

#### **Division of Land / Environmental Review**



City Hall • 200 N. Spring Street, Room 750 • Los Angeles, CA 90012

## Initial Study

SOUTH CENTRAL LOS ANGELES COMMUNITY PLAN AREA

# 2500 S. Western Avenue Office Project

ENV-2010-328-MND

Council District No. 8

# THIS DOCUMENT COMPRISES OF THE INITIAL STUDY REQUIRED UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**Project Address:** 2500 South Western Avenue

**Project Description:** The Proposed Project is a three-story office building with approximately 70,000 square feet of interior leasable area atop a three-level subterranean parking structure. The parking structure would provide a minimum of 320 on-site parking spaces. The Proposed Project also includes a tiered pedestrian plaza and a covered pedestrian bridge that connects the Proposed Project with the existing on-site former Golden State Mutual Life Insurance Building located at the northeast corner of Western Avenue and Adams Boulevard. The Proposed Project would remove an existing on-site surface parking lot to accommodate the proposed office building.

# APPLICANT: COMMUNITY IMPACT DEVELOPMENT II, LLC

PREPARED BY:

Environmental Review Section
Los Angeles City Planning Department

October 2011

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#### **Section I. Introduction**

The subject of this Initial Study is the proposed 2500 S. Western Avenue Office Project (Proposed Project), located on the northeast corner of the intersection of Western Avenue and Adams Boulevard in the South Central area of the City of Los Angeles. The Proposed Project consists of a three-story office building with approximately 70,000 square feet of leasable area atop a three-level subterranean parking structure. The Proposed Project would also include the construction of a tiered pedestrian plaza and a pedestrian walkway between the existing on-site five-story Golden State Mutual Life Insurance Building and the proposed office building. The three-level subterranean parking structure would provide approximately 320 parking spaces. Primary pedestrian access to the proposed office building would be along Western Avenue, while access to the Proposed Project's parking structure would be available via a driveway along Hobart Boulevard, in the same general location as the existing access driveway.

This Initial Study serves as an informational document and provides an analysis of the potential environmental effects of the Proposed Project, including construction activities and the operation of the proposed uses. This Initial Study shall be used in connection with all other permits and approvals necessary for the construction and operation of the Project. This Initial Study shall be used by the City of Los Angeles Department of Planning, Community Redevelopment Agency, Department of Building and Safety, Department of Transportation, Department of Public Works (including the Bureaus of Engineering and Sanitation), and all other responsible public agencies which must approve activities undertaken with respect to the Proposed Project.

### A. Project Information

**Project Title:** 2500 S. Western Avenue Office Project

**Project Location:** The northeast corner of the intersection of Western Avenue

and Adams Boulevard in the South Central area of the City of Los Angeles. The Project Site is bordered by a one-story commercial center to the southeast, a five-story apartment building on the east side of Hobart Boulevard, the three-story FAME Arms apartment building to the north, the St. John of God Retirement and Care Center located on the west side of Western Avenue, and the FAME Assistance Corporation

headquarters on the south side of Adams Boulevard.

Project Applicant: Community Impact Development II, LLC

968 W. Adams Boulevard, Suite 209

Los Angeles, California 90018

**Lead Agency:** City of Los Angeles

Department of City Planning 200 North Spring Street

Los Angeles, California 90012

### B. Organization of the Initial Study

This Initial Study is organized into five sections as follows:

- **Introduction:** This section provides introductory information such as the Project title, the Project Applicant, and the lead agency for the Proposed Project.
- **Project Description:** This section provides a detailed description of the environmental setting and the Proposed Project, including project characteristics and environmental review requirements.
- Initial Study Checklist: This section contains the completed Initial Study Checklist.
- Environmental Impact Analysis: This section provides an assessment and discussion of the Project's potential environmental impacts for each environmental issue identified in the Initial Study Checklist. When the evaluation identifies potentially significant effects, as identified in the Initial Study Checklist, mitigation measures are provided to reduce such impacts to a less than significant level.
- Preparers of the Initial Study and Persons Consulted: This section provides a list of individuals from the City and other governmental agencies, as well as consultant team members, who participated in the preparation of the Initial Study.

