone).

7. Automatic irrigation timers should be set to irrigate landscapes during early morning or late evening hours to reduce water losses from evaporation. Adjust irrigation run times for all zones seasonally, reducing watering times and frequency in the cooler months (fall, winter, spring). Adjust sprinkler timer run times to avoid water runoff, especially when irrigating sloped property.

8. The City of Los Angeles has enacted legislation to address the water supply shortages caused by the recent statewide drought. Los Angeles City Ordinance No. 181288 (http://clkrep.lacity.org/onlinedocs/2009/09-0369-s9_ord_181288.pdf) also known as the Emergency Water Conservation Plan imposes phased water rationing during drought conditions and imposes penalties

for users that do not comply. When water rationing is in effect, landscape irrigation is prohibited between the hours of 9:00 AM and 4:00 PM. Specific watering days and maximum irrigation rates are also defined in this ordinance. When water rationing is in effect, it can be extremely difficult to establish certain types of new landscapes. The landscape architect must take this into consideration in selecting the plant type and the landscape design.

9. Selection of drought-tolerant, low water consuming plant varieties should be used to reduce irrigation water consumption. For a list of plant varieties with their irrigation requirements, refer to the State Guide for Landscape Irrigation which can be found at, (http://www.water.ca.gov/pubs/planning/guide_to_estimating_irrigation_water_needs_of_landscape_plantings_in_ca/wucols.pdf), or consult a landscape architect.

10. Graywater and other alternate water source systems are now addressed in the California Plumbing Code for residential and non-residential buildings. Graywater is semi clean wastewater generated and collected on-site by the building's plumbing system from showers, bathtubs, bathroom sinks and clothes washers but does not include wastewater from toilets, dishwashers or kitchen sinks. The collected graywater is then reused on-site for various beneficial uses. The Plumbing Code addresses the proper collection, handling, treatment and use of Alternate Water Sources.

    The use of graywater reduces the demand for potable water. Please see the attached link for information regarding the installation graywater systems in Los Angeles for residential properties: http://www.ladwp.com under Residential/Go Green.

11. The City continues to expand its purple pipe distribution system of recycled water. The availability of recycled water should be investigated as a source to irrigate large landscaped areas and for toilet and urinal flushing.

LADWP is always looking for means to assist its customers to use water resources more efficiently and welcomes the opportunity to work with new developments to identify water conservation opportunities. Some water conservation measures are enclosed. The LADWP website contains a current list of the available rebates and incentive programs, including the performance based Custom Water Conservation Technical Assistance Program (TAP). Mr. Mark Gentili is the Water Conservation Program Manager and can be reached at (213) 367-8556 or by e-mail at Mark.Gentili@ladwp.com. See the following link for LADWP water conservation rebate information on our website:
https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water/a-w-conservation

COMMERCIAL ENERGY EFFICIENCY MEASURES

During the design process, the applicant should consult with the Los Angeles Department of Water and Power, Conservation and Sustainability Programs Section,

regarding possible energy efficiency measures. The Conservation and Sustainability Programs Section encourages customers to consider design alternatives and information to maximize the efficiency of the building envelope, heating, ventilation, and air conditioning, building lighting, water heating, and building mechanical systems. The applicant shall incorporate measures to meet or, if possible, exceed minimum energy efficiency standards for: (1) Title 24, Part 6 of the California Code of Regulations (Title 24); (2) California Green Building Standards Code (CALGreen); (3) Los Angeles Green Building Code. In addition to energy efficiency technical assistance, the LADWP may offer financial incentives for energy designs that exceed minimum energy efficiency standards.

1. Built-in appliances, refrigerators, and space-conditioning equipment should exceed the minimum efficiency levels mandated in the Title 24.

2. Install high-efficiency air conditioning controlled by a computerized energy-management system in the office and retail spaces which provides the following:

    - A variable air-volume system which results in minimum energy consumption and avoids hot water energy consumption for terminal reheat;

    - A 100-percent outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods;

    - Sequentially staged operation of air-conditioning equipment in accordance with building demands; and

    - The isolation of air conditioning to any selected floor or floors.

3. Consider the applicability of the use of thermal energy storage to handle cooling loads.

4. Cascade ventilation air from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

5. Recycle lighting system heat for space heating during cool weather. Exhaust lighting-system heat from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

6. Install low and medium static-pressure terminal units and ductwork to reduce energy consumption by air-distribution systems.

7. Ensure that buildings are well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building

entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

8. Building commissioning should be completed prior to issuance of the certificate of occupancy to verify that the building systems components meet the project requirements.

9. Finish exterior walls with light-colored materials and high-emissivity characteristics to reduce cooling loads. Finish interior walls with light-colored materials to reflect more light and, thus, increase lighting efficiency.

10. Use a white reflective material for roofing meeting California standards for reflectivity and emissivity to reject heat. The Los Angeles Municipal Code now mandates cool roof materials for all new and complete replacement roofs installed in the City of Los Angeles.

11. Install thermal insulation in walls and ceilings, which exceeds requirements established by Title 24.

12. Design window systems to reduce thermal gain and loss, thus, reducing cooling loads during warm weather and heating loads during cool weather.

13. Install heat-rejecting window treatments, such as films, blinds, draperies, or others on appropriate exposures.

14. Install LED lamps or fixtures, which give the highest light output per watt of electricity consumed, for all street and parking lot lighting to reduce electricity consumption. Install an astronomical time switch control to meet your projects design needs.

15. Install automatic daylighting controls and dimmable electronic ballasts, to light fixtures near windows and skylights, to maximize the use of natural daylight available and reduce artificial lighting load.

16. Install occupant-controlled thermostats to permit individual adjustment of heating, and cooling to avoid unnecessary energy consumption.

17. Install a lighting control system to automatically control interior and exterior lights in public areas and will also energize emergency egress lights when an emergency occurs.

18. Control mechanical systems (HVAC and lighting) in the building with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

19. Incorporate windowless walls or passive solar inset of windows into the project for appropriate exposures.

20. Design project to focus pedestrian activity within sheltered outdoor areas.

21. Install individual occupant sensors indoors, where appropriate, to automatically turn lights off when an area is vacated.

22. Install the manufacturers recommended lamp and ballast combination for all fluorescent light fixtures to provide the most efficient light output. Use reflectors to direct maximum levels of light to work surfaces.

For additional information concerning these conservation measures, please contact Ms. Lucia Alvelais, Utility Services Manager, at (213) 367-4939. Also, please visit the Los Angeles Department of Building and Safety's website for information on CALGreen and the Los Angeles Green Building Code (http://ladbs.org/LADBSWeb/green-bldg.jsf). Additional water and energy code compliance tips as well as various useful Green Building links are available on the LADWP website at the following location: http://www.ladwp.com under Commercial/Go Green.

W&P ConsrvtnMeasures v.10302015

126-216

124-213

124-219



122-216

The Los Angeles Depart□ent of Water and Power (LADWP) assu□es no responsibility for the accuracy of the substructure infor□ation herein provided. The user assu□es responsibility for verifying substructure locations before e□cavation and assu□es all liabilities for da□age to LADWP facilities as a result of such e□cavation. Call □nderground Service alert on 1-800-227-2600 two (2) days before e□cavating.

LEGEND MAP	SYMBOLS AND NOTATIONS	SCALE: 1" = 100'	PLOTTED	DATE	CHK'D.	DATE
SCALE 1" = 1500'	AS SHOWN	MAP	NAME	□/□/□□	NAME	□/□/□□
		CONVERTED MAINS	D.LEE	09-19-2003	NAME	□/□/□□
		CONVERTED SERVICES	C.V.BEAS	12-03-2005	NAME	□/□/□□
		MISC	NAME	□/□/□□	NAME	□/□/□□
		APPROVED				

FIRE HYDRANTS	
2 1/2" SINGLE	
2 1/2" S. B□ILT □P	
2 1/2" DO□BLE	
4" SINGLE	
4" S. B□ILT □P	
4" DO□BLE	
2 1/2" □4" DO□BLE	

REFERENCES	
MAPS REPLACED	GATE #□:
506 NS , 505 NS	122-218 , 127-213D , 127-218
539 NS , 540 NS	
	LANDBASE:
	124.5A215 , 124.5A217 , 124.5A219
	123A215 , 123A217 , 123A219
DAT□M: N.A. 1983, □ONE 5	
LEVELS: □S.G.S	

WATER GEOGRAPHIC INFORMATION SYSTEMS & GRAPHICS GROUP
DEPARTMENT OF WATER AND POWER
CITY OF LOS ANGELES

WATER SERVICE MAP

SERVICE ZONE ELEVATION: 386 / 462

DISTRICT: CENTRAL

124-216

Questions or Comments, contact: WaterGIS Group, Rm. 1439, JFB

6/21/2019 10:17:13 AM, sdumau

J.3: Los Angeles Police Department, Crime Prevention Through Environmental Design Section, ENV-2020-6829-EIR_655 Mesquit Street Project, July 20, 2021.

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LOS ANGELES POLICE DEPARTMENT

MICHEL R. MOORE
Chief of Police

ERIC GARCETTI
Mayor

P. O. Box 30158
Los Angeles, CA 90030
Telephone: (213) 486-6000
TDD: (877) 275-5273
Ref #:11.3

July 20, 2021

Rachel Mills-Coyne
23822 Valencia Boulevard, Suite 301
Santa Clarita, Ca 91355

Dear Rachel Mills-Coyne: [ENV-2020-6829-EIR]

The proposed, "655 Mesquit Street Project," is located at 635-657 Mesquit street, 632-648 South Santa Fe Avenue, and 1585 East Jesse Street Los Angeles, CA 90021. This location is in Reporting District 0159. This "RD" falls within the geographical boundaries of the Los Angeles Police Department's Central Division. A project of this size could have a minor impact on police services within Central Division's community area. The Department is available to advise you on crime prevention features appropriate for the design of the properties in this project. The Department strongly recommends that the developers contact Public Engagement Section Crime Prevention Through Environmental Design (CPTED) Officer Alfonso Velasco at e-mail address: CPTED@lapd.online.

Upon completion of the project, you are encouraged to provide the Commanding Officer of Central Community Police Station with a diagram copy of each portion of the property. Central Community Police Station's Commanding Officer is Captain III Timothy Harrelson. Central Division is located at 251 E 6th Street, Los Angeles CA., 90014 (RD 0165). Captain Harrelson phone number is (213) 833-3707. The diagram should include access routes and any additional information that might facilitate police response.

Should you have any further questions, please contact Officer Alfonso Velasco at the LAPD Public Engagement Section, (213) 486-6000.

Respectfully,

MICHEL R. MOORE
Chief of Police

LUQMAN WATKINS, Sergeant II
Officer-In-Charge, Public Engagement Section
Office of Operations

Enclosure

The following report was prepared for the "655 Mesquit Project" in accordance with Section 15083 of the California Environmental Quality Act (CEQA):

Project Location / Description:

The "655 Mesquit Street Project" (APN: 5164-015-022) is located at 655 Mesquit Street, Los Angeles, CA. 90021.

The proposed will include the demolition and site clearing of a surface parking lot. This will clear the space to develop a fourteen-story mixed-use office building. The building will be approximately 184,629 square feet, with approximately 4,325 square feet for commercial use. The project will provide a total of 397 parking spaces. The total project will consist of 188,954 square feet.

Project Distance and Times:

655 Mesquit Street Project address is approximately 1.3 mile and 7 minutes from the Central Area Community Police Station.

The time and distance are calculated from a departure point starting from the Central Area Community Police Station. This arrival times were also configured utilizing some traffic delays, but estimated times of arrival can vary depending on divisional call load, traffic delays and types of calls.

The Reporting District for the Central Area Community Police Station is RD 0165. Their phone number is (213) 486-6606.

Divisional Geographic's / Demographics:

Central Area Community Police Station's "Geographical Patrol Area", is approximately 4.5 square miles and consists of 62 Reporting Districts. The service boundaries for Central Area are as follows:

To the ***West*** is CA-110 Harbor Freeway, Sunset Blvd

To the ***North*** is Lilac Terrace, Lilac Place, Vin Scully Avenue, Stadium Way, Lilac Terrace, Lookout Drive and CA-110 Harbor Freeway

To the ***East*** is the Los Angeles River.

To the ***South*** is East 7th Street, San Pedro Street, East 9thStreet, Maple Avenue, East Washington Boulevard, West Washington Boulevard, and CA-110 Harbor Freeway.

The proposed, "655 Mesquit " is in ***RD 0159.*** The borders for ***RD 0159*** are as follows:

Reporting District 0159

To the ***West*** is Alameda Street.
To the ***North*** is 4th Street.
To the ***East*** is The Los Angeles River.
To the ***South*** is 7th Street.

Central Division has approximately 397 sworn personnel and 19 civilian support staff. The Central Area of Los Angeles is a culturally diverse community with a residential population of over 40,000 people. The officer to resident ratio is 1 officer to every 92 residents (92:1). For a 4.5 square mile area. This population amount does not reflect citizens from outside the area visiting local businesses, churches, residences and educational institutions.

Additionally, department wide, the Los Angeles Police Department currently has 9,763 sworn personnel and 2,961 civilian employees. These city police employees cater to a Los Angeles City population of approximately 3,979,576. This population amount is current as of May 21, 2020 (according to 2010-2018 American Community Survey and The US Census). Additionally, this amount does not include non-residents, but only reflects those individuals that responded to the 2010 Census. This population also equates to a resident to officer ratio of 398.3 residents for every 1 officer (398.3:1). 4,015,940 depicts a firm registered value of the population for the City of Los Angeles. However, this number can also be fluid.

The ethnic break down of The City of Los Angeles, according to the 2010-2018 American Community Survey and The US Census is:

- 48.5% Hispanic / Latino
- 28.7% White (Non-Hispanic)
- 11.3% Asian
- 9.6% Black / African American
- 0.2% Native American
- 0.2% Native Hawaiian / Pacific Islander
- 3.1% Other

Divisional Support and Communication:

There are many specialized support units, divisions and services available to Central Division within the LAPD (i.e., Air Support, Detectives, K9 and Metro / SWAT) to support any additional policing needs. These services are available to supplement and complement the division's policing services. In utilizing these available resources, the Los Angeles Police Department can meet the demands for police services for the 1000 Seward Project.

Central Area Community Police Station's emergency response system is directly linked to the Los Angeles Police Department's Communication Dispatch Center. Communication Division has the responsibility to staff the Dispatch Center with incident trained personnel that will respond to radio and telephoned calls for service. They would then dispatch these requests to the proper emergency personnel involved, to provide them with the necessary information to execute their duties. These operations are performed on a 24 hour a day, 7 days a week, 365 days a year basis. This includes 911 emergency calls (police, fire and medical). In referencing Communication Division, their main area of concentration is to manage, and dispatch police calls for service. Communication Division's Emergency Operations Center (EOC / DOC), also works in concert with The Los Angeles Fire Department's (LAFD), Metropolitan Fire Communications Center (MFC). Additional emergency response entities that Communication Division interacts with are, Los Angeles County Fire (LACoFD), Los Angeles County Sheriff Department (LASD) and other regional agencies, to ensure coordinated responses to emergency incidents.

Divisional Response Times:

According to the Los Angeles Police Department's Computer Statistics (COMPSTAT'S) Division, the average police response time to emergency, high priority calls in the Central Division Area (Code 3 calls) was 2.9 minutes (as of July 3, 2021). This was done with a dispatch median time of 1.7 minutes. The medium high priority response time (Code 2) was 10.8 minutes. This was done with a dispatch median time of 5.8 minutes. Low priority, non-emergency response times was 21.2 minutes. These low priority calls had a dispatch median time of 16.0 minutes.

Citywide response times during this same period were 4.3 minutes for emergency, high priority calls with a dispatch median time of 1.5 minutes. The medium high priority response times were 14.3 minutes with a dispatch time of 4.3 minutes. Low priority response times were 31.2 minutes with a dispatch time of 12.9 minutes.

During this same period, Central Division answered 531 emergency calls for service, 1,954 medium high priority calls and 1,467, low priority calls. Citywide, the Los Angeles Police Department answered 8,103 emergency calls for service, 29,832 medium high priority calls and 29,638 low priority calls. The response times stated are adequate performance times for this police division.

These response times were taken from the statistics submitted by Central Division and CompStat's for a 4-week period between June 06, 2021 through July 03, 2021.

Statistics:

The following are one month of crime statistics for RD 0159 and 5-year crime statistics for Central Division (Central) for the years 2016- 2020. Included also, are Citywide crime statistics, broken down by month for this same time.

Central Division Crime YTD and 5-year totals	**2020**	**2019**	**2018**	**2017**	**2016**	**Crime in RD 0159** 06-06-2021 / 07-03-2021
Violent Crime	1240	1279	1290	1228	1148	3
Property Crime	3627	4272	4359	4220	4061	7
Homicide	6	4	7	2	7	0
Rape	75	117	130	158	133	0
Robbery	395	483	491	448	481	1
Aggravated Assault	764	675	662	620	527	2
Burglary	553	418	459	407	508	2
Motor Vehicle Theft	611	363	445	504	549	0
Burglary Theft from Vehicle	1152	1565	1598	1740	1385	4
Personal / Other Theft	1311	1926	1857	1569	1619	1

Additional Project Reporting Districts: This section was left blank on purpose.

Central Division	**Crime in RD**
Violent Crime	
Property Crime	
Homicide	
Rape	
Robbery	
Aggravated Assault	
Burglary	
Motor Vehicle Theft	
Burglary Theft from Vehicle	
Personal / Other Theft	

12 Month CENT Crime 2020	*Violent Crime*	*Property Crime*	*Homicide*	*Rape*	*Robbery*	*Aggravated Assault*
JAN	148	419	2	5	52	89
FEB	131	418	1	9	46	75
MAR	118	335	0	10	41	67
APR	117	264	0	6	28	83
MAY	126	279	2	5	35	84
JUN	143	266	2	5	52	84
JUL	128	283	1	6	41	80
AUG	162	301	1	7	46	108
SEP	167	266	1	13	44	109
OCT	165	286	3	7	51	104
NOV	135	314	2	7	35	91
DEC	120	260	1	4	40	75

12 Month CENT Crime 2020	*Burglary*	*Motor Vehicle Theft*	*Burglary Theft from Vehicle*	*Personal/Othe Theft*	*Simple Assault*
JAN	19	41	156	182	21
FEB	46	23	172	165	12
MAR	35	29	108	139	24
APR	41	33	109	74	7
MAY	68	33	91	77	10
JUN	40	55	91	74	6
JUL	34	44	106	88	11
AUG	36	55	106	99	5
SEP	29	47	95	86	9
OCT	38	47	102	87	12
NOV	36	45	127	98	8
DEC	35	61	77	80	7

12 Month CENT Crime 2019	Violent Crime	Propert Crime	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal / Other Theft
JAN	129	445	0	15	45	69	24	30	130	261
FEB	134	406	1	6	58	69	16	20	121	249
MAR	138	383	0	13	54	71	28	27	94	234
APR	138	448	1	9	48	80	30	37	130	251
MAY	156	419	1	11	59	85	19	30	141	229
JUN	147	453	2	16	55	74	28	29	138	258
JUL	172	470	1	8	57	106	23	23	131	283
AUG	156	474	1	14	59	82	30	41	139	264
SEP	160	337	1	9	53	97	30	29	97	181
OCT	161	433	5	10	55	91	29	27	116	261
NOV	145	465	1	10	54	80	25	40	172	228
DEC	164	464	2	7	65	90	28	45	169	222

2020 City Wide Crime Statistics	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal/Othe Theft
JAN	1906	6804	16	88	734	1068	1049	1249	2255	2251
FEB	2029	7214	16	98	753	1162	1052	1217	2351	1128
MAR	2190	7116	27	97	743	1323	955	1203	2334	1172
APR	2089	6384	19	84	712	1274	984	1076	2076	1151
MAY	2216	7091	22	114	738	1342	977	1100	2368	1237
JUN	2375	7054	21	131	731	1492	982	1099	2372	1340
JUL	2275	6461	23	109	697	1446	891	1089	2121	1226
AUG	2246	7004	25	109	721	1391	941	1182	2320	1379
SEP	2040	6287	16	86	709	1229	903	1042	2113	1174
OCT	2183	6991	22	113	773	1275	929	1218	2370	1212
NOV	2010	7134	13	101	711	1185	1032	1223	2426	1151
DEC	2094	6952	6	79	758	1241	986	1308	2392	1137

2019 City Wide Crime Statistics	Violent Crimes	Property Crimes	Homicide	Rape	Robbery	Aggravated Assault	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal Other Theft	Child / Spousal Abuse
JAN	2001	7473	18	103	741	1139	1142	1315	2416	2600	1099
FEB	1937	7159	14	94	730	1099	1082	1210	2290	2577	1096
MAR	2116	6535	22	78	773	1243	918	1185	2159	2273	1149
APR	2207	7103	19	117	728	1343	1094	1139	2269	2601	1221
MAY	2126	7160	21	92	734	1279	1027	1152	2353	2628	1245
JUN	2231	6410	22	124	722	1363	882	1055	2181	2292	1219
JUL	2365	7071	23	124	711	1507	961	1132	2305	2673	1298
AUG	2214	7035	22	107	710	1375	960	1196	2309	2570	1359
SEP	2110	6278	21	88	710	1291	892	1080	2116	2190	1235
OCT	2183	6991	22	113	773	1275	929	1218	2370	2474	1212
NOV	2010	7134	13	101	711	1185	1032	1223	2426	2453	1151
DEC	2094	6952	16	79	758	1241	986	1308	2392	2266	1137

12 Month CENT Crime 2018	Violent Crime	Property Crime	Homicide	Rape	Robbery	Aggravated Assault
JAN	151	356	1	18	52	80
FEB	115	351	1	6	44	64
MAR	143	403	1	10	57	75
APR	120	409	1	11	46	62
MAY	105	401	1	7	36	61
JUN	137	450	0	10	42	85

12 Month CENT Crime 2018	Burglary	Motor Vehicle Theft	Burglary Theft from Vehicle	Personal/other Theft	Simple Assault
JAN	25	22	108	201	47
FEB	13	29	113	196	60
MAR	28	31	133	211	55
APR	28	33	111	237	44
MAY	31	26	138	206	36
JUN	26	27	167	230	56

There are no Planned improvements to the Central police protection facility for the service area of the project site currently.

Additionally, at this time, there are no special police protection requirements needed by law enforcement because of the specific attributes of this project site.

The 655 Mesquit Project, individually or combined with other past, present or future projects, will not result in the need for new or altered police facilities.

This concludes the 655 Mesquit Project, Environmental Impact Report. If there are any further questions regarding this report, please email them to CPTED@lapd.online for the fastest response time.

Thank You,

Prepared by:

Officer Alfonso Velasco, CPD
Los Angeles Police Department
Public Engagement Section
Crime Prevention Through Environmental Design Section
100 West 1st Street, RM 250
Los Angeles, CA. 90012
E-mail: CPTED@lapd.online
213-486-6000

Appendix K: U.S. Fish & Wildlife Service

Information for Planning and Consultation (IPaC) Resource List,

August 5, 2020.

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IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

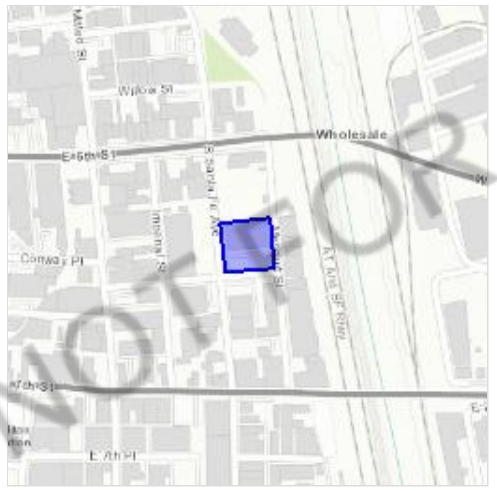
This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

Los Angeles County, California





Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

http://www.fws.gov/carlsbad/

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

NOT FOR CONSULTATION

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS

Coastal California Gnatcatcher Polioptila californica californica Threatened
There is **final** critical habitat for this species. Your location is outside the critical habitat.
https://ecos.fws.gov/ecp/species/8178

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

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For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)
Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Black Swift Cypseloides niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8878	Breeds Jun 15 to Sep 10
Common Yellowthroat Geothlypis trichas sinuosa This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/2084	Breeds May 20 to Jul 31
Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Marbled Godwit Limosa fedoa This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9481	Breeds elsewhere
Nuttall's Woodpecker Picoides nuttallii This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9410	Breeds Apr 1 to Jul 20

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Oak Titmouse Baeolophus inornatus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9656	Breeds Mar 15 to Jul 15
Rufous Hummingbird selasphorus rufus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/8002	Breeds elsewhere
Song Sparrow Melospiza melodia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee Pipilo maculatus clementae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/4243	Breeds Apr 15 to Jul 20
Whimbrel Numenius phaeopus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
Willet Tringa semipalmata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit Chamaea fasciata This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

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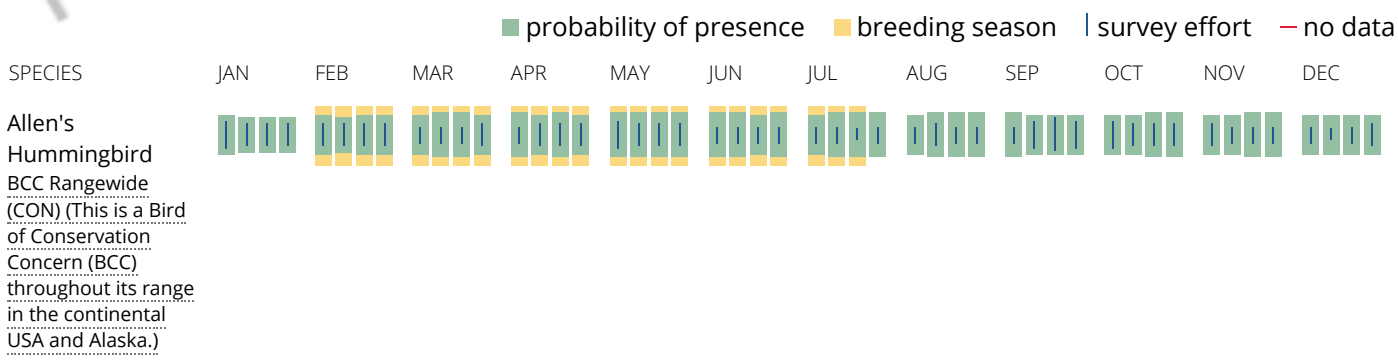
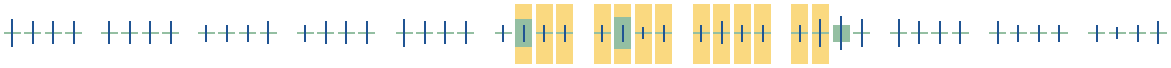
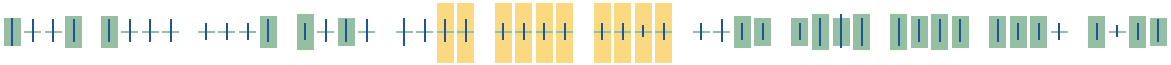


Black Swift
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



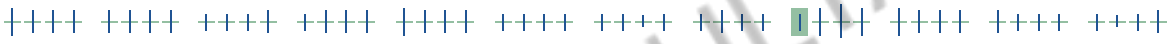
Common Yellowthroat
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



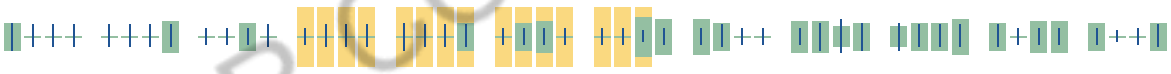
Costa's Hummingbird
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Marbled Godwit
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)



Oak Titmouse
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



Rufous Hummingbird
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)



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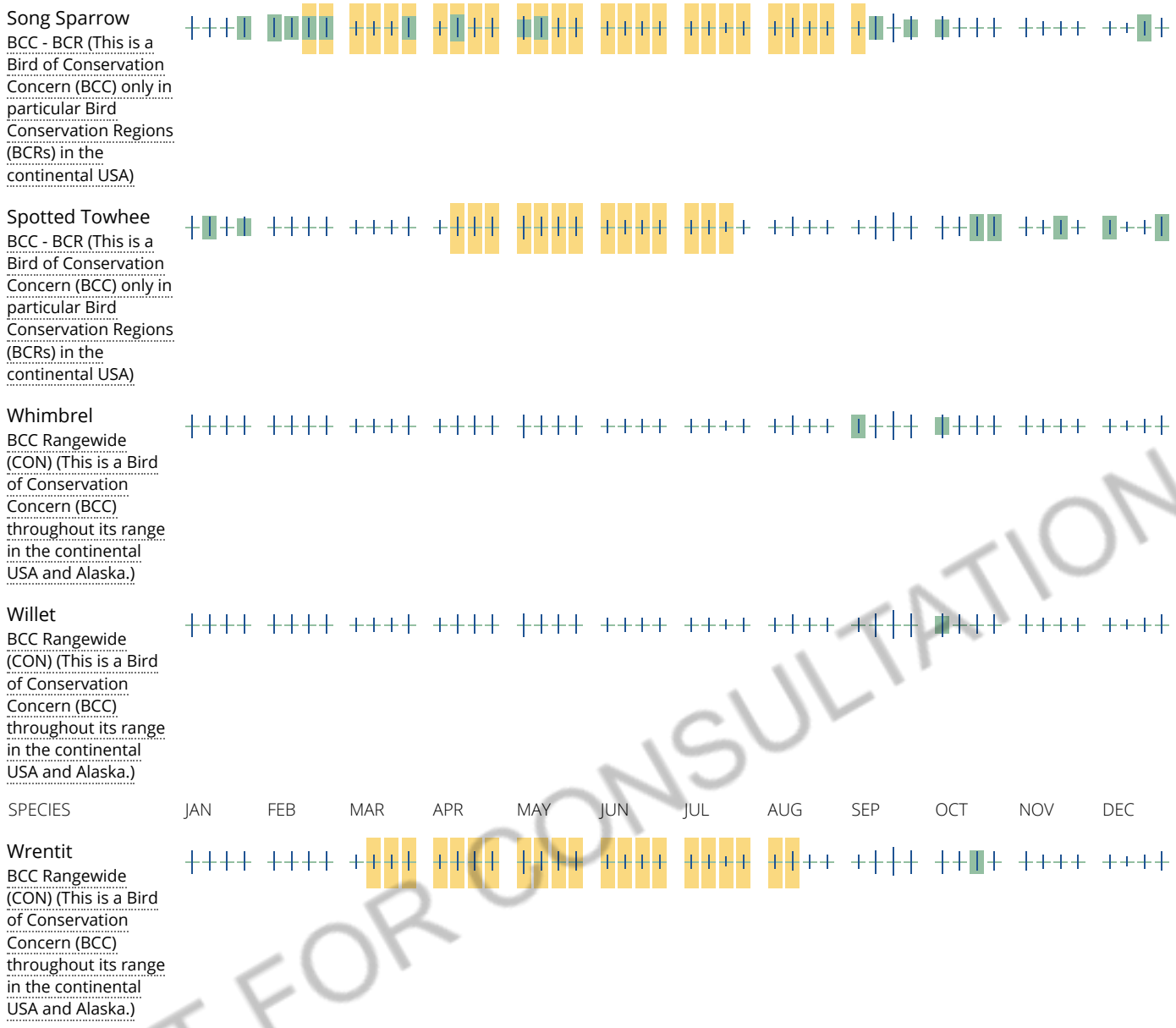

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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project

intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

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Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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APPENDIX L

Land Use Plans/Policies Consistency Analysis Tables

This Appendix evaluates the Project's potential impacts relative to conflicts with policies, plans, or ordinances adopted specifically to mitigate or avoid an environmental impact. This Appendix identifies the various elements and policies of the City of Los Angeles General Plan, and other applicable plans/policies and ordinances including:

1. Los Angeles General Plan Framework Element
2. Central City North Community Plan
3. Applicable Specific Plans
    a. River Improvement Overlay District (ZI-2358)
    b. Enterprise Zone/Employment and Economic Incentive Program Area (EZ)
    c. Industrial Land Use Policy
4. Los Angeles Mobility Plan 2035
5. Plan for Healthy Los Angeles,
6. LAMC Section 12.21 A.16 Bicycle Parking Requirements,
7. LAMC Section 12.26 J Transportation Demand Management Ordinance,
8. Vision Zero Action Plan,
9. Vision Zero Corridor Plans, and the
10. Citywide Design Guidelines.

These tables provide a consistency analysis with respect to how the Project conforms to said plans.

The IS/MND analyzes the Project utilizing the baseline conditions on the Project Site as they existed at the time the Notice of Intent to adopt the MND was published. At the time the Project application was filed, the Project Site was undergoing construction of a previously approved project which was approved in 2019 (Case No. ENV-2016-3860-CE). Construction of the 640 S. Santa Fe Avenue Project was completed in April 2021, and it is currently a part of the physical conditions on the Project Site. Construction activities associated with the buildout of the 640 S. Santa Fe Avenue building are no longer occurring and the building is operational. For purposes

of determining the environmental impacts associated with buildout of the Project, the environmental analysis is based on the reasonably foreseeable impacts that would occur as a result of the future buildout of the eastern portion of the Project Site, defined in the analysis as the proposed Development Site.

Accordingly, the baseline environmental setting on the Project Site includes the operation of the four-story, 107,224 square-foot mixed-use office and ground floor commercial building with two levels of subterranean parking on the western half of the Project Site and a surface parking lot on the eastern portion of the Project Site. The Project includes the redevelopment of the existing surface parking lot on the eastern half of the Project Site into a 14-story mixed-use commercial building with 188,954 square feet of floor area comprised of 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses ("Project").

(1) City of Los Angeles General Plan Framework Element

The General Plan's Framework Element provides citywide guidelines and a foundation upon which Community Plans and other General Plan Elements can base their more specific goals, objectives, and policies. The General Plan's Framework Element was adopted on December 11, 1996 and re-adopted on August 8, 2001. The Framework Element and the City's community plans discuss population, housing and employment to the year 2010. The Framework Element identifies a projected population of 4.3 million people living in 1,566,108 housing units. The Citywide General Plan Framework and the Central City North Community Plan provide growth projections and Community Plan Area ("CPA") capacity, respectively, for the year 2010. The Central City North Community Plan recognizes that population, jobs, and housing within the CPA could grow more quickly, or more slowly, than anticipated, depending on economic trends.

Table 1, below, includes the consistency analysis with the Framework Element's goals, objectives, and policies relevant to the Project.

Table 1
Project Consistency with Applicable Objectives and Policies of the Framework Element

Objective / Policy	Project Consistency Analysis
Land Use Chapter	
Goal 3A: A physically balanced distribution of land uses that contributes towards and facilitates the City's long-term fiscal and economic viability, revitalization of economically depressed areas, conservation of existing residential neighborhoods, equitable distribution of public resources, conservation of natural resources, provision of adequate infrastructure and public services, reduction of traffic congestion and improvement of air quality, enhancement of recreation and open space opportunities, assurance of	**No Conflict.** The Project would redevelop the eastern half of the Project Site currently improved as a surface parking lot for the 640 S. Santa Fe building with a 14-story mixed-use office and ground floor commercial building, with 184,629 square feet of creative proposed office space and 4,325 square feet of ground floor commercial retail and restaurant uses that would front Mesquit Street and Jesse Street. The Project would provide new office and commercial uses, and thus employment opportunities as well as new customers, to the surrounding existing businesses. This would aid in improving the economic viability of the surrounding

Objective / Policy	Project Consistency Analysis
environmental justice and a healthful living environment, and achievement of the vision for a more liveable city.	industrial area which is home to other office, commercial, retail, and some residential land uses. Thus, development of the Project would help to economically revitalize what would otherwise be an underutilized surface parking lot. Therefore, the Project would contribute to these long-term goals and would not be in conflict with this Goal. Further, compliance with regulatory compliance measures would ensure that the building maintains a safe, clean, attractive and lively environment during the Project's construction and operation.
Objective 3.1: Accommodate a diversity of uses that support the needs of the City's existing and future residents, businesses, and visitors.	**No Conflict.** The Project proposes to construct a 14-story mixed-use office and ground floor commercial retail and restaurant building that would provide and accommodate creative office space and commercial retail uses that would support the needs of the City's existing and future residents, businesses, and visitors to the Central City North area of the City. Therefore, the Project would not conflict with this Objective.
Policy 3.1.2: Allow for the provision of sufficient public infrastructure and services to support the projected needs of the City's population and businesses.	**No Conflict.** The Project is located on an infill lot that is already adequately served by public infrastructure. The Project Site is readily accessed via Santa Fe Avenue and Mesquit Street and is adequately supported by utilities (including water service, sewer service, electrical, and natural gas), and public services (such as police, fire, schools, and recreation/parks). Therefore, the Project would not conflict with this Policy.
Objective 3.2: Provide for the spatial distribution of development that promotes an improved quality of life by facilitating a reduction of vehicular trips, vehicle miles traveled, and air pollution.	**No Conflict.** The Project, which is located in a High Quality Transit Area as defined by CEQA, would develop new office and commercial uses in walking distance to numerous services, retail, commercial, and residential areas. As previously discussed, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less and would provide bicycle parking for employees and patrons on-site, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. Thus, both the location and the design of the Project would encourage a variety of transportation options, such as walking, biking, bus transit, and potentially rail. As such, this diversity of transit options near the Project Site would facilitate a reduction of vehicular trips, vehicle miles traveled, and air pollution. The Project would, therefore, not conflict with this Objective.