## **Section II. Project Description**

### A. Environmental Setting

#### 1. Project Location

The 2500 S. Western Avenue Office Project (the Proposed Project or Project) is situated on approximately 1.62 acres of land located generally at the northeast corner of the intersection of Western Avenue and Adams Boulevard (the Project Site) in the South Central Los Angeles Community Plan (the Community Plan) Area of the City of Los Angeles (the City). The Project Site is approximately three miles west of downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. The Project Site is L-shaped and is bounded by: a retirement center to the north, Hobart Boulevard to the east, a commercial center to the southeast, Adams Boulevard to the south, and Western Avenue to the west.

The Project Site is located in a highly urbanized area and may be accessed via several regional freeways and local surface streets. The Project Site is located approximately 0.25 mile south of the Santa Monica (I-10) Freeway and approximately 2.1 miles west of the Harbor (I-110) Freeway. The Project Site is locally accessible via Western Avenue to the west, Hobart Boulevard to the east, and Adams Boulevard to the south, with driveway access on Hobart Boulevard. Western Avenue and Adams Boulevard are designated Major Highway Class II roadways by the City. Western Avenue provides direct access to the I-10 Freeway. Adams Boulevard provides access to the I-110 Freeway to the east of the Project Site. Additional nearby major arterials include Washington Boulevard to the north, Normandie Avenue to the east, Jefferson Boulevard to the south, and Arlington Avenue to the west.

Transit service to the Project Site is provided by the Los Angeles County Metropolitan Transportation Authority (Metro) and the City of Los Angeles Department of Transportation (LADOT) bus lines. Metro Local Line 37 runs east-west along Adams Boulevard. Metro Local Line 207, Metro Express Line 550, and Metro Rapid Line 757 all run north-south along Western Avenue. Metro Local Line 37 provides service from the Washington/Fairfax Transit Center to downtown Los Angeles. Metro Local Line 207 provides service from the Hollywood area to Imperial Highway. Metro Express Line 550

provides service from West Hollywood to the Los Angeles harbor area. Metro Rapid Line 757 provides service from West Hollywood to the Metro Crenshaw Station. LADOT Downtown Area Shuttle (DASH) Midtown is a local line that travels from Crenshaw Boulevard and Martin Luther King Jr. Boulevard to Redondo Boulevard and San Vicente Boulevard. Additional, nearby bus lines include the Metro Local 206, which travels along Normandie Avenue, and the Metro Local 209, which travels along Arlington Avenue.

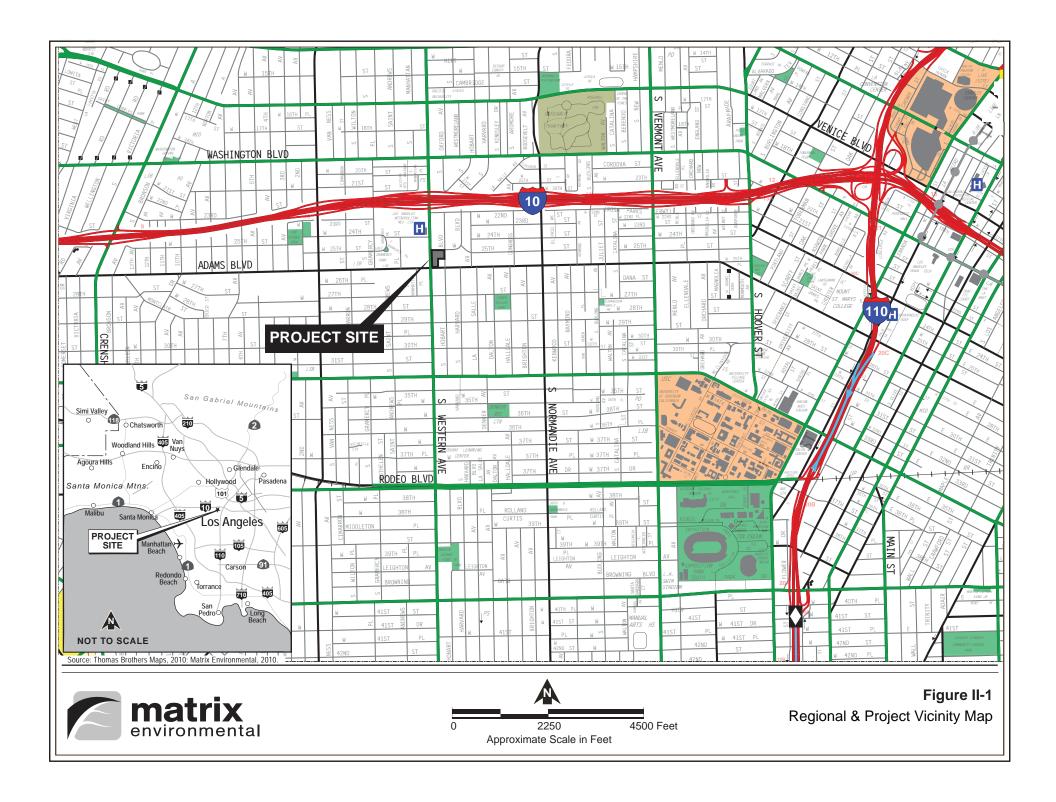
Figure II-1 on page II-3 depicts the Project Site and surrounding area; and Figure II-2 on page II-4 provides an aerial photograph of the Project Site.