Objective / Policy	Project Consistency Analysis
Policy 3.2.3: Provide for the development of land use patterns that emphasize pedestrian/bicycle access and use appropriate locations.	**No Conflict.** As previously mentioned, the Project would develop new office and commercial uses in walking distance to numerous services, including retail, restaurant, and other commercial uses. In addition, the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The location of the Project promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Project would provide on-site bicycle parking for both employees and patrons to further promote the use of biking. Therefore, the Project would not conflict with this Policy.
Policy 3.2.4: Provide for the siting and design of new development that maintains the prevailing scale and character of the City's stable residential neighborhoods and enhance the character of commercial and industrial districts.	**No Conflict.** The Project would provide new office space and commercial uses on what would otherwise be an underutilized surface parking lot. The introduction of new, creative office space and commercial uses would enhance the character of the surrounding industrial, office, and commercial uses in the Project vicinity. The Project would also be designed provide continuity with the adjacent 640 S. Santa Fe building on the western half of the Project Site. With the requested General Plan Amendment and Height District Change, the Project's proposed uses would be allowed. The Project would develop the eastern half of the Project Site in a manner that would be visually compatible with the surrounding industrial, commercial, and office uses and in compliance with the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), and the Los Angeles River Design Guidelines. Therefore, the Project would enhance the character of the surrounding industrial, commercial, and office area and be consistent with this Policy.
Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.	**No Conflict.** As discussed below in response to Checklist Question XIV a) Population and Housing, the Project's estimated future employment and population growth would be consistent with SCAG's future employment and population growth projections for the City of Los Angeles, including transportation, utility infrastructure, and public services. Therefore, the Project would not be in conflict with this Objective.
Objective 3.4: Encourage new multi-family residential, retail commercial, and office development in the City's neighborhood	**No Conflict.** As stated above, the Project would redevelop the eastern half of the Project Site currently improved with a surface parking lot for the

Objective / Policy	Project Consistency Analysis
districts, community, regional, and downtown centers as well as along primary transit corridors/boulevards, while at the same time conserving existing neighborhoods and related districts.	640 S. Santa Fe building with a 14-story mixed-use office and ground floor commercial building, which would provide employment opportunities as well as new customers, to the surrounding existing businesses. The Project Site is situated nearly equidistant between 6th Street and 7th Street, which have multiple bus stop locations, some with peak service intervals of 15 minutes or less into and out of Downtown Los Angeles and the greater Los Angeles region beyond. Therefore, the Project would encourage new office and commercial uses along adjoining transit corridors/boulevards while helping to sustain existing office, commercial, and industrial economic activity in the Project area. Therefore, the Project would not conflict with this Objective.
Goal 3D: Pedestrian-oriented districts that provide local identity, commercial activity, and support Los Angeles' neighborhoods.	**No Conflict.** The Project would promote a pedestrian-oriented environment by providing active ground floor commercial uses that would provide new foot traffic for the surrounding retail, restaurant, and commercial uses. The Project's building's design would also complement and provide continuity with the adjacent 640 S. Santa Fe building on the western half of the Project Site, which will provide ground floor commercial uses. Previously existing curb cuts on Jesse Street and Santa Fe Avenue have been removed for the 640 S. Santa Fe building. In conjunction with the 640 S. Santa Fe project, access to the Project would be provided by a driveway along the northern property like abutting the LADWP substation where cars may enter and exit from both Mesquit Street and Santa Fe Avenue. This would limit and control vehicular movement into the Project Site and help create a more continuous sidewalk to minimize pedestrian-vehicle conflict. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level of the Project is proposed to function as a flexible community and event space when not in use for parking, such as farmer's markets and flea markets, thus providing local identity, commercial activity, and supporting Los Angeles's neighborhoods. Thus, the Project would enhance pedestrian activity in the area, especially within the local Central City North area, and would not conflict with this Goal.
Policy 3.8.4: Enhance pedestrian activity	**No Conflict.** As discussed above, the Project

Objective / Policy	Project Consistency Analysis
by the design and siting of structures in accordance with Chapter 5 Urban Form and Neighborhood Design policies of this Element and Pedestrian-Oriented District Policies.	would promote a pedestrian-oriented environment by providing active ground floor commercial uses that would front Mesquit Street and Jesse Street and complement the ground floor commercial uses being developed for the 640 S. Santa Fe building. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level of the Project is proposed to function as a flexible community and event space when not in use for parking and could be used for events such as farmer's markets and flea markets, thus enhancing pedestrian activity by design. Furthermore, compliance with the Commercial Citywide Design Guidelines and coordination with the Department of City Planning would ensure the Project would be attractively designed and landscaped. Therefore, the Project would not conflict with this Policy.
Urban Form and Neighborhood Design Chapter	
Objective 5.2: Encourage future development in centers and in nodes along corridors that are served by transit and are already functioning as centers for the surrounding neighborhoods, the community or the region.	**No Conflict.** The Project is an infill development in a High Quality Transit Area as defined by CEQA. The Project area is served by bus lines with peak commute service intervals of 15 minutes or less. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options, which would be effective in reducing Project vehicle trips, vehicle miles traveled, and air pollution. The Project would be a smart growth, infill development adjacent to transit corridors like 6th Street and 7th Street and would function as an office and commercial center in similarity to other office and commercial uses adjacent to and in the vicinity of the Project. Therefore, the Project would not conflict with this Objective.
Objective 5.8: Reinforce or encourage the establishment of a strong pedestrian orientation in designated neighborhood districts, community centers, and pedestrian-oriented subareas within regional centers, so that these districts and centers can serve as a focus of activity for the surrounding community and a focus for investment in the community.	**No Conflict.** As discussed above, the Project would place new office and ground floor commercial uses in a transit-rich area, as the Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. The Project Site's proximity to bus routes and in walking distance to services, retail stores, restaurants, and commercial uses would promote a pedestrian-friendly environment. The location of the Project would promote the use of a variety of transportation options, which include walking, biking, and the use of public transportation. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options, in addition to the Project

Objective / Policy	Project Consistency Analysis
	Site being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. The Project would also accommodate pedestrian activity by providing continuity with the adjacent ground floor commercial uses of 640 S. Santa Fe on the western half of the Project Site. In addition to providing two subterranean levels of parking and five levels of parking above grade, the top parking level is proposed to function as a flexible community and event space when not in use for parking and could be used for events such as farmer's markets and flea markets, thus focusing on activity for and investment in the community. Furthermore, compliance with the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), the Los Angeles River Design Guidelines, and coordination with the Department of City Planning would ensure the Project would be well designed and landscaped, which would encourage further pedestrian activity. Therefore, the Project would not conflict with this Objective.
Economic Development Chapter	
Objective 7.2: Establish a balance of land uses that provides for commercial and industrial development which meets the needs of local residents, sustains economic growth, and assures maximum feasible environmental quality.	**No Conflict.** The Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial retail and restaurant building that would provide new creative office space and commercial uses in the City, thus helping to sustain economic growth in the area to meet the needs of residents, businesses, and visitors. The Project Site is also directly served by multiple buses (refer to Section 3, Project Description, for description of public transportation serving the Project Site and Figure 3.1, Project Location Map, for the locations). The Project Site is also within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension in the Arts District. The Project would implement the following features to reduce energy demands and assure maximum environmental quality: proximity to mass transit, in-fill smart growth, and resource conservation. The Project would also implement project design features, regulatory compliance measures, and mitigation measures as applicable to assure maximum

Objective / Policy	Project Consistency Analysis
	feasible environmental quality. Therefore, the Project would not conflict with this Objective.
Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.	**No Conflict.** Development of the Project would encourage new commercial development in proximity to bus transit corridors and stations. As previously discussed, the Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial retail and restaurant building with two levels of subterranean parking and five parking levels above grade. The Project Site is located in an area directly served by bus lines with peak commute service intervals of 15 minutes or less along 7th Street and Alameda Street, in addition to being within walking distance (one-half mile) of two proposed Metro stations for a Red Line/Purple Line extension. Therefore, the Project would not conflict with this Policy.
Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.	**No Conflict.** Development of the Project would concentrate new office development in close proximity to mass transit. As previously discussed, the Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial building. The Project Site is located in an area directly served by bus lines with peak commute service intervals of 15 minutes or less along 7th Street and Alameda Street, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Therefore, the Project would not conflict with this Policy.
Sources: City of Los Angeles Department of City Planning, Framework Element, December 11, 1996 and Parker Environmental Consultants, 2021.	

(2) Central City North Community Plan

The Project Site is located within the Central City North Community Plan area. Therefore, all development activity on-site is subject to the land use goals, objectives, and policies of the Central City North Community Plan ("Community Plan"). The Project Site has a General Plan land use designation of Heavy Manufacturing. An analysis of the Project's consistency with the applicable objectives and policies of the Central City North Community Plan is presented in Table 2, below.

Table 2
Project Consistency with Applicable Objectives and Policies of the Central City North Community Plan Land Use Element for Commercial Land Uses

Objective / Policy	Project Consistency Analysis
Commercial	
Objective 2-1: To conserve and strengthen viable commercial development and to provide additional opportunities for new commercial development and services within existing commercial areas.	**No Conflict.** The Project would provide new ground floor commercial uses in an area that provides commercial retail and restaurant uses in the surrounding Project vicinity. The Project would also complement the adjacent ground floor commercial uses of 640 S. Santa Fe, on the western half of the Project Site. The Project would consist of a mixed-use office and commercial development, which would provide additional commercial services to the area and additional foot traffic for the surrounding commercial uses. Thus, the Project would not conflict with this Objective.
Policy 2-1.1: New commercial uses shall be located in existing established commercial areas or shopping centers.	**No Conflict.** The Project would expand commercial uses by constructing ground floor commercial fronting Jesse Street and Mesquit Street. Santa Fe Avenue, which borders the Project to the west, and 7th Street, which is located 670 feet south, contain a variety of shopping centers and commercial uses. As such, the Project would be located in close proximity to existing commercial areas with shopping centers. Thus, the Project would not conflict with this Policy.
Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.	**No Conflict.** The Project would consist of a mixed-use office and ground floor commercial building in an area with industrial, commercial, office, retail, and some residential uses. The Project does not contain any residential components. Therefore, the Project would not conflict with this Policy.
Policy 2-1.3: Insure the viability of existing neighborhood stores and businesses which support the needs of local residents and are compatible with the neighborhood.	**No Conflict.** Existing neighborhood stores and commercial retail and restaurant businesses supporting the local needs of the residents and industrial uses exist in the Project vicinity along 7th Street, Santa Fe Avenue, Mateo Street, and Alameda Street. The Project would complement the neighborhood with the development of additional ground floor commercial retail and restaurant space that would support and maintain the viability of neighborhood stores and businesses. As such, the Project would not conflict with this Policy.
Policy 2-1.4: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and	**No Conflict.** The Project would redevelop the surface parking lot on the eastern half of the Project Site into a 14-story mixed-use office and ground floor commercial building with two levels of

development.	subterranean parking and five levels of parking above grade. The proposed building would be designed in cooperation with the Los Angeles Department of City Planning and compliant with the Commercial Citywide Design Guidelines and the Central City North Community Plan (including Chapter V Urban Design) to achieve a high level of quality that is compatible with the existing neighborhood and maintains its distinctive character. Further, the Project Site is located within the RIO District, which provides further design and landscaping guidelines, as required by LAMC Section 13.17. As such, the Project would not conflict with these plans, and as such, would not conflict with this Policy.
Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.	**No Conflict.** The Project would consist of a mixed-use office and commercial development, which would provide additional foot traffic for the surrounding commercial uses along 7th Street and Santa Fe Avenue, in addition to complementing the ground floor commercial uses on the western half of the Project Site for the 640 S. Santa Fe project. As such, the Project would not conflict with this Objective.
Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.	**No Conflict.** The Project would promote pedestrian street activity by providing ground floor commercial retail/restaurant land uses. As compared to the existing conditions the Project would complement the adjacent ground floor commercial uses of the 640 S. Santa Fe project on the western half of the Project Site. These first-floor commercial retail and restaurant uses would accommodate pedestrian usage of the Project Site. Further, coordination with the Department of City Planning regarding design and landscaping would ensure that the Project would not conflict with this Policy.

Policy 2-2.3: Require that the first-floor street frontage of structures, including mixed use project and parking structures located in pedestrian oriented districts, incorporate commercial uses.	**No Conflict.** As mentioned above, the commercial spaces on the ground level would front Mesquit Street and Jesse Street. These commercial uses would strengthen the pedestrian areas in the vicinity of the Project Site. As such, the Project would not conflict with this Policy.
Policy 2-3: To enhance the identity of distinctive commercial districts and to identify pedestrian oriented districts.	**No Conflict.** The Project would place office and commercial uses in a High Quality Transit Area. The Project Site is located within multiple bus routes. The Project Site's location near mass transit and in walking distance to services, retail stores, and restaurants promotes a pedestrian-friendly environment. The Project is an infill development in a location that promotes the use of a variety of transportation options, which includes walking, biking, and the use of public transportation, in addition to providing code compliant bicycle parking for both employees and patrons, all of which would help to reduce vehicular trips and congestion. Thus, the Project would not conflict with this Policy.
Policy 2-3.4: Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented areas incorporate commercial uses.	**No Conflict.** As mentioned above, the commercial retail and restaurant spaces on the ground level would front Mesquit Street and Jesse Street. These commercial uses would strengthen the pedestrian areas in the vicinity of the Project Site. As such, the Project would not conflict with this Policy.
Objective 2-4: To enhance the appearance of commercial districts.	**No Conflict.** The Project would revitalize an existing surface parking lot with a mixed-use office and commercial development in an area dominated by industrial and commercial uses. The Project would be designed and developed with the guidance of City Planning Staff and other necessary City departments. Additionally, the Project would be designed in accordance with plans and design guidelines that have jurisdiction over the Project Site, such as the Central City North Community Plan (including Chapter V Urban Design), the LAMC, RIO District design requirements, and the Commercial Citywide Design Guidelines. As such, the Project would not conflict with this Policy.
Policy 2-4.1: Require that any proposed development be designed to enhance and be compatible with adjacent development.	**No Conflict.** The Project would be placing office and commercial uses in an area highly developed with industrial, commercial, and office uses. The Project would be designed and developed with the guidance of City Planning Staff and other necessary City departments. Additionally, the Project would be designed in accordance with

	plans and design guidelines that have jurisdiction over the Project Site, such as the Commercial Citywide Design Guidelines, Central City North Community Plan (including Chapter V Urban Design), the LAMC, and the RIO District design requirements. As such, the Project would not conflict with this Policy.
Policy 2-4.2: Preserve community character, scale, and architectural diversity.	**No Conflict.** The Project would preserve and enhance community character by constructing an office and commercial project that would support and complement the existing industrial, office, and commercial buildings in the area. The Project would visually enhance the Project Site, which is currently occupied by a surface parking lot and the 640 S. Santa Fe project, a four-story project with mixed-use office with ground floor commercial uses on the western half of the Project Site. The Project's design would be consistent with the design guidelines of the Central City North Community Plan (including Chapter V Urban Design), the Commercial Citywide Design Guidelines, RIO District design requirements, and the LAMC. As such, the Project would not conflict with this Policy.
Policy 2-4.3: Improve safety and aesthetics of parking areas in commercial areas.	**No Conflict.** The Project would provide parking on-site in two subterranean levels and five levels above grade. Access to the two levels of subterranean parking would be provided by a shared ramp with 640 S. Santa Fe, and access to the remaining five levels of parking above grade would be provided by an interior ramp within the Project building. Vehicular access to the Project Site would be limited to a driveway on the northern property line of the Project Site that abuts the LADWP substation, where cars may enter and exit from Mesquit Street and Santa Fe Avenue. The remaining sidewalk space of the Project Site would provide continuous, uninterrupted access to the Project building and the640 S. Santa Fe building, which would help to reduce pedestrian-vehicle conflict, improve safety, and enhance pedestrian circulation. As such, the Project would not conflict with this Policy.
Policy 2-4.4: Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.	**No Conflict.** The Project would enhance views of the Project Site and views of Mesquit Street and Jesse Street with a well-designed and landscaped project. The Project would provide a total of 15,547 square feet of open space, including 12,261 square feet of ground floor hardscape (641 square feet of which would be permeable pavement) and 3,286

	square feet of ground floor landscaped area. Additionally, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden. A total of 20 trees would be planted on the Development Site for the Project in accordance with the Los Angeles Urban Forestry Division requirements, including 13 ground level trees planted along Mesquit Street and Jesse Street and 7 trees located on the rooftop garden (see Figure 3.17 and 3.18). Thus, the Project would not conflict with this Policy.
Sources: City of Los Angeles, Land Use and Planning Element, Central City North Community Plan, December 15, 2000 and Parker Environmental Consultants, 2021.	

(3) Consistency with Specific Plans

(a) River Improvement Overlay District (ZI-2358)

Table 3a
Project Consistency Analysis with Applicable Objectives of the RIO Ordinance 183,145

Regulation	Project Consistency Analysis
Subsection F: Development Regulations	
F.1: Landscaping shall conform to the following regulations: 75 percent of any Project's newly landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. This requirement is for new landscaping only and does not apply to existing landscaping.	**No Conflict.** The Project would provide approximately 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided in the roof deck as a rooftop garden area. The Project would provide at least 75 percent of these proposed landscaped open space areas with California native species or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes. As such, the Project would not conflict with this Regulation.
F.2 Screening/Fencing (a) Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the	**No Conflict.** The Project would provide an approximately 1,200 square-foot loading area located on the interior of the ground floor of the northern section of the proposed building (see Figure 3.8, Ground Floor Plan). This would be screened from the abutting public right-of-way by the fire control room and exterior bicycle parking adjacent to the sidewalk on Mesquit Street. The view of drivers entering or leaving

street of entrances and exists to a loading area or parking facility, and shall consist of one or a combination of the following: (i) A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen; or (ii) A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open. The wall, barrier or fence shall, when located in either the rear or side yards, be at least 4 feet and not more than 6 feet in height. (b) Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment. (c) Exterior trash enclosures shall: (i) Be designed to complement the primary building with a wall height that exceeds the disposal unit it is designed to contain by at least 18 inches; (ii) Have a solid roof to deter birds and block view from adjacent properties; (iii) Have solid metal doors that accommodate a lock and remain closed when not in use; and (iv) Not be constructed of chain link or wood. With the exception of single-family homes, all projects facing a street that crosses the river or terminates at the river or a river frontage road shall have all fences within the front or side yards visible from said street consistent with the fence designs identified in the Los Angeles County River Master Plan Landscape Guidelines.	the loading area inside the building would not be obstructed, nor would the view of drivers be obstructed as they enter or exit from the off-street driveway entrance located along the northern property line of the Project Site that abuts the LADWP substation. Proper placement of 5-foot in width landscaped strips on either side of the off-street driveway entrance into the parking structure and loading zone inside would ensure that parking and loading is sufficiently screened to the degree of compliance with this Regulation (see Figure 3.8 Ground Floor Plan). All electrical transformers, mechanical equipment, water meters, and other equipment would be either be located inside the proposed building or screened in accordance with subsection (b) regulations. Likewise, the dedicated trash enclosure located along the northern border of the Project building would be designed in compliance with the requirements of subsection (c). Thus, the Project would not conflict with this Regulation.
F.3 Exterior Lighting	**No Conflict.** The Project would provide

(1) All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees or higher from nadir (straight down). (1) Allow low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a), above.	exterior lighting features consisting of low-level illuminated pedestrian walkways and lighting within common open space areas, parking areas, and the outdoor paseo and open air pass through. Lighting would meet the requirements of this Regulation and be designed and installed with shielding to reduce glare on neighboring properties. Therefore, the Project would not conflict with this Regulation.
Source: City of Los Angeles, Department of City Planning, River Improvement Overlay Ordinance 183,145, effective August 20, 2014.	