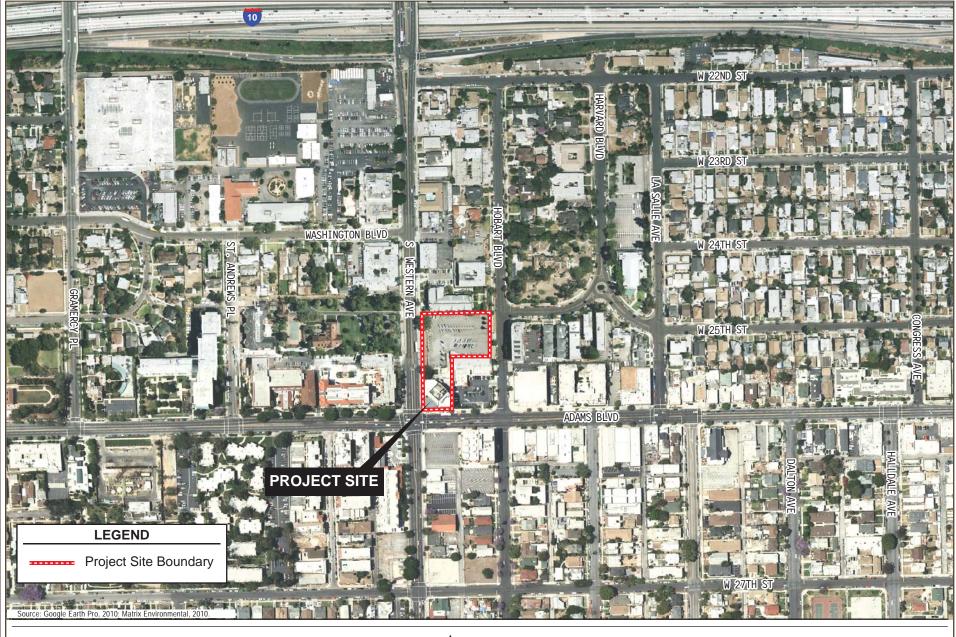
#### 2. Existing Land Use and Zoning Designations

As mentioned above, the Project Site is located within the planning boundaries of the South Central Los Angeles Community Plan (the Community Plan Area), as well as within the planning boundaries of the Normandie 5 Redevelopment Plan (the Redevelopment Plan). The Department of City Planning is currently in the process of updating the Community Plan. The Community Plan currently designates the western portion of the Project Site as Community Commercial and designates the easternmost 150 feet of the Project Site as Low Medium II Multiple Family. In general, land use designations in the Redevelopment Plan conform to and are consistent with the land use provisions of the Community Plan. However, in the case of the Project Site, the existing land use designations are not consistent. While the Community Plan designates the Project Site for both commercial and residential uses, the Redevelopment Plan designates the entire Project Site for commercial uses.

The Project Site is also located within the planning boundaries of the City's Conditional Use Approval for Sale of Alcoholic Beverages Specific Plan (the Specific Plan) and is also within the borders of a Los Angeles Enterprise Zone. The Specific Plan regulates the sale of alcohol in this portion of the City, while the Los Angeles Enterprise Zone provides incentives to stimulate economic development to targeted areas of the City. The Project Site is located just east of the West Adams Historic Preservation Overlay Zone (HPOZ). Further, the Project Site is located within the boundaries of the Los Angeles Fast Food Interim Control Ordinance, which seeks to reduce the over-consumption of fast food in several areas of the City. Finally, the Project Site is located within the West Adams Targeted Neighborhood Initiative Area, which is designated by the non-profit organization Los Angeles Neighborhood Initiative (LANI) to stimulate community-driven neighborhood revitalization.