(b) East Los Angeles State Enterprise Zone (ZI-2129)

Table 3b
Project Consistency Analysis with the Enterprise Zone/Employment and Economic Incentive Program Area ("EZ")

Objective	Project Consistency Analysis
Reduced Parking Ratio	
Except for the Downtown Business District parking area described in Section 12.21A4(i), projects within EZs, as listed in Section 12.21A4(x)(3), may utilize a lower parking ratio for commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings thus increasing the buildable area of the parcel which is critical in older areas of the City where parcels are small.	**No Conflict.** Pursuant to LAMC Section 12.21 A.4(x)(3)(6), the Project would utilize a lower parking ratio of two vehicle parking spaces for every one thousand square feet of combined gross floor area of its commercial and office uses. As shown in the IS/MND, a breakdown of 184,629 square feet of office space and 4,325 square feet of commercial space was used to calculate a total of 379 required vehicle parking spaces. An additional 54 vehicle parking spaces were added to account for the 54 parking spaces that would be displaced when the Project would redevelop the surface parking lot that currently exists as the Development Site, thereby increasing the total to 433 required vehicle parking spaces. Thus, the Project would utilize the lower parking ratio of this Ordinance. As shown in Table 3.3 of the IS/MND, required parking would be reduced pursuant to LAMC 12.21 A.4, which states that for a non-residential building, up to 20 percent of LAMC required vehicle parking may be reduced and replaced with bicycle parking at a ratio of one vehicle space removed for every 4 bicycle parking spaces added. A total of 36 vehicle parking spaces were replaced with bicycle parking, decreasing the total required amount of vehicle parking spaces to 397. As such, the Project would not conflict with this Ordinance.
Sources: City of Los Angeles, Department of City Planning, Enterprise Zone/Employment and Economic Incentive Program Area ("EZ"), Shown as "State Enterprise Zone" on ZIMAS and Parker Environmental Consultants, 2021.	

(c) Industrial Land Use Policy

Table 3c
Project Consistency Analysis with the Industrial Land Use Policy

Objective	Project Consistency Analysis
ILUP Memorandum – A. Land Use and Zoning Determinations	
A. Land Use and Zoning Determinations 1. **"Employment Protection Districts"** – Areas where industrial zoning should be maintained, and where adopted General Plan, Community Plan and Redevelopment Plan industrial land use designations should continue to be implemented. Residential uses in these Districts are not appropriate.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project proposes office and ground floor commercial uses and does not propose residential uses. The Project would maintain its Heavy Industrial Zone of M3 and would only change the Height District from No. 1 to No. 2, thus modifying the zoning code from M3-1-RIO to M3-2-RIO to allow for an increase in FAR from 1.5:1 to a proposed 4.5:1, which would allow the Project's proposed 4.3:1 FAR. Thus, the Project's industrial zoning would remain consistent with the Central City North Community Plan. Therefore, the Project would not conflict with this Land Use and Zoning Determination.
ILUP Attachment A – Geographically Specific Directions Central City North – Alameda: Analysis Area 5 (Map)	
Staff Directions: Preserve industrial zoning consistent with Central City North Community Plan; allow industrial and ancillary commercial uses only.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project proposes office and ground floor commercial uses. The Project would preserve its existing Heavy Industrial Zone of M3, consistent with the Central City North Community Plan. Therefore, the Project would not conflict with this Staff Direction.
ILUP Alameda Preliminary Staff Recommendation Map for Analysis Area 5 (sub portion of Area 3)	
Preliminary Recommendations: Preserve industrial zoning consistent with current Central City North Community Plan; allow industrial and ancillary commercial uses only. Identify and implement infrastructure plans and investment strategies to facilitate industrial uses. No new residential uses; existing residential may remain.	**No Conflict.** This Objective is intended to provide general long-term guidance to City staff during the updating of community plans and related rezoning considerations and is not specifically mandatory to the Project Site. Nonetheless, the Project would preserve the existing Heavy Industrial Zone M3 consistent with the Central City North Community Plan. Therefore, the Project would not conflict with this Recommendation.
Source: City of Los Angeles, Department of City Planning, Industrial Land Use Policy, January 3, 2008.	

(4) Consistency with Los Angeles Mobility Plan 2035

Table 4
City of Los Angeles Mobility Plan Consistency Analysis

Mobility Plan Key Goals	Project Consistency Analysis
Goal 1: Safety First: Crashes, speed, protection, security, safety education, and enforcement.	**No Conflict.** The Project would not include unusual or hazardous design features. Primary vehicular access to the Project Site would be provided via a driveway on the northern property line that abuts the LADWP substation where cars may enter and exit from Mesquit Street and Santa Fe Avenue. The Project does not include any hazardous design features which could impede emergency access. The Project would be subject to the site plan review requirements of the LAFD and the LAPD to ensure that all access roads, driveways and parking areas would remain accessible to emergency service vehicles and to ensure pedestrian safety. Therefore, the Project would not substantially increase hazards due to design features, or incompatible uses, and would not hinder this Goal.
Policy 1.1 Roadway User Vulnerability: Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.	**No Conflict.** Vehicle access to the Project Site would be limited to one driveway along the northern border of the property line that abuts the LADWP substation, where cars may enter and exit from Mesquit Street and Santa Fe Avenue. This minimizes the number of curb cuts into the Project Site to two and would allow the remaining sidewalk surrounding the Project Site to maintain a continuous, uninterrupted pathway for pedestrians. Restricting vehicle access helps serve to minimize any potential pedestrian-vehicle conflict and increases pedestrian safety. The Project would also provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, which would also further this policy in encouraging and providing space for nonmotorized forms of transportation. Thus, the Project would not conflict with this Policy.
Policy 1.6 Multi-Modal Detour Facilities: Design detour facilities to provide safe passage for all modes of travel during times of construction.	**No Conflict.** Prior to construction activities, the Project would submit a Project Construction Management Plan to be approved by LADOT. This plan will detail the measures during construction related to designated haul routes and staging areas,

Mobility Plan Key Goals	Project Consistency Analysis
	traffic control procedures, emergency access provisions, and construction crew parking. The Project shall obtain prior LADOT approval for any lane closures, detours, on-street staging areas, or other temporary changes in traffic control due to construction activities and will enact appropriate temporary traffic control procedures. Haul routes for Project construction will be coordinated with the City of Los Angeles Department of Building and Safety (LADBS), as needed, to minimize the impact of construction traffic to congested roadways and residential streets. This will ensure that construction related activities would not significantly affect roadway user circulation in and around the Project Site while under construction. As such, the Project would not conflict with this Policy.
Goal 2: World Class Infrastructure: Design, Complete Streets Network (walking, bicycling, transit, vehicles, goods movement), Bridges, Highways, Smart Investments.	**No Conflict.** This goal is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project Site's location near mass transit, walking distance to services, retail stores, and employment opportunities, and the availability of on-site bike parking promotes a variety of transportation options. Thus, the Project would promote this Goal.
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.	**No Conflict.** The Project would facilitate pedestrian flow and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would provide planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and trees located along the perimeter of the building and at the street curb. Further, the Project would restrict vehicular access to the Project Site by providing one driveway along the northern border of the property line that abuts the LADWP substation, thus limiting the curb cuts on the Project Site to two and leaving the remaining sidewalk to provide a continuous, uninterrupted pathway for pedestrian access. This would serve to minimize any potential for vehicle-pedestrian conflict. Thus, the Project would not conflict with this Policy.

Mobility Plan Key Goals	Project Consistency Analysis
Policy 2.6 Bicycle Networks: Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.	**No Conflict.** The Project would provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces on-site. Thus, the Project would provide designated bicycle parking space and contribute to the City's policy goals in encouraging bicycle transportation and circulation. Therefore, the Project would not conflict with this Policy.
Policy 2.10 Loading Areas: Facilitate the provision of adequate on and off-street loading areas.	**No Conflict.** The Project would provide a ground floor 1,200 square-foot loading and unloading zone strategically located in the interior of the building, thus accommodating the delivery and unloading of goods for the proposed commercial uses internally within the Project building, which would minimize impacts of delivery trucks having to unload on the street or block the right-of-way. Therefore, the Project would not conflict with this Policy.
Goal 3: Access for All Angelenos: Affordability, vulnerable users, land use, operations, reliability, demand management, community connections.	**No Conflict.** The Project Site is located in a highly urbanized Arts District area of the City of Los Angeles. The Project would develop new office and commercial uses in walking distance to services, retail, restaurants, and commercial uses. The Project Site is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less. Additionally, the proposed code-compliant bicycle parking would also add to the diversity of transit options for Angelenos, in addition to the Project Site being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Therefore, both the location and design of the Project encourages a variety of transportation options and access and is therefore consistent with this Goal.
Policy 3.1 Access for All: Recognize all modes of travel, including pedestrian, bicycle, transit, and vehicular modes – including goods movement – as integral components of the City's transportation system.	**No Conflict.** The Project would be designed to facilitate pedestrian circulation and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would be designed to facilitate bicycle travel by providing a total of 146 bicycle parking spaces on-site, provided on the ground floor and in the parking garage. The Project would accommodate vehicular

Mobility Plan Key Goals	Project Consistency Analysis
	travel by providing code-compliant vehicular parking space and access on-site via one full-access driveway where cars may enter and exit from either Mesquit Street or Santa Fe Avenue, and where they may park on-site in an interior parking garage. Thus, the Project would not conflict with this Policy.
Policy 3.8 Bicycle Parking: Provide bicyclists with convenient, secure and well-maintained bicycle parking facilities.	**No Conflict.** As previously stated, the Project would provide a total of 146 bicycle parking spaces, including 51 short-term and 95 long-term spaces, which would be located on the ground floor and in the secure parking garage of the Project building. Thus, the Project would not conflict with this Policy.
Goal 4: Collaboration, Communication and Informed Choices: Real-time information, open source data, transparency, monitoring, reporting, emergency response, departmental and agency cooperation and database management.	**No Conflict.** This policy is oriented towards the City in providing real time information at all major transit stations and providing informed wayfinding and communication with regional transportation agencies. While it does not pertain to individual development projects, the Project would not be in conflict with this Goal.
Policy 4.8 Transportation Demand Management Strategies: Encourage greater utilization of Transportation Demand Management (TDM) strategies to reduce dependence on single-occupancy vehicles.	**No Conflict.** The Project would implement a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). As such, the Project's TDM Program would further promote a reduction in vehicle miles traveled and serve to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Thus, the Project would not conflict with this Policy.
Goal 5: Clean Environments and Healthy Communities: Environment, public health, clean air, clean fuels and fleets.	**No Conflict.** The Project is located in a High Quality Transit Area and would promote the use of a variety of transportation options, which includes walking, biking, and the use of public transportation. Additionally, the Project would promote clean fuels by complying with the LAMC's requirement by providing 120 parking spaces that have Electric Vehicle charging stations. As discussed further in IS/MND Sections III. Air Quality, VI Energy Use, and VII Greenhouse Gas Emissions, operational emissions and greenhouse gas

Mobility Plan Key Goals	Project Consistency Analysis
	emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD and therefore, the Project would not conflict with this Goal.
Policy 5.1 Sustainable Transportation: Encourage the development of a sustainable transportation system that promotes environmental and public health.	**No Conflict.** As stated previously, the Project would facilitate a more sustainable transportation system that promotes environmental and public health through its design: the Project would facilitate pedestrian circulation and access by providing wider sidewalks along Mesquit and Jesse Street through the use of recessed building entrances, a landscaped interior paseo, and a landscaped open-air pass-through. The Project would facilitate bicycle travel by providing a total of 146 bicycle parking spaces on-site, provided on the ground floor and in the parking garage. Additionally, the Project is located within walking distance of bus routes with peak commute service intervals of 15 minutes or less, in addition to being within walking distance (one-half mile) of the approved Metro Division 20 turnback station for a Red Line/Purple Line extension. Thus, the Project would not conflict with this Policy.
Policy 5.2 Vehicle Miles Traveled (VMT): Support ways to reduce vehicle miles traveled (VMT) per capita.	**No Conflict.** The Project would support ways to reduce vehicle miles traveled per capita by implementing a TDM Program consisting of a price workplace parking, transit promotions and marketing, ride share program, and on-site bicycle parking infrastructure, which would further reduce daily trips and VMT (See Mitigation Measure MM-TR-1). As shown in the DOT VMT Calculation worksheets, with mitigation, the Project would generate 7.5 work VMT per employee. With incorporation of the TDM Program, the Project's work-related VMT impacts would be reduced to less than significant levels. As such, both the Project's design and TDM Program would further promote a reduction in vehicle miles traveled and serve to reduce the use of single-occupant vehicle trips, encourage developers to construct transit-friendly projects, and provide efficient and effective traffic management and monitoring. Therefore, the Project would not conflict with

Mobility Plan Key Goals	Project Consistency Analysis
	this Policy.

Sources: City of Los Angeles General Plan, Mobility Plan 2035, September 7, 2016 and Parker Environmental Consultants, 2021.

(5) Plan for Healthy Los Angeles

Table 5
Plan for Healthy Los Angeles Consistency Analysis

Applicable Goal/Objective/Policy	Project Consistency Analysis
Chapter 1: Los Angeles, a Leader in Health and Equity	
Policy 1.3 Prevention: Promote healthy communities by focusing on prevention, interventions, and by addressing the root causes of health disparities and inequities in Los Angeles.	**No Conflict.** This Policy is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would be within walking distance to several Major Transit Stops and services, retail stores, and employment opportunities in the vicinity, in addition to providing code-compliant bicycle parking for both employees and patrons, all of which would promote a variety of transportation options. The Project would also enhance pedestrian activity and circulation around the Project Site by providing ground floor commercial uses fronting Jesse Street and Mesquit Street, which would complement adjacent ground floor commercial uses of the 640 S. Santa Fe building on the western half of the Project Site. These first-floor commercial areas would help increase pedestrian usage and increase street level activity. The Project would provide approximately 15,547 square feet of open space area, including 12,261 square feet of ground floor hardscape and 3,286 square feet of ground floor landscaped area. In addition to this, 3,685 square feet of open space would be provided in a roof deck as a rooftop garden area for tenants of the building. Further, the top parking level, (level 6), is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, the use of which would create additional open space on-site. Thus, the Project would help further the goals of this Policy of improving access to opportunities for physical activity and recreation and provide a cleaner, healthier

Applicable Goal/Objective/Policy	Project Consistency Analysis
	environment and would not conflict with this Policy.
Policy 1.5 Plan for Health: Improve Angelenos' health and well-being by incorporating a health perspective into land use, design, policy, and zoning decisions through existing tools, practices, and programs.	**No Conflict.** This Policy is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would help further the goals of this Policy by revitalizing and redeveloping a surface parking lot into a 14-story office and ground floor commercial building, which would bring new office and commercial uses in walking distance to other services, retail, restaurants, office, and commercial uses in the vicinity. As stated previously, pedestrian circulation and street-level activity would be increased on-site, and approximately 15,547 square feet of open space would be provided, in addition to 3,685 square feet of rooftop garden open space uses for office tenants. The top parking level, (level 6), is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' and meeting space. The Project's location within walking distance to several Major Transit Stops and the proposed code-compliant bicycle parking on-site would add to the diversity of transit options of the area and allow patrons, employees, and visitors to utilize multiple modes of transportation to reach the Project Site. Thus, the design, location, and use of the Project would help to foster a built environment that promotes health and well-being and would not conflict with this Policy.
Chapter 2: A City Built for Health	
Objective 2.2: Decrease the average annual rate of motor vehicle collisions with pedestrians per 10,000 residents so that no Community Plan Area has a rate higher than 7 collisions per 10,000 residents (currently citywide average)	**No Conflict.** This Objective is directed toward City goals and is not specifically applicable to the Project. Nonetheless, the Project would help further the goals of this Policy by complying with all applicable design standards for driveways and providing accessible sidewalks to minimize the potential for vehicle pedestrian conflicts around the Project Site. As discussed in further detail below (see Subheading 6. Vision Zero Action Plan), 6th Street (between Mateo Street and Alameda Street) and 7th Street (west of Mateo Street) are identified as part of the High Injury Network in the Vision Zero Action Plan. While no Vision Zero Los Angeles Safety

Applicable Goal/Objective/Policy	Project Consistency Analysis
	Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with this Objective.
Objective 2.3: Decrease the average annual rate of motor vehicle collisions with bicyclists per 10,000 residents so that no Community Plan Area has a rate higher than 3 collisions per 10,000 residents (currently citywide average).	**No Conflict.** This Objective is directed toward City goals and is not specifically applicable to the Project. As discussed in greater detail under Subheading 6. Vision Zero Action Plan, below, LADOT is implementing a program called Vision Zero Los Angeles as a citywide effort to eliminate traffic deaths in the City by 2025. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with this Objective.
Objective 2.5: Increase the number of underutilized spaces (easements, parkways, vacant lots and spaces, vacated railways, and similar) that are repurposed for health-promoting activities in low-income communities.	**No Conflict.** The Project would revitalize a surface parking lot into a 14-story office and ground floor commercial building. The top parking level is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space. As stated previously, the repurpose and revitalization of the existing surface parking lot into an office and ground floor commercial building would increase pedestrian circulation and street-level activity on-site, and approximately 15,547 square feet of open space would be provided, in addition to 3,685 square feet of rooftop garden open space uses for office tenants. Thus, the Project would repurpose an underutilized space to strengthen the economic base of the area while also designing and providing for increases in street level activity, community event space, and ample open space to be utilized by residents, employees, and patrons of the area. Therefore, the Project would not conflict with this Objective.
Policy 2.2 Healthy building design and construction: Promote a healthy built environment by encouraging the design and rehabilitation of buildings and sites for healthy living and working conditions, including	**No Conflict.** The Project would revitalize an existing surface parking lot into a 14-story office and ground floor commercial building. The design of the Project building would be articulated through alternating balconies,

Applicable Goal/Objective/Policy	Project Consistency Analysis
promoting enhanced pedestrian-oriented circulation, lighting, attractive and open stairs, healthy building materials and universal accessibility using existing tools, practices, and programs.	panels, and windows to break up the mass and scale, and entrances would be recessed from the street to allow for wider sidewalks and greater street-level activation. The proposed ground floor commercial uses adjacent to the ground floor commercial uses of the 640 S. Santa Fe building would further enhance pedestrian-oriented circulation within and throughout the Project Site and vicinity, as would the proposed pedestrian paseo and open air pass through. Approximately 15,547 square feet of open space would be included on-site in the form of a paseo, recessed building entrances, and an open-air pass through that bisects the proposed building on the ground floor. The Project Site would be landscaped with planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing vines, and a total of 20 trees. In addition to this, approximately 3,685 square feet of open space would be provided on the roof deck as a rooftop garden for office tenants. Compliance with the LAPD's Crime Prevention through Environmental Design guidelines would ensure that exterior lighting features on-site would increase pedestrian safety. Further compliance with the LAMC, the Central City North Community Plan (including Chapter V, Urban Design), the Los Angeles River Design Guidelines, and the Commercial Citywide Design Guidelines would ensure that the Project's building design and construction would not conflict with this Policy.
Policy 2.6 Repurpose underutilized spaces for health: Work proactively with residents to identify and remove barriers to leverage and repurpose vacant and underutilized spaces as a strategy to improve community health.	**No Conflict.** The Project would repurpose an existing surface parking lot into a 14-story office and ground floor commercial building, which would help to increase the commercial vitality of the area and complement the 4-story office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site. The Project would include approximately 15,547 square feet of open space in the form of a paseo, recessed building entrances, and an open-air pass through that bisects the proposed building. The Project Site would be landscaped with planters, benches and/or other fixed seating, shrubbery, flowering plants and wall growing

Applicable Goal/Objective/Policy	Project Consistency Analysis
	vines, and a total of 20 trees. In addition to this, approximately 3,685 square feet of open space would be provided on the roof deck as a rooftop garden for office tenants. The top parking level is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space. The Project's location within walking distance to several Major Transit Stops and proposed code-compliant bicycle parking on-site would add to the diversity of transit options of the area and allow residents, patrons, employees, and visitors to utilize multiple modes of transportation to reach the Project Site. Thus, the design, location, and use of the Project would help to foster uses that support community health and well-being. Therefore, the Project would not conflict with this Policy.
Policy 2.10 Social connectedness: Acknowledge the mental and physical health benefits of social connectedness by promoting and valuing public spaces, social interaction, relationship building, and resilience in community and urban design.	**No Conflict.** As stated previously, the Project would revitalize a surface parking lot into a 14-story office and ground floor commercial building, which would increase the commercial vitality of the area and complement the 4-story office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site. These ground floor commercial uses would increase street level activity and encourage social interaction. Additionally, the top parking level of the proposed building would function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, which would further encourage social interaction and community inclusion by making it easier for people to meet, interact, and build social capital and social connectedness. Thus, the Project would not conflict with this Policy.
Chapter 3: Bountiful Parks and Open Spaces	
Policy 3.3 Los Angeles River: Continue to support the implementation of the Los Angeles River Revitalization Master Plan to create a continuous greenway of interconnected parks and amenities to extend open space and recreational opportunities.	**No Conflict.** The Project is located approximately 375 feet from the Los Angeles River within the outer core of the River Improvement Overlay ("RIO") District. The Project would conform to all applicable development regulations for projects in the outer core detailed by the RIO District, as

Applicable Goal/Objective/Policy	Project Consistency Analysis
	codified in LAMC Section 13.17. Compliance with LAMC Section 13.17 would ensure that the Project supports and upholds the goals of the Los Angeles River Revitalization Master Plan ("LARRMP"). Additionally, as part of Project approval, the Project is subject to the RIO District Checklist Form CP 3519 and requires RIO Administrative Clearance prior to issuance of a building permit. Thus, with approval of the RIO Administrative Clearance, the Project would be consistent with the regulations listed in LAMC Section 13.17 applicable to the Project and the goals of the LARRMP. The Project would be designed in accordance with the LA River Design Guidelines, as applicable, and would not conflict with this Policy. For more information, see Table 3a, Project Consistency Analysis with Applicable Objectives of the RIO Ordinance 183,145, below.
Chapter 4: Food that Nourishes the Body, Soul, and Environment	
Objective 4.3: Increase the number of Angelenos who live within one-mile of famers markets.	**No Conflict.** As stated previously, the top parking level of the Project building is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' markets and meeting space, which would provide a temporary source of healthy food on-site for community residents and patrons of the area. Therefore, the Project would not conflict with this Objective.
Policy 4.1 Land for urban agriculture and healthy food: Encourage and preserve land for urban agriculture in the city to ensure a long-term supply of locally produced healthy food, promote resiliency, green spaces, and healthy food access; increase the number of urban agriculture sites including but not limited to: community gardens, parkway gardens, urban farms and rooftop gardens in low-income and underserved areas.	**No Conflict.** As stated previously, approximately 3,685 square feet of open space would be provided on the roof deck. This space would incorporate a rooftop garden for office tenants. In addition, the Project would provide community and event space on the top parking level to be utilized when not in use for parking, such as for farmers' markets and meeting space. As such, the Project would be equipped to provide healthier food access on-site to community residents and patrons of the area and would not conflict with this Policy.
Policy 4.3 Farmers markets: Promote targeted efforts to increase access to farmers markets in neighborhoods that have reduced access to affordable, fresh, and healthy food.	**No Conflict.** As stated previously, the top parking level of the Project building is proposed to function as a flexible community and event space when not in use for parking, such as for farmers' and meeting space, which

Applicable Goal/Objective/Policy	Project Consistency Analysis
	would provide a temporary source of healthy food on-site for community residents and patrons of the area. Therefore, the Project would not conflict with this Policy.
Chapter 5: An Environment Where Life Thrives	
Policy 5.1 Air pollution and respiratory health: Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health.	**No Conflict.** The Project would be a mixed-use smart growth infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops. Thus, with the proposed bicycle parking on-site, the Project would promote the use of a variety of transportation options, including walking, biking, and the use of public transportation. As discussed further in Sections III. Air Quality, VI Energy Use, and VII, Greenhouse Gas Emissions, within the Mitigated Negative Declaration document, the Project would be compliant with all applicable regulatory compliance requirements regarding air quality and greenhouse gas emissions, and operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Thus, the Project would support the Policy's efforts to reduce vehicle use as a smart growth infill development in close proximity to public transit, in addition to providing code-compliant bicycle parking and a building design that would be compatible with and enhance street level activity and pedestrian access and circulation. Thus, the Project would not conflict with this Policy.
Policy 5.2 People: Reduce negative health impacts for people who live and work in close proximity to industrial uses and freeways through health promoting land uses and design solutions.	**No Conflict.** The Project is located in a predominantly zoned industrial area of the Arts District in Los Angeles. The proposed office and commercial uses on-site would be compatible with the surrounding office and commercial uses in the vicinity and would be compliant with the underlying zoning with discretionary approval. The Project does not introduce sensitive land uses such as residential housing, schools, daycares, and community facilities on-site. The Project is, however, approximately 0.43 mile west of the Hollywood Freeway (US-101), 0.48 mile west of the Santa Monica Freeway (I-10) and 0.52 mile north as it curves southward, and 0.53

Applicable Goal/Objective/Policy	Project Consistency Analysis
	mile west of the East Los Angeles Interchange, which is a junction for the I-5, I-10, US-101, and SR-60 freeways. Building construction of the Project, which is in close proximity to industrial uses and multiple freeways, would incorporate air filtration systems, landscaped open space and vegetation known to absorb pollutants, and install double-paned windows and similar strategies. Therefore, the Project would not conflict with this Policy.
Policy 5.7 Land use planning for public health and GHG emission reduction: Promote land use policies that reduce per capita greenhouse gas emissions, result in improved air quality and decreased air pollution, especially for children, seniors and others susceptible to respiratory diseases.	**No Conflict.** The Project would promote the creation of land use patterns that make walking, cycling, and taking transit as viable modes of transportation to multiple destinations. The Project would be a mixed-use smart growth infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops, which would provide employees, patrons, residents, and visitors connections to the Project Site and other destinations and regional connections beyond. The Project would also provide code-compliant bicycle parking on-site and would be designed in a way that enhances street level activity and pedestrian safety and circulation throughout the Project Site, thus further encouraging alternative modes of transportation. Additionally, as discussed further in Sections III. Air Quality, VI Energy Use, and VII Greenhouse Gas Emissions, within the Mitigated Negative Declaration document, the Project would be compliant with all applicable regulatory compliance requirements regarding air quality and greenhouse gas emissions, and operational emissions and greenhouse gas emissions generated by the Project's construction and operational activities would not exceed the regional thresholds of significance set by the SCAQMD. Thus, the Project would support the Policy's efforts to reduce vehicle use as a smart growth infill development in close proximity to public transit, in addition to providing code-compliant bicycle parking and a building design that would be compatible with and enhance street level activity, pedestrian access, and circulation. Therefore, the Project would not

Applicable Goal/Objective/Policy	Project Consistency Analysis
	conflict with this Policy.
Chapter 7: Safe and Just Neighborhoods	
Objective 7.1: Reduce violent crime in the City with an emphasis on reducing crime rates in the most impacted communities so that no census tract has a violent crime rate greater than 5.8 (current citywide average).	**No Conflict.** The Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, the Project's design would help facilitate a reduction in violent crimes in the Arts District and would not conflict with this Objective.
Policy 7.2 Safe Passages: Continue to promote the development and implementation of comprehensive strategies that foster safe passages in neighborhoods with high crime and gang activity to ensure that all Angelenos can travel with confidence and without fear.	**No Conflict.** As previously mentioned, the Project would incorporate design guidelines as identified in the "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Such design guidelines provide security design measures for semi-public and private spaces, which may include, but not be limited to, access control to the building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, and location of building entrances in high-foot traffic areas. Additional security measures would be in place during operation of the Project to maintain responsible management of

Applicable Goal/Objective/Policy	Project Consistency Analysis
	restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, the Project would facilitate safe passages within and throughout the Project Site and would not conflict with this Policy.
Sources: City of Los Angeles General Plan, Plan for Healthy Los Angeles, April 2015 and Parker Environmental Consultants, 2021.	

(6) LAMC Section 12.21 A.16 Bicycle Parking

Table 4
Project Consistency Analysis with LAMC Section 12.21 A.16 Bicycle Parking

LAMC Section 12.21	Project Consistency Analysis
A. Use. **16. Bicycle Parking and Shower Facilities (Amended by Ordinance No. 185,480, effective May 9, 2018).** Bicycle parking spaces and facilities for employee showers and lockers shall be provided for new development and additions that increase the floor area of a building as follows: **(a) Land Uses.** **(2) Commercial, Institutional, and Industrial Uses.** For all commercial, institutional, and industrial uses that require automobile parking under Subsections 12.21 A.4.(c), (d), (e), and (f), short- and long-term bicycle parking shall be provided as per Table 12.21 A.16.(a)(2).	**No Conflict.** The Project would provide bicycle parking spaces in accordance with LAMC Section 12.21 A16.(a)(2), as per Table 12.21 A.16.(a)(2). Therefore, for the proposed office spaces, one short-term bicycle parking space per 1,000 square feet would be required and one long-term bicycle parking space per 5,000 square feet would be required. As such, the Project would be required to provide a total of 19 short-term and 37 long-term bicycle parking spaces for its proposed office uses. For the proposed ground floor commercial uses, the Project is required to provide one space per 2,000 square feet for both short- and long-term bicycle parking, for a total of 2 short- and long-term bicycle parking spaces required. In total, the Project would be required to provide 21 short-term and 39 long-term bicycle parking spaces. The Project would provide 51 short-term and 95 long-term bicycle parking spaces for a total of 146 bicycle parking spaces, as shown in Table 3.4 of the IS/MND. Therefore, the Project would not conflict with LAMC Section 12.21 A.16.(a)(2).
Sources: City of Los Angeles, Department of City Planning, Los Angeles Municipal Code, Section 12.21 A.16.(a)(2) and *Parker Environmental Consultants, 2021.*	

(7) LAMC Section 12.26J Transportation Demand Management Ordinance

Table 5
Project Consistency Analysis with LAMC Section 12.26J Transportation Demand Management Ordinance

LAMC Section 12.26J	Project Consistency Analysis
3. Requirements: **(a) Development in excess of 25,000 square feet of gross floor area.** The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following: (1) Current routes and schedules for public transit serving the site; (2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; (3) Ridesharing promotion material supplied by commuter-oriented organizations; (4) Regional/local bicycle route and facility information; (5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders. **(b) Development in excess of 50,000 square feet of gross floor area.** The owner shall comply with Paragraph (a) above and in addition shall provide: (1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). this area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit; (2) One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area	**No Conflict.** The Project includes a commercial development in excess of 25,000 square feet. As such, the Project is subject to the TDM requirements of LAMC Section 12.26J. The Project would be designed to incorporate TMD measures in consultation with LADOT staff and as identified in the LADOT's correspondence of approval of the Traffic Impact Assessment.

LAMC Section 12.26J	Project Consistency Analysis
and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area; (3) Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles; (4) No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking; (5) A statement that preferential carpool/vanpool spaces are available onsite and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board; (6) A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure; (7) Bicycle parking shall be provided in conformance with Section 12.21 A.16 of this Code. **(c) Development in excess of 100,000 square feet of gross floor area.** The owner shall comply with Paragraphs (a) and (b) above and shall provide: (1) A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in development; (3) If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops	

LAMC Section 12.26J	Project Consistency Analysis
and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops; (4) Safe and convenient access from the external circulation system to bicycle parking facilities on-site.	
Source: City of Los Angeles, Department of City Planning, Los Angeles Municipal Code, Section 12.26J Transportation Demand Management and Trip Reduction Measures, added by Ordinance No. 168,700, effective March 31, 1993 and The Mobility Group, 2021.	

(8) Vision Zero Action Plan

LADOT is implementing a program called Vision Zero Los Angeles as a citywide effort to eliminate traffic deaths in the City by 2025. Vision Zero Los Angeles has two goals: a 20-percent reduction in traffic deaths by 2017 and zero traffic deaths by 2025. In order to achieve these goals, LADOT identified a network of streets, called the High Injury Network, which has a higher incidence of severe and fatal collisions. The High Injury Network is comprised of 386 corridors that represent 6 percent of the City's street miles. Approximately 65 percent of all deaths and severe injuries involving people walking and biking occur on these 6 percent of streets. LADOT has identified the following two streets as a high injury network in the vicinity of the Project Site: 6th Street (between Mateo Street and Alameda Street) and 7th Street (west of Mateo Street).

In order to realize the goals and objectives of the Vision Zero Program, LADOT has initiated a number of projects along various street corridors. These projects generally involve improvements to the streets, bicycle facilities, and pedestrian facilities such as installation or upgrading of crosswalks, traffic signals, and bicycle lanes to prevent deaths and severe injuries. While no Vision Zero Los Angeles Safety Improvements are currently planned near the Project Site, Project improvements to the pedestrian environment would not preclude future improvements by the City. Therefore, the Project would not conflict with Vision Zero Los Angeles.

(9) Vision Zero Corridor Plans

In order to realize the goals and objectives of the Vision Zero Program, LADOT has initiated a number of projects along various street corridors. These projects generally involve improvements to the streets, bicycle facilities, and pedestrian facilities such as installation or upgrading of crosswalks, traffic signals, and bicycle lanes to prevent deaths and severe injuries.

Upon review of current or planned Vision Zero Corridor Plans, it was determined that none of the projects affect any streets adjacent to the Project. However, the Project would not prevent the City from implementing a Vision Zero Corridor Plan along streets adjacent to the Project Site in the future. Therefore, the Project would not be in conflict with Vision Zero Corridor Plans.

(10) Citywide Design Guidelines

Table 10
Project Consistency Analysis with the Citywide Design Guidelines

Pedestrian-First Design	Project Consistency Analysis
Guideline 1: Promote a safe, comfortable and accessible pedestrian experience for all.	**No Conflict.** As stated previously, the revitalization of the existing surface parking lot into an office and ground floor commercial building would increase pedestrian circulation and street-level activity on-site. Proposed ground floor commercial uses along Jesse and Mesquit Street would complement the office and ground floor commercial uses of the 640 S. Santa Fe building on the western portion of the Project Site that front Santa Fe Avenue and Jesse Street. Entrances to the Project building would be recessed from Mesquit Street and Jesse Street to allow for wider sidewalks and greater pedestrian circulation. The Project would also provide an interior paseo along its western border with the 640 S. Santa Fe building as well as an open air pass through bisecting the Project building on the ground floor. The Project would be a mixed-use infill development located in a High Quality Transit Area within walking distance to several Major Transit Stops and would also provide code-compliant bicycle parking, all of which would provide employees, patrons, residents, and visitors multiple modes of transportation options to access the Project Site and connect to other destinations and regional connections beyond. As previously mentioned, compliance with the LAPD's Crime Prevention through Environmental Design guidelines would ensure that the design and exterior lighting of the Project would maximize pedestrian safety throughout the Project Site. Additional security measures would be in place during operation of the

Pedestrian-First Design	Project Consistency Analysis
	Project to maintain responsible management of restaurant uses that sell alcohol, including, but not limited to, restricting types of restaurant uses to avoid potential nuisances, limiting operational hours, and requiring adequate security to address any neighbor complaints or concerns. The proposed building would also provide on-site security personnel during operating hours and as needed during special events. Thus, Project design would facilitate safe passages and pedestrian accessibility within and throughout the Project Site and would not conflict with this Guideline.
Guideline 2: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.	**No Conflict.** Vehicular access to the Project would be limited to the northern property line of the Project Site that abuts the LADWP substation, thus prioritizing pedestrian access first and vehicular access second. An off-street driveway along this norther border would allow cars to enter and exit the Project Site from Mesquit Street and Santa Fe Avenue, thus controlling vehicular access in a way that would minimize potential pedestrian-vehicular conflict. This also allows the remaining sidewalk around the entire Project Site to provide a more continuous pathway for pedestrian access and circulation, uninterrupted by further curb cuts. Access to the two proposed subterranean levels would be provided by a ramp shared with the 640 S. Santa Fe building, and the remaining five levels of above grade parking would be provided by an interior ramp within the Project building. The 1,200 square-foot loading area would be accessed via the off-street driveway and located inside the ground floor parking structure, separate from pedestrian pathways. Thus, the Project design would carefully incorporate vehicular access in a way that does not degrade the pedestrian experience and would not conflict with this Guideline.
Guideline 3: Design projects to actively engage with streets and public space and maintain human scale.	**No Conflict.** The Project building would be articulated through alternating balconies, panels, and windows to break up the mass and scale, and entrances would be recessed from the street to allow for wider sidewalks and greater street-level activation. The Project's ground floor commercial uses would be located along Mesquit Street and Jesse Street. This would complement and continue the ground floor commercial uses of the 640 S. Santa Fe building that front Santa Fe Avenue and Jesse Street, which would further enhance pedestrian-oriented circulation within and throughout the Project Site and vicinity. The proposed pedestrian paseo and open air pass through would also enhance pedestrian circulation by providing users with a direct visual and physical connections to abutting public rights-of-way.

Pedestrian-First Design	Project Consistency Analysis
	Parking levels would be screened with a combination of solid metal panels and opaque glass mirroring and similar metal and glass façades on the office floors above. The ground floor and office levels (levels 7 through 14) would use alternating panels, windows, and balconies canted at varying angles to enhance building articulation and visual interest. Materials and patterns would complement the 640 S. Santa Fe building and provide continuity with the modern-industrial aesthetic of the Arts District. Thus, the Project would not conflict with this Guideline.
Source: City of Los Angeles, Department of City Planning, Citywide Design Guidelines, adopted by the City Planning Commission, October 24, 2019 and Parker Environmental Consultants, 2021.	

Appendix M: 640 S. SANTA FE PROJECT DATA

640 S. Santa Fe Determination Letter (DIR-2016-3858-SPR), May 6, 2019

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
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CITY PLANNING COMMISSION

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SITE PLAN REVIEW

May 6, 2019

Applicant/Property Owner
Continuum 640 Santa Fe, LLC
1881 16th Street, Unit 500
Denver, CO 80202

Representative
Roger Pecsok
Continuum 640 Santa Fe, LLC
1881 16th Street, Unit 500
Denver, CO 80202

Case No. DIR-2016-3858-SPR
CEQA: ENV-2016-3860-CE
Location: 632-648 South Santa Fe Avenue, 635-657 South Mesquit Street, 1585 East Jesse Street
Council District: 14 - Huizar
Neighborhood Council: Historic Cultural
Community Plan Area: Central City North
Land Use Designation: Heavy Manufacturing
Zone: M3-1-RIO
Legal Description: Lots 93-95, 97-98, 113-114, Goodwin Tract; Lot FR LT A, Tract 8772; Lot FR230, PT "Unnumbered UT"; FR 261, Arb 1, Wingerter Tract

Last Day to File an Appeal: May 21, 2019

DETERMINATION

Pursuant to LAMC Section 16.05 E, I have reviewed the proposed project and as the designee of the Director of Planning, I hereby:

Determine, based on the whole of the administrative record the project is exempt from the California Environmental Quality Act (CEQA) pursuant to California CEQA Guidelines Section 15332, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Approve with Conditions a Site Plan Review for the demolition of an existing 36,958 square-foot cold storage warehouse and the construction, use, and maintenance of an approximately 107,224 square-foot, four-story commercial office building with two levels of subterranean parking and surface parking in the M3-1-RIO Zone.

The project approval is based upon the attached Findings, and subject to the attached Conditions of Approval:

CONDITIONS OF APPROVAL

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped "Exhibit A," and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code or the project conditions.