From a zoning perspective, the Project Site is divided into two distinct areas. The western portion of the Project Site is zoned C2-1 (Commercial Zone), while the easternmost 150 feet of the Project Site is zoned RD1.5-1 (Restricted Density Multiple Dwelling). The C2 zone allows for most commercial and retail uses. The RD1.5 zone







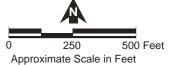


Figure II-2 Aerial Photograph allows for limited residential uses that comply with the height, front yard, rear yard, side yard, and lot area provisions of the RD1.5 zone. The "-1" component of each of these respective zones indicates that both portions of the Project Site are located in Height District 1, which, in the C2 zone permits a maximum floor area ratio (FAR) of 1.5:1, with no limitation on building height, , and in the RD1.5 zone, permits a maximum FAR of 3:1, with a 45 foot height limit.

#### 3. Site History and Existing Conditions

The Project Site is approximately 1.62 acres in size and for over 50 years, has been developed with the former Golden State Mutual Life Insurance Building (Golden State Building) and a surface parking lot built to provide parking for employees of the Golden State Building. The Golden State Building is located on the southern portion of the Project Site, at the northeast corner of the intersection of Western Avenue and Adams Boulevard, while the surface parking lot is located on the northern portion of the Project Site. The five-story Golden State Building consists of approximately 39,800 square feet of floor area (58,820 gross sq ft.) and was dedicated in 1949. Other miscellaneous on-site structures include a guard shack along the Site's southern boundary, a swing gate at the existing driveway entrance along Hobart Boulevard, a service area at the rear of the Golden State Building, and pole-mounted flood lights along the perimeter of the surface parking lot. The service area at the rear of the Golden State Building is currently accessed by a driveway on Western Avenue.

On-site trees currently consist of a few isolated ornamental trees, including palm, cypress, Chinese elm, and magnolia. Four palm trees are located along the Project Site's eastern border while two tree clusters are located along the Project's western border. A lone cypress tree is located along the Project Site's southern border, adjacent to the north side of the adjacent, off-site commercial center. In addition to these trees, an approximately 20-foot-wide grass area is located along the Project Site's western boundary, adjacent to the Western Avenue sidewalk. This grass area also contains miscellaneous low-lying shrubs located against the surface parking lot's western fence. No other vegetation is located on the Project Site.

Existing signage on the Project Site includes the Golden State Mutual Life sign located above the main entrance of the Golden State Building and a currently unused billboard on the building's roof.

#### 4. Surrounding Uses

The Community Plan Area consists of commercial uses located along major arterial roadways and single-family residential and low-rise, multi-family residential development along secondary roadways. Commercial uses in the Community Plan Area vary in age and type, ranging from multi-story brick structures constructed in the first two decades of the 20th Century to modern multi-story office buildings and commercial centers. Residential development within the Community Plan Area varies greatly in age and type, ranging from single-family homes built around the turn of the 20th Century to modern low-rise apartment buildings. Light industrial and public uses are scattered throughout the Community Plan Area, with industrial uses being clustered around the intersection of Slauson and Western Avenues and along Washington Boulevard. Public uses include public service facilities (e.g., police and fire stations), parks, schools, and religious institutions.

Within the Community Plan Area, the Project Site is located within the northern edge of the Redevelopment Plan Area. The Redevelopment Plan Area is approximately 210 acres in size and is located southwest of the City's Central Business District. The Redevelopment Plan Area includes land uses similar to those found in the overall Community Plan Area and as such, is generally characterized by a mixture of single-family residential and low-rise multi-family residential uses on secondary roadways, with commercial and retail uses located along major arterial roadways. The majority of the development within the Redevelopment Plan Area occurred prior to 1950, with much of the Area's housing stock dating back to the first two decades of the 20th Century. However, redevelopment efforts since the early 1960s have resulted in the construction of modern structures. The Redevelopment Plan Area contains a higher percentage of single-family homes than the Community Plan Area as a whole. Multi-family residential buildings are concentrated at the northern portion of the Redevelopment Plan Area, in the vicinity of the Project Site. The Redevelopment Plan Area contains also notable community facilities such as the Loren Miller Park and Community Center, the Adams Western Senior Housing Mixed-Use Project, and the Los Angeles Fire Department (LAFD) Engine House No. 18.

The properties surrounding the Project Site are generally consistent with the character of the Community Plan Area and the northern portion of the Redevelopment Plan Area (although only properties south of the Project Site are within the Redevelopment Plan Area). The Project Site is surrounded by a variety of commercial, institutional, and residential uses in buildings up to five stories in height. Photographs depicting the Project Site and its immediate surroundings are shown in Figures II-3 through II-6 on pages II-7 through II-10.