2. **Floor Area.** The Project shall be limited to a maximum 1.5:1 Floor Area Ratio (FAR) or maximum floor area of 107,224 square feet.

3. **Height.** The building height shall not exceed a maximum height of 71 feet.

4. **Automobile Parking.** On-site vehicle parking shall be provided in compliance with the requirements of the Los Angeles Municipal Code (LAMC) Section 12.21 A.4(c).

5. **Bicycle Parking.** On-site bicycle parking shall be provided in compliance with the requirements of the Los Angeles Municipal Code (LAMC) Section 12.21 A.16(a)(2).

6. **River Improvement Overlay.** The following development standards shall apply to the portions of the proposed project that meet the definition of a "Project" under L.A.M.C. Section 13.17 C:

    a. Landscaping. 75 percent of the landscaped area shall be planted with any combination of the following: native trees, plants and shrubs, or species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and PlantPalettes.

    b. Screening/Fencing.

        1) Loading areas and off-street parking facilities of three spaces or more, either on a surface lot or in a structure, shall be screened from the abutting public right-of-way and the River. However, such screening shall not obstruct the view of a driver entering or leaving the loading area or parking facility, or the view from the street of entrances and exits to a loading area or parking facility, and shall consist of one or a combination of the following:

            i. A strip at least 5 feet in width of densely planted shrubs or trees which are at least 2 feet high at the time of planting and are of a type that may be expected to form, within three years after time of planting, a continuous, unbroken, year round visual screen; or

            ii. A wall, barrier or fence of uniform appearance. Such wall, barrier or fence may be opaque or perforated, provided that not more than 50 percent of the face is open.

        2) Electrical transformers, mechanical equipment, water meters and other equipment shall be screened from public view. The screening may be opaque or perforated, provided that not more than 50 percent of the face is open. The screen shall be at least 6 inches taller than the equipment and not more than 2 feet taller than the equipment.

3) Exterior trash enclosures shall:

i. be designed to complement the primary building with a wall height that exceeds the disposal unit it is designed to contain by at least 18 inches;

ii. have a solid roof to deter birds and block views from adjacent properties;

iii. have solid metal doors that accommodate a lock and remain closed when not in use; and

iv. not be constructed of chain link or wood.

c. Exterior Site Lighting.

1) All site and building mounted lighting shall be designed such that it produces a maximum initial luminance value no greater than 0.20 horizontal and vertical foot candles at the site boundary, and no greater than 0.01 horizontal foot candles 15 feet beyond the site. No more than 5.0 percent of the total initial designed lumens shall be emitted at an angle of 90 degrees orhigher from nadir (straight down).

2) All low pressure sodium, high pressure sodium, metal halide, fluorescent, quartz, incandescent greater than 60 watts, mercury vapor, and halogen fixtures shall be fully shielded in such a manner as to not exceed the limitations in Subdivision 3(a), above.

7. **Department of Transportation.** The project shall comply with the project requirements as detailed in the Department of Transportation letter to the Department of City Planning dated August 24, 2017 and any other subsequent amendments. (DOT Case No. CEN 17-46046)

Administrative Conditions

8. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.

9. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

10. **Approval, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, review of approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning prior to clearance of any building permits, for placement in the subject file.

11. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

12. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

13. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

14. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

15. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

(i) Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

(ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

(iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than $50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

(v) If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

The City shall notify the Applicant within a reasonable period of time of its receipt of any action and the City shall cooperate in the defense. If the City fails to notify the Applicant of any claim, action, or proceeding in a reasonable time, or if the City fails to reasonably cooperate in the defense, the Applicant shall not thereafter be responsible to defend, indemnify or hold harmless the City.

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Project Description

The Project is the demolition of an existing two-story, 36,958 square-foot cold storage warehouse and surface parking lot and the construction, use, and maintenance of a four-story, 71-foot high, 107,224 square-foot mixed-used commercial office building with 9,435 square feet of ground floor commercial floor area and 6,554 square feet of restaurant floor area. The Project will provide a total of 216 on-site vehicular parking spaces located within two subterranean parking levels and an at-grade surface parking lot. A total of 46 bicycle parking spaces are proposed on the ground floor, 28 long-term spaces located inside the building and 18 outdoor short-term spaces.

The Project Site is a 71,483 gross square-foot property bounded by Jesse Street to the south, Santa Fe Avenue to the west, and Mesquit Street to the east. The Project Site is located in the Central City North Community Plan and has a Heavy Manufacturing land use designation. The site is zoned M3-1-RIO and is in Height District 1, which allows a maximum FAR of 1.5:1. The site will have a net area of 68,955 square feet after dedications and has a maximum buildable area of 107,225 square feet.

The site is located in a Transit Priority Area, the East Los Angeles State Enterprise Zone, and is located within the "Outer Corridor" of the Los Angeles River Revitalization Master Plan River Improvement Overlay (RIO) District.

A LADWP Substation abuts the property to the north, which is zoned PF-1XL-RIO. Adjacent properties to the east, south, and west are zoned M3-1-RIO and are generally developed with low-rise commercial buildings.

Streets and Circulation

Santa Fe Avenue, adjoining the subject property to the west, is a designated Avenue II and is a dedicated to a varying width of approximately 70-86 feet at the Project Site's frontage and is improved with roadway, sidewalk, curb, and gutter.

Jesse Street, adjoining the subject property to the south, is a designated Collector and is dedicated to a varying width of approximately 65-66 feet at the Project Site's frontage and is improved with roadway, sidewalk, curb, and gutter.

Mesquit Street, adjoining the subject property to the east, is a designated Collector and is dedicated to a varying width of approximately 61-66 feet at the Project Site's frontage and is improved with roadway, sidewalk, curb, and gutter.

Site Plan Review Findings

1. **The project is in substantial conformance with the purposes, intent and provisions of the General Plan, applicable community plan, and any applicable specific plan.**

   The Project Site is located within the Central City North Community Plan, has a land use designation of Heavy Manufacturing and is zoned M3-1-RIO. The land use designation lists the M3 Zone as the corresponding zone and is therefore consistent with the land use designation. The site is not located within the boundaries of any specific plan. The proposed project will result in a 107,224 square-foot creative office building with commercial uses and a restaurant located at the ground floor. The project is consistent with the properties' land use designations and the underlying zoning, which permits office, commercial, and restaurant uses by-right. The proposed Project is in substantial conformance with the purposes, intent, and provisions of the General Plan and all of its elements as discussed below.

The Los Angeles General Plan sets forth goals, objectives, policies, and programs that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, Land Use, Transportation, Noise, Safety, Housing, Open Space and Conservation. The City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City.

Land Use Element - Central City North Community Plan

The Central City North Community Plan, a part of the Land Use Element of the General Plan, has one of the highest concentrations of industrially designated land uses in the city and encourages the retention of existing industrial land and buildings. The subject site is designated with a Heavy Industrial land use, which allows for the proposed office and commercial uses. The Project, as a commercial office development, advances a number of specific goals and objectives contained in the Central City North Community Plan. These include:

Goal 3A: 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.

Objective 3-1: To provide for existing and future industrial uses which contribute job opportunities for residents and which minimize environmental and visual impacts to the community.

Policy 3-1.3: Require that any proposed development be designed to enhance and be compatible with adjacent development.

The Central City North Community Plan area intends to retain industrial land where appropriate and allows for job generating uses. The proposed office building will preserve the industrial zone of the subject site and will provide 91,046 square-feet of creative office use. The proposed project will generate jobs without creating any adverse environmental impacts and the project will be designed to maintain an industrial quality that will be compatible with the surrounding uses.

2. **The project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties.**

The project has been designed to optimize building orientation, massing, parking, and other required improvements for a commercial office project. The proposed configuration for the new project (including the height, bulk and setbacks), off-street parking, loading, landscaping, trash collection, and other such pertinent improvements, will be consistent and compatible with the existing and future development of the neighboring properties and with the M3 Zone.

The subject property is a flat, approximately 1.58 acre site that is currently improved with an existing two-story cold storage warehouse and associated surface parking lot. The site has approximately 243 feet of frontage along the eastern side of Santa Fe Avenue, 243 feet of frontage on the western side of Mesquit Street, and 105 feet of frontage on the northern side of Jesse Street.

As previously mentioned, the Project is the construction of a four-story, 107,224 square-foot mixed use commercial office building with two levels of subterranean parking and surface parking lot. As proposed, the building's ground floor will contain 9,435 square feet of commercial floor area, 6,554 square feet of restaurant floor area, 6,645 square feet of office floor area, a 2,230 square-foot lobby, 46 bicycle parking spaces, and trash room. Levels two through four will each contain approximately 25,900 square feet of office floor area, and the roof level will contain a 4,417 square-foot open space terrace improved with a rooftop garden.

Vehicular access to the subterranean parking and surface parking lot is proposed through a driveway improved along the northern property line that is accessible off of Mesquit Street and exits onto Santa Fe Avenue.

Properties to the south, east, and west are zoned M3-1-RIO. The adjacent property to north is the LADWP substation and is zoned PF-1XL-RIO. To the east, across Mesquit Street, is a one to two-story cold storage warehouse. To the west of the site, across Santa Fe Avenue, is a two-story commercial warehouse building and associated surface parking. To the south, across Jesse Street, are one-story office buildings and associated surface parking.

Height, bulk, setbacks

The proposed project has been designed to maintain visual compatibility with the adjacent M3-1-RIO zoned properties. The site is located in Height District 1, which allows for unlimited height with a maximum floor area ratio of up to 1.5:1. The building's proposed height of 71 feet is compatible with the existing two-story buildings to the west, and a proposed eight-story, 138-foot high, mixed-use project located to the east across from Mesquit Street.

The proposed four-story building is compatible in massing and scale with the surrounding buildings. The overall mass and scale of the building has been minimized through the use of two different types of façade treatments and the use of inset building entrances and balconies. A variety of materials such as corrugated panels, cement block, cement plaster, wood paneling, and painted metal are used to break the planes of the building envelope. To break up the massing of the northern and eastern building elevations and create an industrial aesthetic, concrete plastered walls are scored with rectangular and square lines and the facades are articulated with windows bordered by black metal mullions. The western and southern elevations are designed with projecting and articulating vertical corrugated panels alternating between windows to add visual interest and break up the façade planes.

While the M3 Zone has no setback requirements, the proposed building is set back approximately seven feet from the property line along Santa Fe Avenue and approximately eight feet from the property line along Jesse Street. The project's ground floor has been designed to consider the pedestrian experience along Santa Fe Avenue and Jesse Street and provides street level activation where it currently does not exist onsite. The ground floor treatment of the building's frontage allows for a degree of transparency and creates a more inviting pedestrian experience along Santa Fe Avenue through the use of floor to ceiling windows that are accented with metal cladding. Pedestrian entrances will be provided from Santa Fe Avenue to the individual ground floor tenant spaces and the office lobby. A second lobby entrance and two (2) restaurant entrances will be accessible from Jesse Street.

As proposed, the height, bulk, and setbacks of the building will be compatible with the existing and future developments in the neighborhood.

Off-Street Parking Facilities and Loading Areas

Parking is provided within two levels of subterranean parking and surface parking. Entry into the subterranean and surface level parking can be accessed through a driveway located off of Mesquit Street, at the northeast corner of the project site. The project provides the code-required minimum of 216 vehicle parking spaces. There are 183 vehicular spaces provided for office use, 19 spaces provided for commercial use, and 14 spaces provided for the restaurant portion of the project pursuant to LAMC 12.21.A.4(x)(3). The proposed surface parking lot occupies the eastern portion of the project site. As shown on Exhibit A, a non-code required loading area will be located adjacent to the subterranean parking ramp.

The project proposes 46 bicycle parking spaces, 28 spaces of which are designated for long-term parking located on the first level of the building. To the east of the building, 18 short-term bicycle parking spaces are proposed.

Exterior Site Lighting

As conditioned, all lighting will meet the guidelines contained in the RIO and will be designed and installed with shielding.

Landscaping

The Project will provide a total of 5,216 square feet of landscaped area in the form of bioswales, parkway planters, shrubbery, and trees. The Project proposes to remove and replace six on-site, non-protected trees and provide a total of 46 trees throughout and around the project site. Out of the 46 proposed trees, 21 street trees will be planted along Santa Fe Avenue, Jesse Street, and Mesquit Street to provide shade and create a more pedestrian-friendly street level. The perimeter of the proposed surface parking lot will be planted with 16 trees and bioswales serving as a landscape buffer between the building, Jesse Street, and Mesquit Street. Various types of vegetation and 42 trees will be planted at the project's ground floor to minimize the visual impact of the four-story building and four (4) trees will be planted on the roof top to provide shade for the roof garden.

As conditioned, the project will meet the regulations in the RIO pertaining to landscaping and at least 75 percent of the landscaped area will be planted with native species, species defined as WatershedWise, or species listed in the Los Angeles County River Master Plan Landscaping Guidelines and Plant Palettes.

Trash Collection

The trash area is not visible from public view and is located within the building's interior ground floor as shown on Exhibit A.

Equipment

The project has been conditioned to screen any exterior equipment, such as transformers, mechanical equipment, or water meters, from the public view.

3. **The residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The proposed Project is for the construction, use, and maintenance of a new building that will be used for commercial, restaurant, and office uses. The project does not have a

proposed residential component. As such, it is not required to provide recreational and service amenities.

Additional Mandatory Findings

4. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be in an area outside the 0.2% annual chance floodplain as shown on Insurance Rate Map Community Panel No. 060137C1636F, dated September 26, 2008, as published by the Federal Emergency Management Agency.

5. **Environmental Finding.** On April 29, 2019, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15332, Class 32, Case No. ENV-2016-3860-CE.

   A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

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

   The proposed project is the demolition of an existing 36,958 square-foot cold storage warehouse and surface parking lot for the construction, use, and maintenance of an approximately 107,224 square foot, four-story commercial building with two levels of subterranean parking and surface parking lot. The project qualifies for the Class 32 Categorical Exemption as it is the construction of a new commercial office building within an in-fill development.

   The site is zoned M3-1-RIO and has a General Plan Land Use Designation of Heavy Manufacturing. As shown in the case file, the project is consistent with the applicable Central City North Community Plan policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site that is approximately 1.64 acres. Adjacent properties to the south, east and west are zoned M3-1-RIO and are generally developed with one- to two-story commercial and warehouse structures and surface parking lots. The adjacent property to the south is zoned PF-1XL-RIO and is developed with a LADWP Substation. The site has previously been developed and is surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on the site. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; hauling and grading; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT as seen in the Traffic Study prepared by The Mobility Group (dated August 10, 2017) and LADOT Transportation Study Assessment Letter dated August 24, 2017. Therefore, the project will not have any significant impacts to traffic. Meridian Consultants

prepared the Air Quality, Water Quality, Greenhouse Gas, & Noise Analyses (dated February 2019) which concluded that the construction-related emissions and operational emissions would not exceed the thresholds of significance recommended by the Southern California Air Quality Management District (SCAQMD), individually or cumulatively. Nor would the project emit significant objectionable odors. The project site will be adequately served by all public utilities and services given that the construction of a commercial office building will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is no succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes a mixed-use commercial office building in an area zoned and designated for such development. The adjacent lots are developed with warehouse structures and the subject site is of a similar size and slope to nearby properties to the west and south. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The Topanga Canyon State Scenic Highway is approximately 20 miles away from the subject site, and will therefore not be affected. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

OBSERVANCE OF CONDITIONS - TIME LIMIT - LAPSE OF PRIVILEGES

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. The instant authorization is further conditioned upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void.

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

VIOLATIONS OF THESE CONDITIONS, A MISDEMEANOR

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction.

Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

APPEAL PERIOD - EFFECTIVE DATE

The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

The Determination in this matter will become effective and final fifteen (15) days after the date of mailing of the Notice of Director's Determination unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at http://cityplanning.lacity.org.

Planning Department public offices are located at:

Downtown Office
Figueroa Plaza
201 North Figueroa Street,
4th Floor
Los Angeles, CA 90012
(213) 482-7077

Valley Office
6262 Van Nuys Boulevard,
Suite 251
Van Nuys, CA 91401
(818) 374-5050

West Los Angeles
1828 Sawtelle Boulevard,
2nd Floor
Los Angeles, CA 90025
(310) 231-2901

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles or the Marvin Braude Building in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077 or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

The time in which a party may seek judicial review of this determination is governed by California Code of Civil Procedures Section 1094.6. Under that provision, a petitioner may seek judicial review of any decision of the City pursuant to California Code of Civil Procedure Section 1094.5, only if the petition for writ of mandate pursuant to that section is filed no later than the 90th day following the date on which the City's decision becomes final.

VINCENT P. BERTONI, AICP
Director of Planning

Approved by:

Jane Choi, AICP, Senior City Planner

Reviewed by:

May Sirinopwongsagon, City Planner

Prepared by:

Chi Dang, City Planning Associate
Chi.Dang@lacity.org

APPENDIX N

AB 52 Tribal Consultation Request Letter
April 15, 2021

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

DAVID H. J. AMBROZ
HELEN LEUNG
KAREN MACK
DANA M. PERLMAN
YVETTE LOPEZ-LEDESMA
AJAY RELAN
JENNA HORNSTOCK

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

VACANT
DEPUTY DIRECTOR

April 15, 2021

Fernandeño Tataviam Band of Mission Indians
Rudy Ortega, Tribal President
1019 Second Street, Ste. 1
San Fernando, CA 91340

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Chairperson
P.O. Box 490
Bellflower, CA 90707

Soboba Band of Luiseño Indians
Scott Cozart, Chairperson
P.O. Box 487
San Jacinto, CA 92581

Fernandeño Tataviam Band of Mission Indians
Jairo Avila, Tribal Historic & Cultural Preservation Officer
1019 Second Street, Ste. 1
San Fernando, CA 91340

Gabrielino/Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231
Los Angeles, CA 90012

Gabrielino-Tongva Tribe
Attn: Charles Alvarez
23454 Vanowen Street
West Hills, CA 91307

Torres Martinez Desert Cahuilla Indians
Thomas Tortez, Chairperson
P.O. Box 1160
Thermal, CA 92274

Gabrieleño Band of Mission Indians – Kizh Nation
Andrew Salas, Chairperson
P.O. Box 393
Covina, CA 91723

Gabrielino/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693
San Gabriel, CA 91778

San Fernando Band of Mission Indians
Donna Yocum, Chairperson
P.O. Box 221838
Newhall, CA 91322

RE: 640-657 MESQUIT STREET, 1585 EAST JESSIE STREET, 640-648 SANTE FE; CENTRAL CITY NORTH – CENTRAL; CASE NO.: CPC-2020-6828-GPA-ZC-HD-SPR-MCUP, ENV-2020-6829-EAF & VTT-83288

Dear Tribal Representative:

In conformance with the tribal consultation requirements of Assembly Bill (AB) 52, this letter is to inform you that the Los Angeles Department of City Planning is reviewing the proposed project described below. Per AB 52, the tribe has the right to consult on a proposed public or private project prior to the

release of a negative declaration, mitigated negative declaration or environmental impact report. The project description is as follows:

> The project involves the demolition of an existing surface level parking lot and the construction of a new, 188,954 square-foot, 14-story commercial office building consisting of approximately 184,629 square feet of office uses and approximately 4,325 square feet of ground floor commercial uses. The project will include up to 397 vehicle and 146 bicycle parking spaces within two (2) levels of subterranean parking and five (5) above grade parking levels. The project proposes to import/export approximately 26,120 cubic yards of soil.

You have 30 calendar days from receipt of this letter to notify us in writing that you want to consult on this project. Please provide the lead contact person's contact information. Please mail your request to:

Stephanie Escobar
Los Angeles Department of City Planning
Expedite Processing Section
200 N. Spring Street, Room 763
Los Angeles, CA 90012

213-978-1492
Stephanie.Escobar@lacity.org

Sincerely,

Stephanie Escobar

STEPHANIE ESCOBAR
Planning Assistant

EXHIBIT C
Public Correspondence

Los Angeles River Artists & Business Association
www.laraba.org

VIA EMAIL Stephanie.escobar@lacity.org

September 20, 2021

Stephanie Escobar
City Planning Dept.
200 N. Spring Street
Los Angeles, CA 90012

RE: 655 Mesquit
CPC-2020-6828-GPA-ZC-HD-SPR-MCUP

Dear Ms. Escobar:

At its September meeting, the Board of LARABA voted unanimously to support the above referenced project.

Project description:
Construction of a 189,000 SF, fourteen-story commercial office building consisting of approximately 184,500 square feet of office uses and approximately 4,500 square feet of ground floor commercial uses.

The project is requesting a city initiated general plan amendment. GPA is only going to be modifying footnotes one and six in the Community Plan map in order to allow for an increase in the floor area ratio for the project that procedurally has a little technical issue with respect to the Community Plan.

The FAR for the project will be up to 4.3:1 with a de-limitation as part of a zone change/height district change that limits the applicant.

This is in conformance with dtla 2040 as well.

The Project is requesting a MCUP for a 4500 SF Food court. This Master would serve all restaurants within the space and is the only mechanism with which to file such a request. The Board has agreed to make an exception to our standing rule of no MCUP's based on the specified use.

Applicant sis mindful of Public space and adjusted their setback for the LA River.

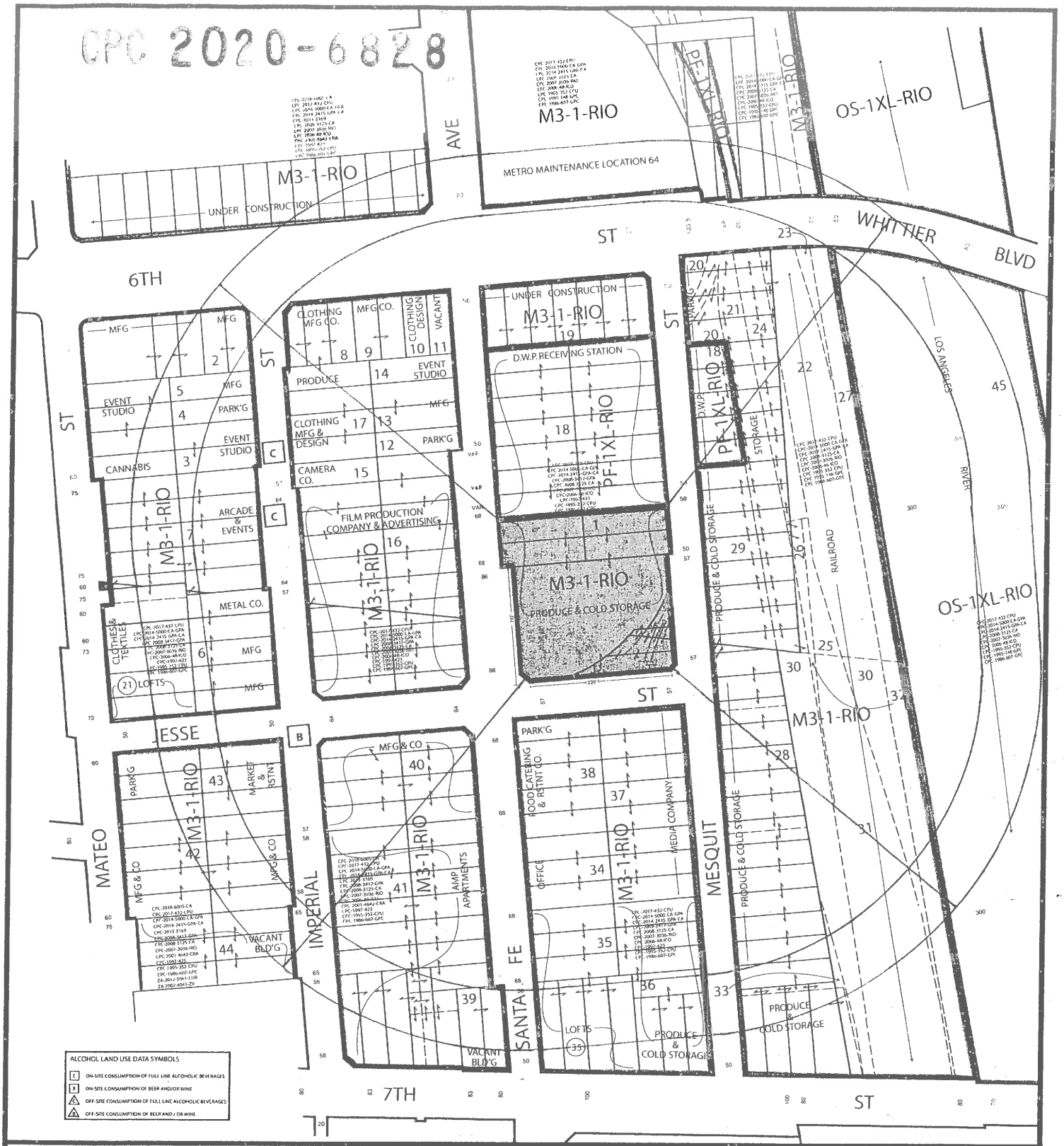
The Arts District community has worked for several years with the developers of this project to ensure that the project would succeed in the neighborhood and we are grateful for the time and efforts Continuum Partners to get us to this very solid project.

Sincerely,

Randall Miller
President

EXHIBIT D
Maps
(Vicinity and Radius)

CPC 2020-6828



GENERAL PLAN AMENDMENT - HEIGHT DISTRCT CHANGE - SITE PLAN REVIEW - CONDITONAL USE PERMIT/CUB - VESTING TENTATIVE TRACT # 83288

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

THOMAS BROTHERS
Page: 634 **Grid:** H6

LEGAL
"SEE APPLICATION"

ASSESSOR PARCEL NUMBER: 5164-015-022

SITE ADDRESS: 655 MESQUIT ST

CD: 14
CT: 2060.31
PA: 111 - CENTRAL CITY NORTH
USES: FIELD / RECORD

CASE NO:
SCALE: 1" = 100'
D.M.: 124-5A217,124-5A215,124-5A219 126A215, 126A217,126A219

CONTACT: SHEPPARD MULLIN
PHONE: 213-620-1780

NORTH

DATE: 09-29-20
Update:

NET AC: 1.64
QMS: 20-272

EXHIBIT E

Site and Surrounding Area Photos

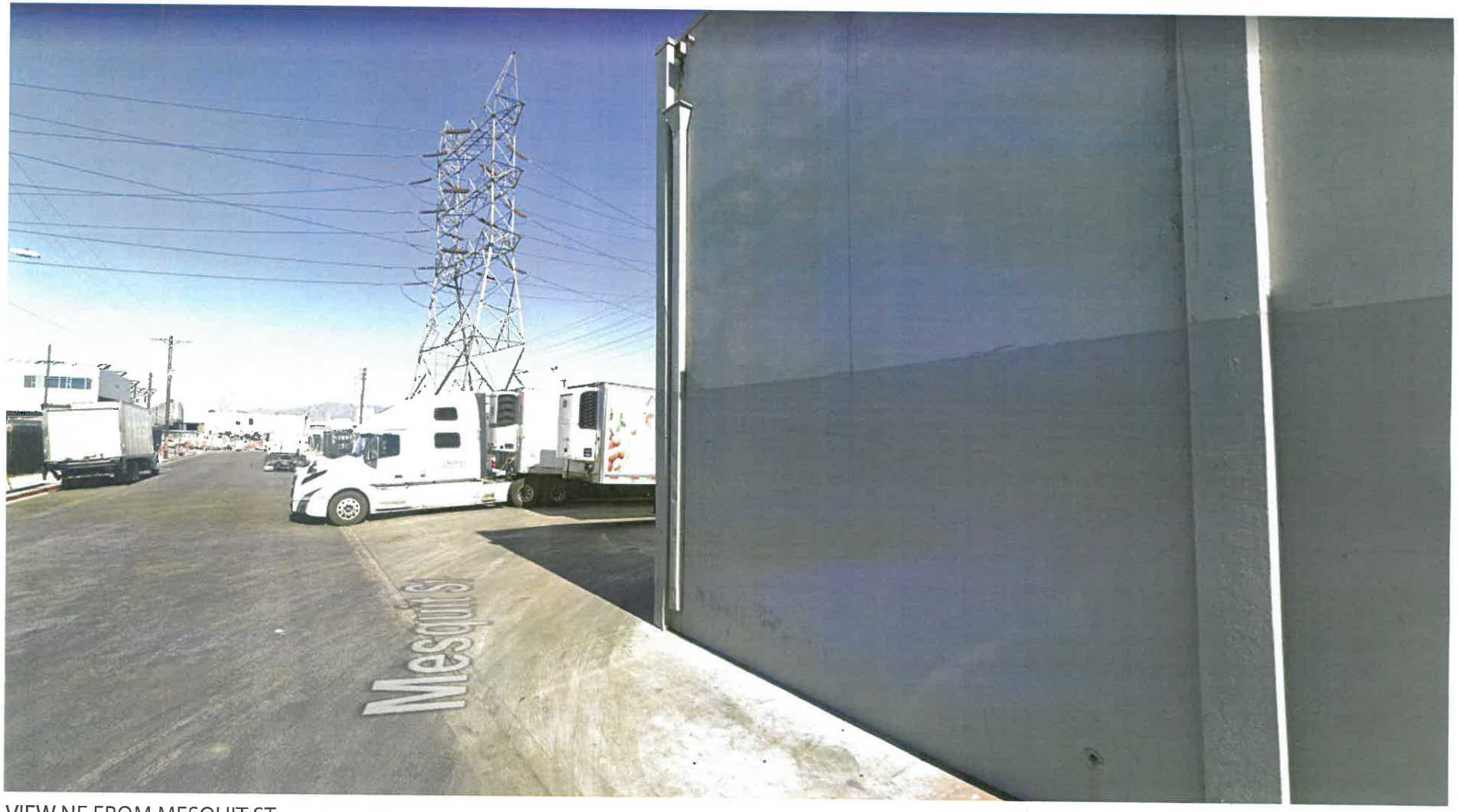


VIEW NE FROM JESSE ST & MESQUIT ST

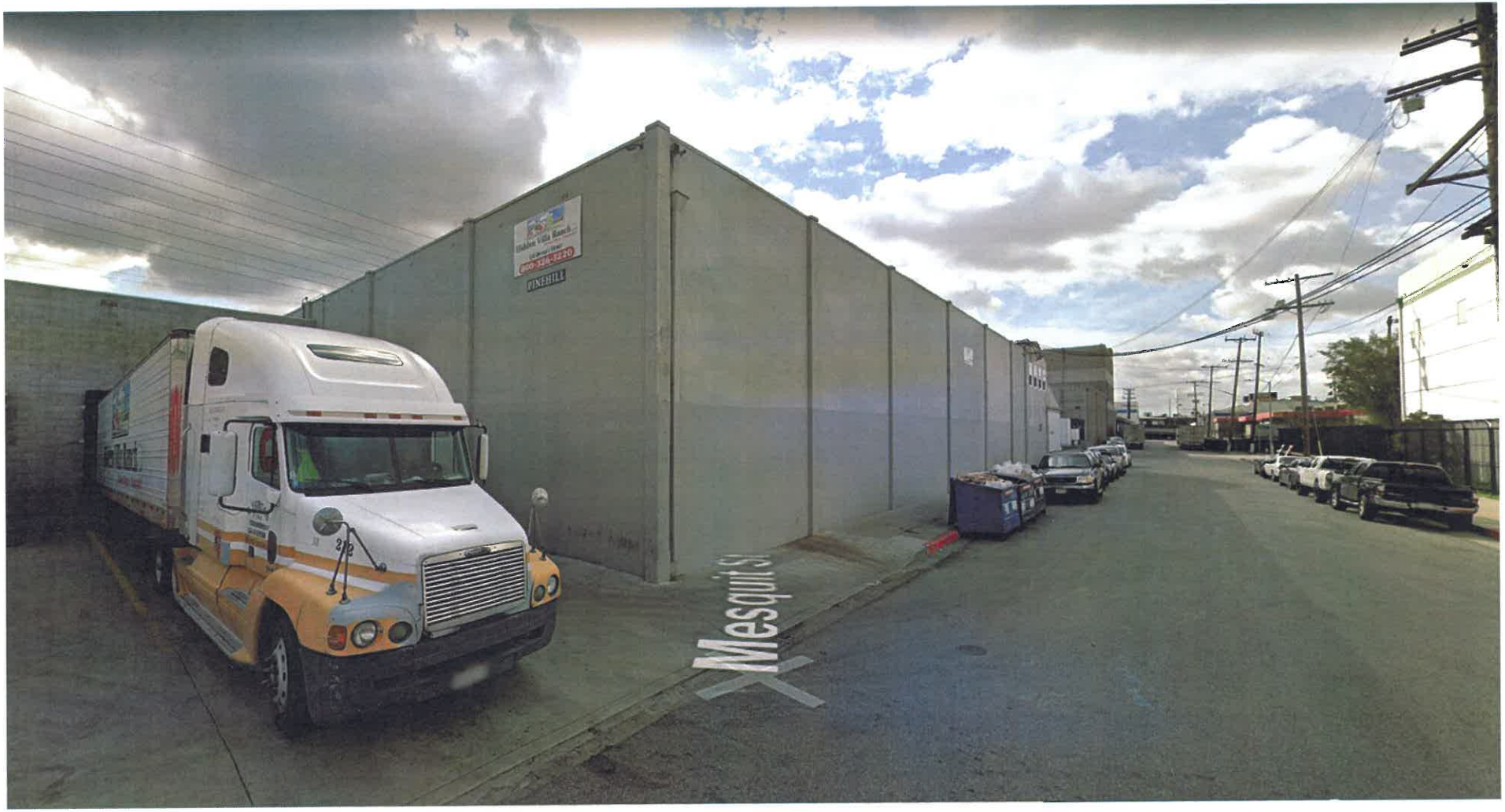
ENV-2020-6829



VIEW SW FROM JESSE ST & MESQUIT ST



VIEW NE FROM MESQUIT ST



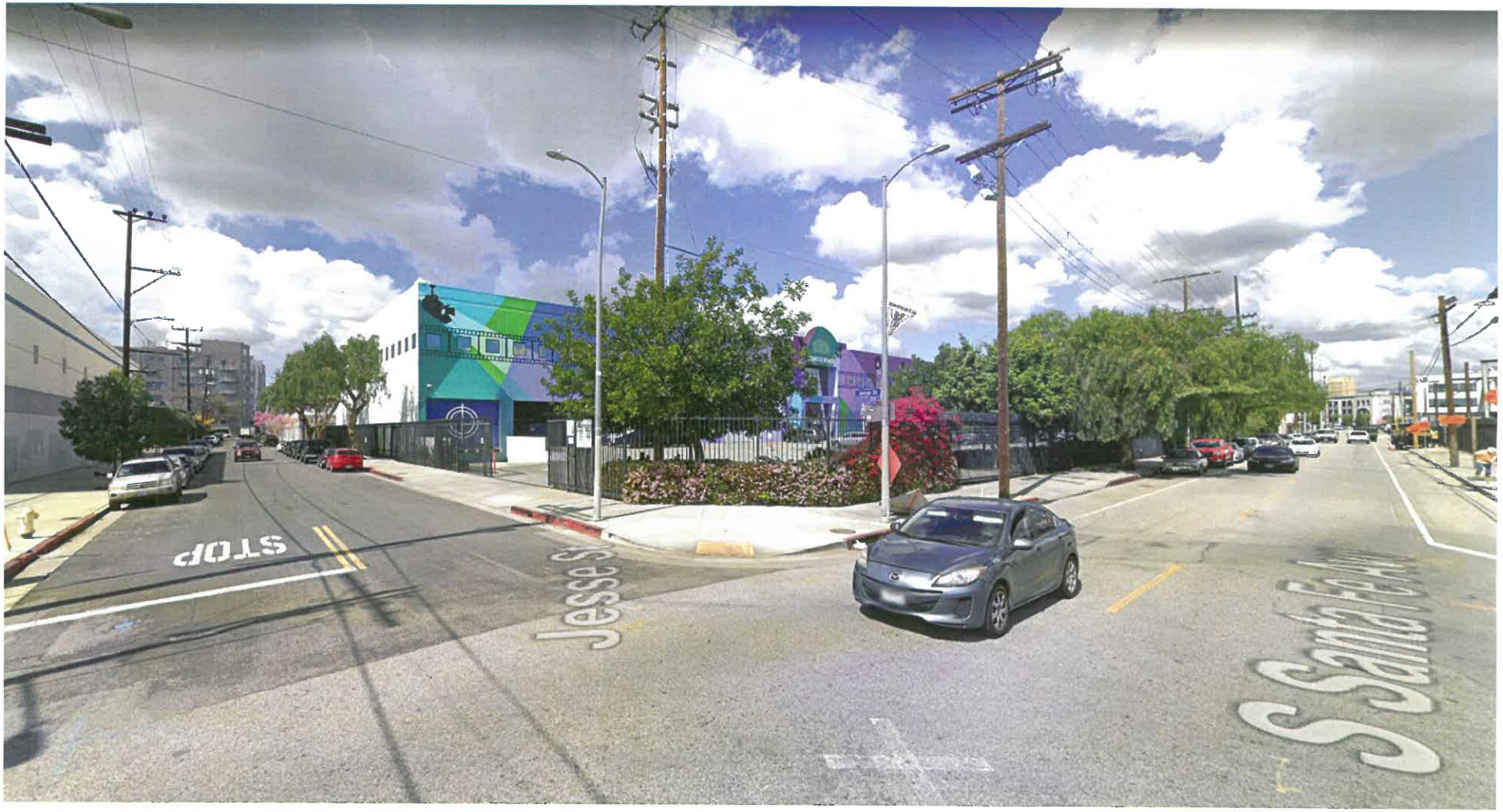
VIEW SE FROM MESQUIT ST



VIEW SW FROM MESQUIT ST



VIEW SE FROM S SANTA FE AVE



VIEW NW FROM S SANTA FE AVE & JESSE ST



VIEW SE FROM S SANTA FE AVE & JESSE ST



VIEW NE FROM S SANTA FE AVE



VIEW SE FROM S SANTA FE AVE

EXHIBIT C
Public Correspondence

Los Angeles River Artists & Business Association
www.laraba.org

VIA EMAIL Stephanie.escobar@lacity.org

September 20, 2021

Stephanie Escobar
City Planning Dept.
200 N. Spring Street
Los Angeles, CA 90012

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CPC-2020-6828-GPA-ZC-HD-SPR-MCUP