The property north of and adjacent to the Project Site consists of the three-story FAME Arms Apartments, an assisted-living retirement community for persons with



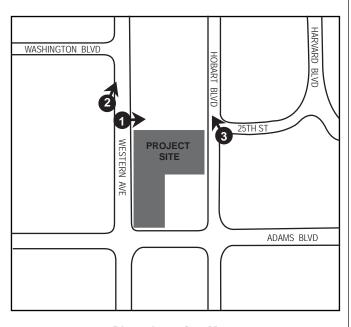
**View 1:** FAME Arms Apartments directly north of the Project Site, Western Avenue frontage.



**View 2:** Land uses north of the FAME Arms Apartments along Western Avenue.



**View 3:** Land uses north of the FAME Arms Apartments along Hobart Boulevard (decorative fence is the rear of the FAME Arms Apartments).



**Photo Location Map** 





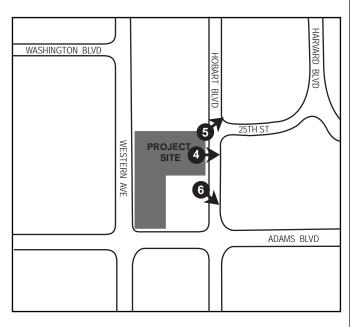
**View 4:** Five-story apartment building across Hobart Boulevard from Project Site (on-site surface parking lot is in forground).



**View 5:** Fredrick Hastings Rindge House, north of the five-story apartment building.



 $\begin{tabular}{ll} \textbf{View 6:} One-story commercial building south of the five-story apartment building. \end{tabular}$ 



**Photo Location Map** 





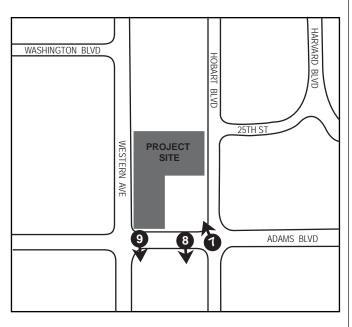
**View 7:** One-story commercial center bordering the southeast corner of the Project Site.



**View 8:** Five-story FAC headquarters across West Adams Boulevard from the off-site one-story commercial center.



**View 9:** Surface parking lot across Adams Boulevard from the on-site Golden State Building.



**Photo Location Map** 

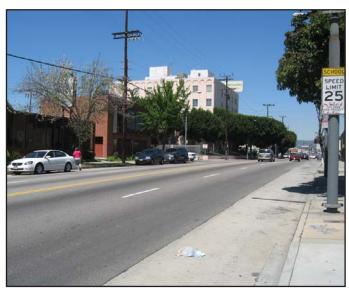




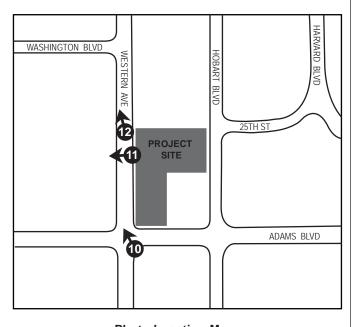
**View 10:** St. John of God Retirement Center west across Western Avenue from the on-site Golden State Building.



**View 11:** Ramsey - Durfee Estate across Western Avenue from on-site surface parking lot.



**View 12:** Land uses on Western Avenue north of the Ramsey - Durfee Estate.



**Photo Location Map** 



disabilities and seniors 62 years and older. North of the FAME Arms Apartments, land uses include multi-story apartment buildings located along the west side of Hobart Boulevard and a mixture of apartment, commercial, educational, and medical-related land uses along the east side of Western Avenue. For a visual depiction of land uses north of the Project Site, see Figure II-3 on page II-7.

The property east of the Project Site, across Hobart Boulevard, consists of a five-story, brick apartment building. North of this brick apartment building, along the east side of Hobart Boulevard, is the Frederick Hastings Rindge House, a Renaissance Revival-style mansion which was listed on the National Register of Historic Places (NRHP) in 1986. The property south of the brick apartment building consists of a single-story, concrete commercial building that fronts Adams Boulevard. A mixture of commercial and residential land uses continue east of these structures, with commercial uses being primarily located along Adams Boulevard. For a visual depiction of land uses east of the Project Site, see Figure II-4 on page II-8.

Properties southeast and south of the Project Site consist of a single-story commercial center and the FAME Assistance Corporation (FAC) headquarters (and associated parking lot) south across Adams Boulevard. The commercial center, named Adams Plaza, located at the northwest corner of Adams and Hobart Boulevards, contains community-serving retail uses, including a WIC location, a laundromat, and a discount store. The FAC headquarters is housed in a four-story brick building with modern renovations. A parking lot serving the FAC headquarters is located immediately adjacent to the west side of the building, across Adams Boulevard from the Golden State Building. Land uses in the vicinity of these structures include commercial and community-serving retail uses located along the south side of Adams Boulevard in both directions. Land uses south of the FAC headquarters include single-family residential homes, with single-story community-retail/restaurant uses located along Hobart Avenue. For a visual depiction of land uses south of the Project Site, see Figure II-5 on page II-9.

The properties west of the Project Site, across Western Avenue, consist of the four-story St. John of God Retirement and Care Center (the St. John of God Retirement Center) and the Ramsey-Durfee Estate. The St. John of God Retirement Center, located directly across Western Avenue from the Golden State Building, is a modern, four-story residential apartment building with a stucco exterior. Balconies and landscaping are located along Western Avenue; with landscaping that consists of palm trees and low-lying vines and shrubs. Directly north of the St. John of God Retirement Center, across Western Avenue from the on-site surface parking lot, is the Ramsey-Durfee Estate (the Estate). The Estate consists of a large, Tudor-Revival style mansion (named Villa Maria) set back on the property and buffered from Western Avenue by extensive landscaping. The Estate is now used as the headquarters for the Brothers of St. John of God. The Estate is listed as a

Historic Cultural Monument by the Los Angeles Cultural Heritage Commission and is also listed on the NRHP. North of the Estate is a mixture of single-family homes, apartment buildings, and commercial and retail uses. For a visual depiction of land uses west of the Project Site, see Figure II-6 on page II-10.

#### **B. Project Goals and Objectives**

The primary goal of the Proposed Project is to replace an existing vacant parking lot, with a new office building which is anticipated, though not required, to serve as the headquarters of the South Central Los Angeles Regional Center. Additional objectives of the Proposed Project include the following:

- To provide a well-designed, high-quality office building that complements and enhances the Community Plan Area and Redevelopment Plan Area and implements good planning principles by constructing an office project along a major arterial and transit corridor;
- To locate a new office use on an underutilized commercial parcel, returning the Project Site to an economic use;
- To reduce blight and revitalize an existing urban site that lays virtually vacant as a paved surface parking lot;
- To promote the economic, social, and cultural and physical well-being of the Project area by contributing to the revitalization of the Community Plan Area;
- To provide job opportunities for the surrounding community;
- To improve the landscaping and streetscape appearance along Western Avenue and Hobart Boulevard; and
- To bring the Community Plan land use designation, zoning, and permitted FAR into consistency with the Redevelopment Plan and existing uses, as it pertains to the Project Site.

#### C. Proposed Project Description

The Proposed Project would transform an underutilized surface parking lot which extends from Western Avenue to Hobart into a modern office building. While the new building is anticipated to serve as the headquarters for the South Central Los Angeles Regional Center, a non-profit organization serving individuals with developmental disabilities and their families, it could serve other office tenants as well.

The Proposed Project would replace the existing on-site surface parking lot with a three-story office building with three-levels of subterranean parking in its place. The proposed office building would be approximately 75,000 gross square feet (sf) in size (providing approximately 70,000 sf of interior leasable floor area), while the subterranean parking garage would provide a minimum of 320 parking spaces. Along with the existing Golden State Building, approximately 109,800 sf of floor area would be provided on the site. This equates to an on-site floor-to-area ratio (FAR) of 1.66:1.