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Sincerely,

Randall Miller
President

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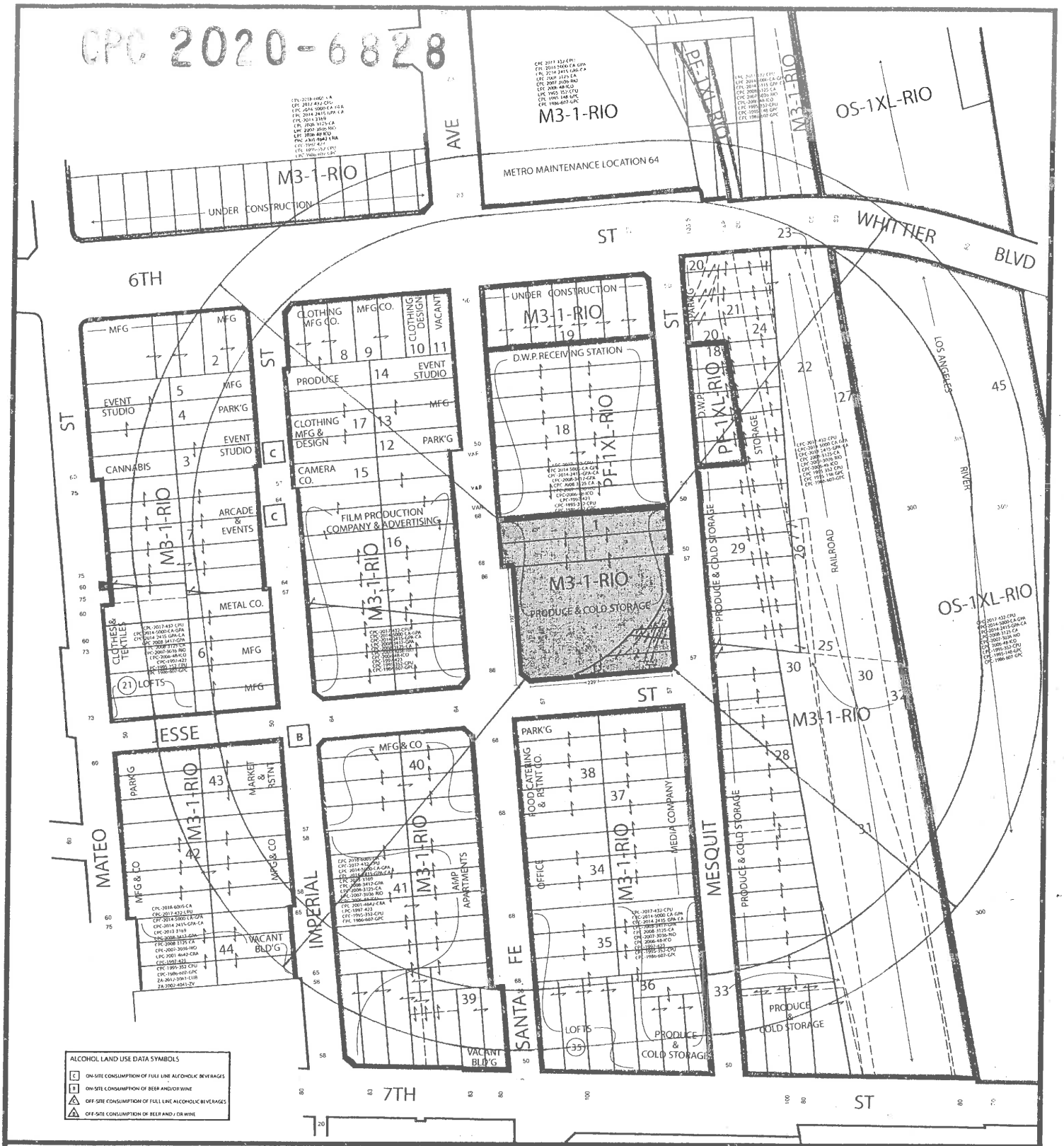
(Vicinity and Radius)

CPC 2020-6828



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qmapping@qesqms.com

THOMAS BROTHERS
Page: 634 **Grid:** H6

LEGAL
"SEE APPLICATION"

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CD: 14
CT: 2060.31
PA: 111 - CENTRAL CITY NORTH
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CASE NO:
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D.M.: 124-5A217,124-5A215,124-5A219 126A215, 126A217,126A219

CONTACT: SHEPPARD MULLIN
PHONE: 213-620-1780

NORTH

DATE: 09-29-20
Update:

NET AC: 1.64
QMS: 20-272

EXHIBIT E

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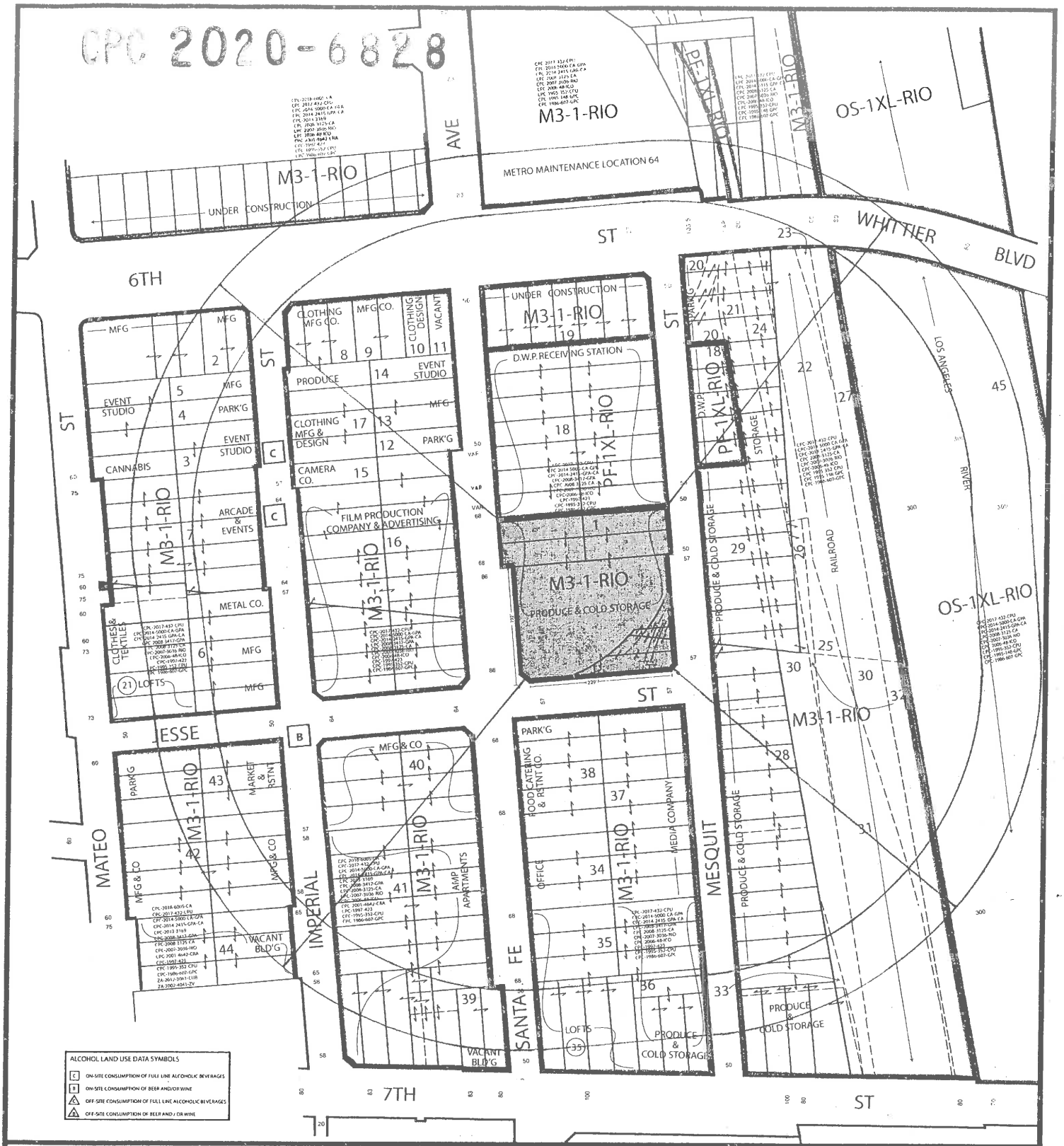
CPC 2020-6828



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ENV-2020-6829



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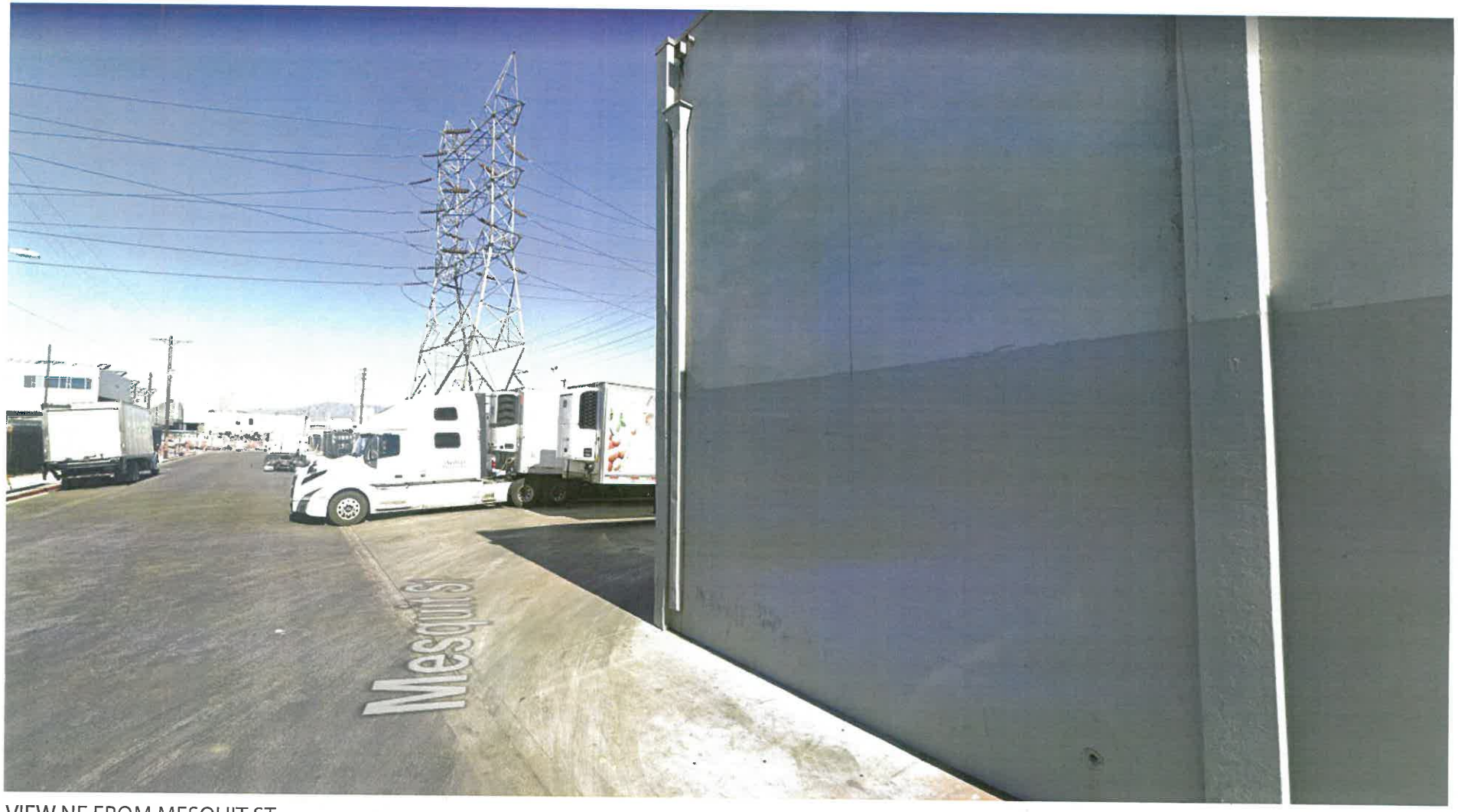
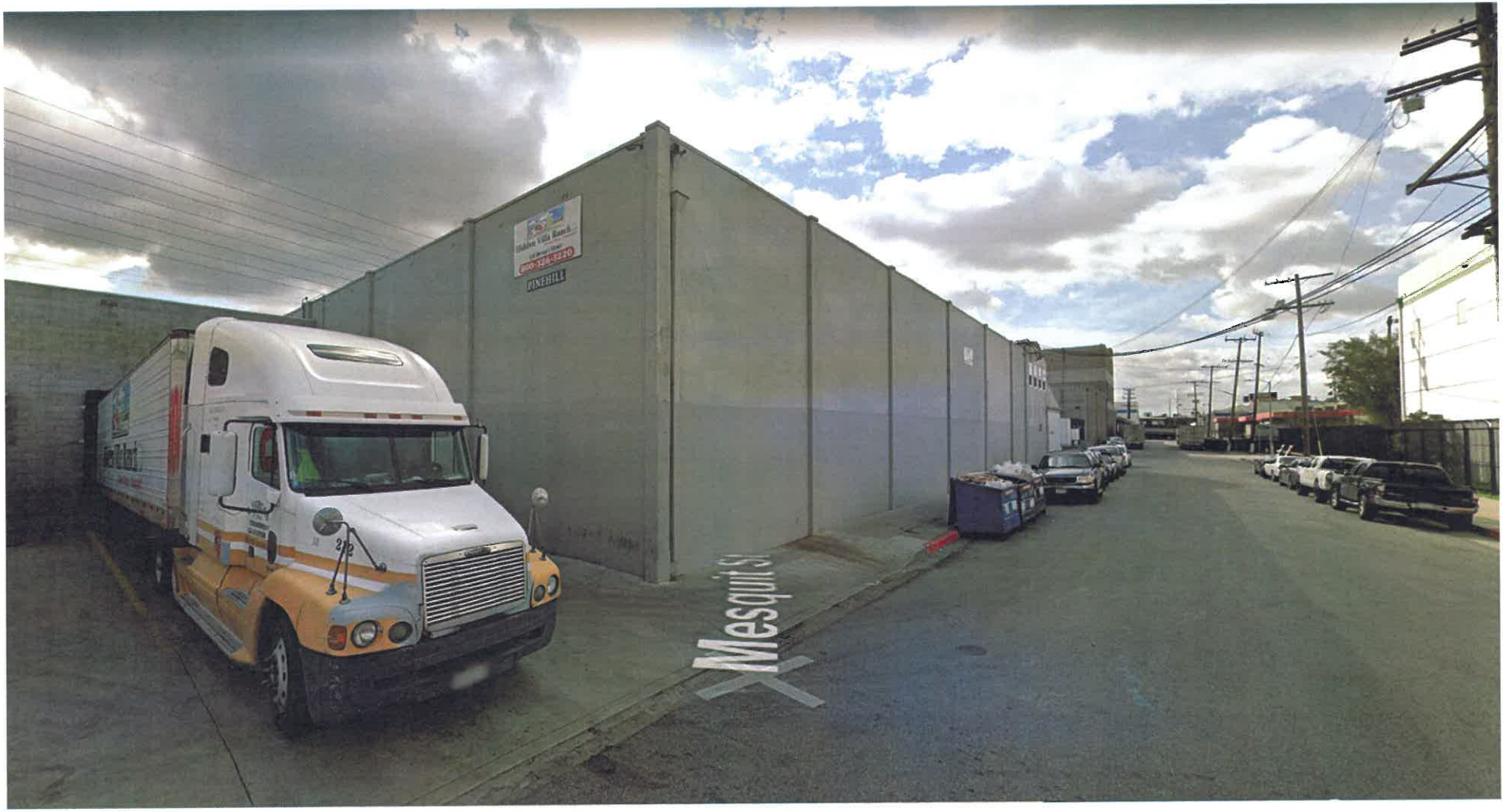


VIEW NE FROM MESQUIT ST



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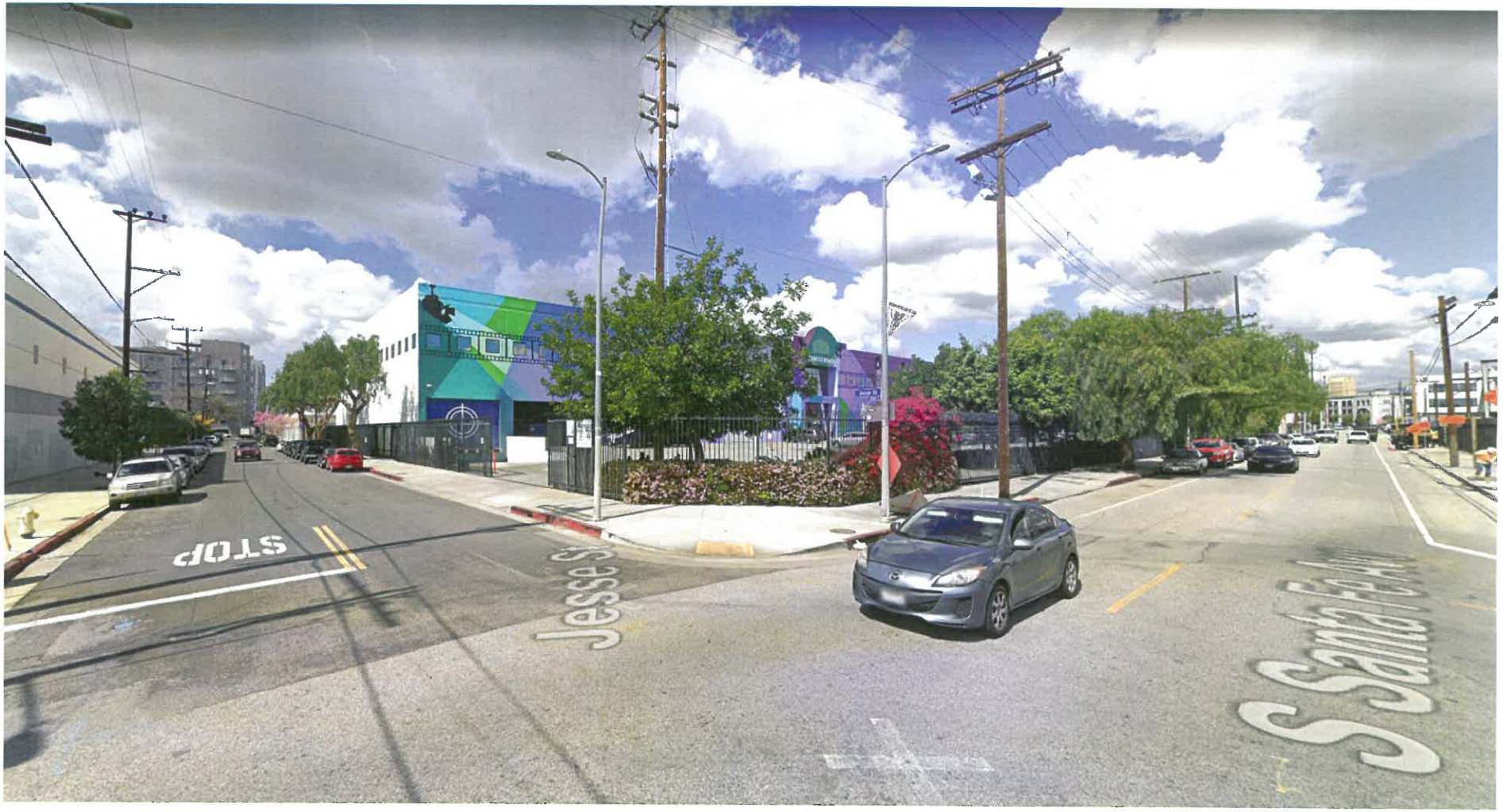

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