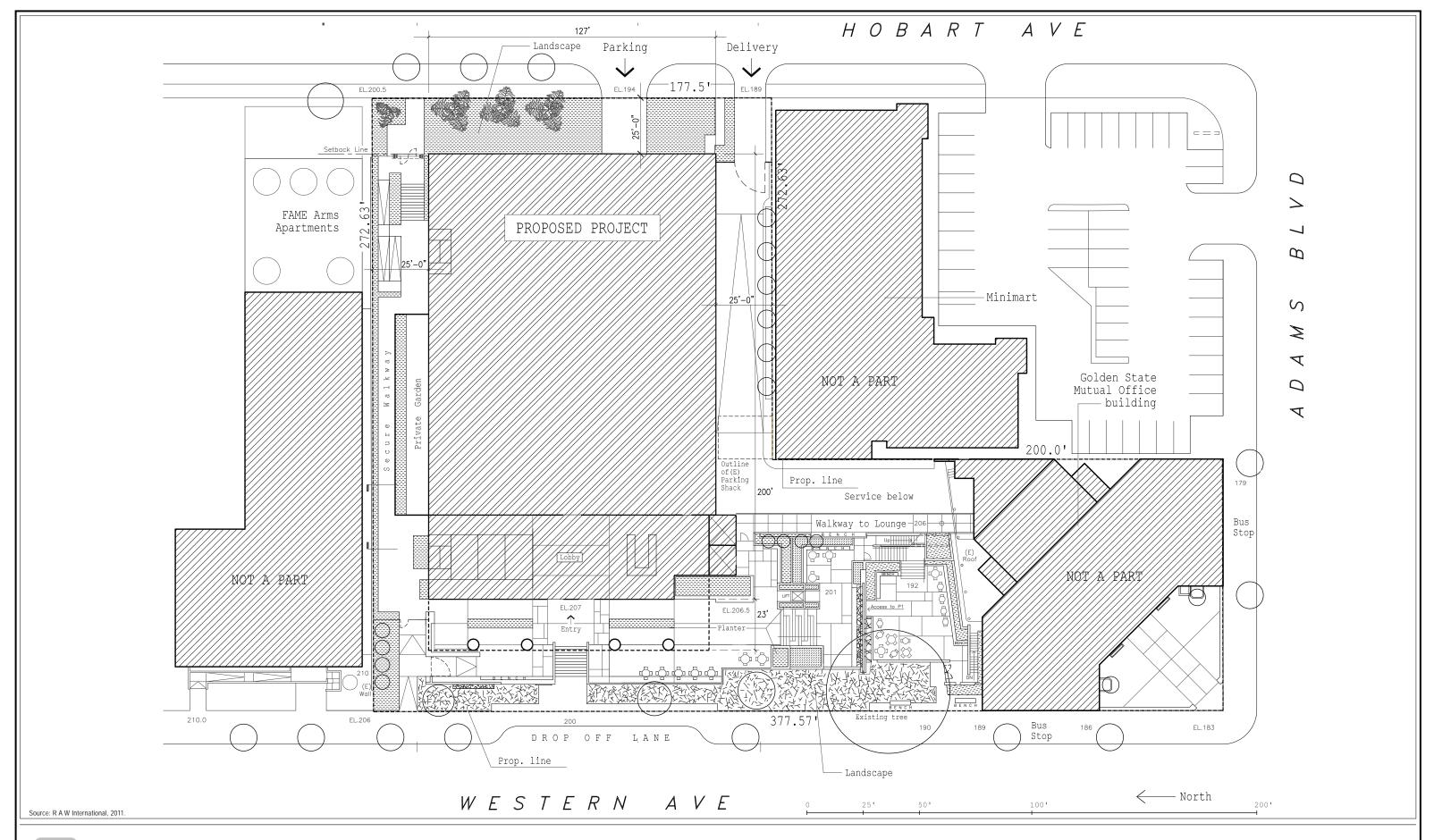
As the Project Site slopes downward to the south, the height of the building would vary depending on the measurement location. However, the Proposed Project would rise approximately 75 feet above grade at the southern edge of the proposed building, along the service drive. The northern edge of the proposed building would rise approximately 45 feet above grade. The slope of the Project Site would expose the southern edge of the top level of the subterranean parking garage. In addition, the Project includes a roof-top mechanical screen (approximately 10 feet in height above the parapet wall), two solar screens (approximately 18 feet in height) at the southwest corner of the building, and one proposed sign (approximately 32 feet in height) located 20 feet above the Project's parapet wall.

The Project would also locate pedestrian linkages between the proposed office building and the existing Golden State Building. The project would also provide open space, as discussed in the open space and landscaping discussion below.

In addition to the above features, a secure walkway and private garden would be provided adjacent to the north side of the proposed office building. Signage identifying the building's tenant would be placed on top of the proposed building. Further, a service area would be provided in the center of the Project Site, between the proposed office building and the existing Golden State Building.

Primary pedestrian access to the proposed office building would be from Western Avenue via stairs located at the building's main entrance. To accommodate employee and visitor drop-off at the Western Avenue entrance, as well as to ensure adequate traffic flow along Western Avenue, a drop off area would be installed adjacent to the east side of Western Avenue. This vehicle drop off zone would allow motorists to pull out of the main travel lanes of Western Avenue to drop-off/pick-up employees and visitors. Primary vehicle access for workers and visitors would be provided along Hobart Boulevard, at the general location of the existing driveway.

A site plan, building elevations, and building floor plans illustrating the Proposed Project are provided in Figures II-7 through II-11 on pages II-14 through II-18.





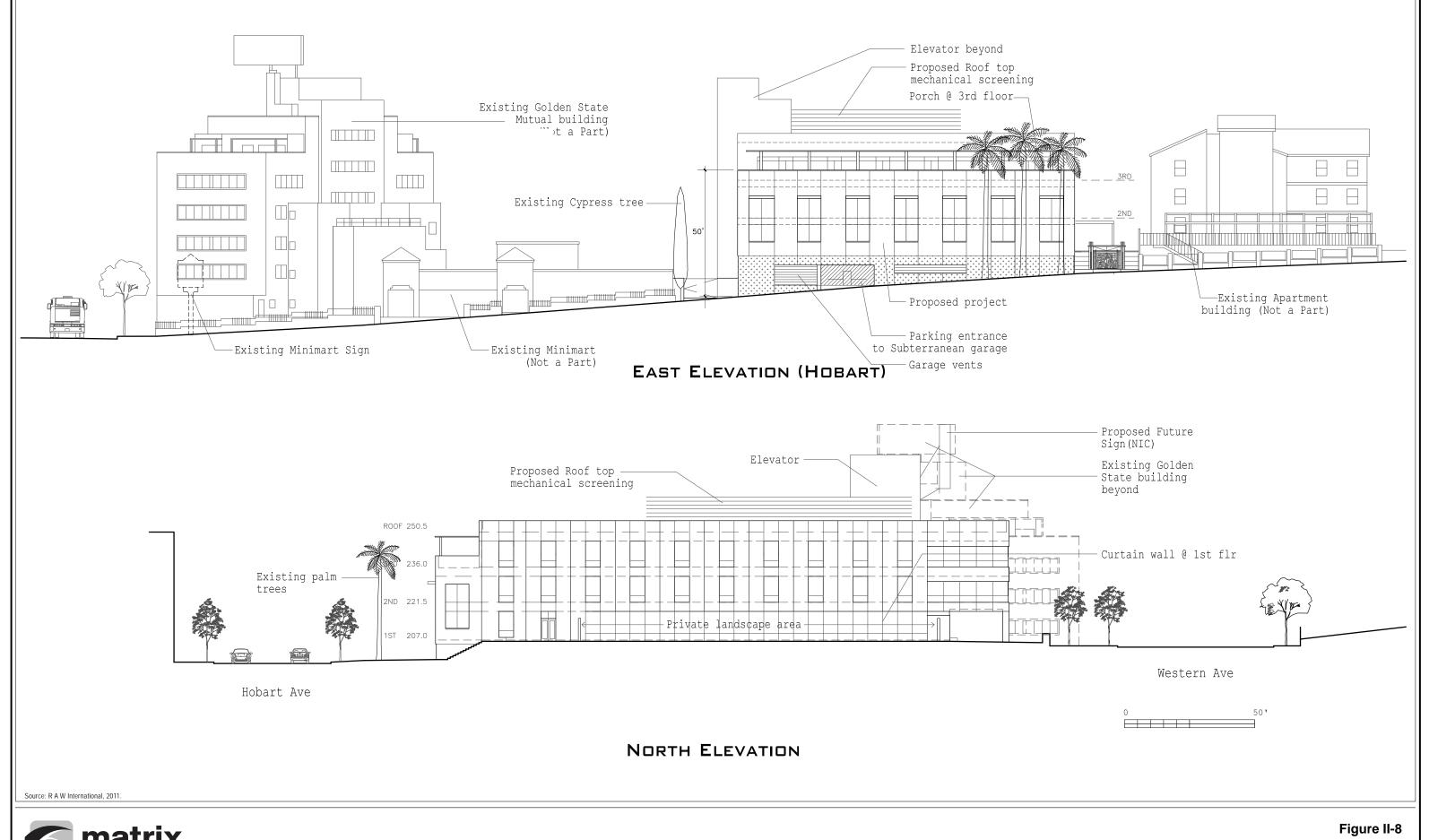




Figure II-8
East and North Elevations

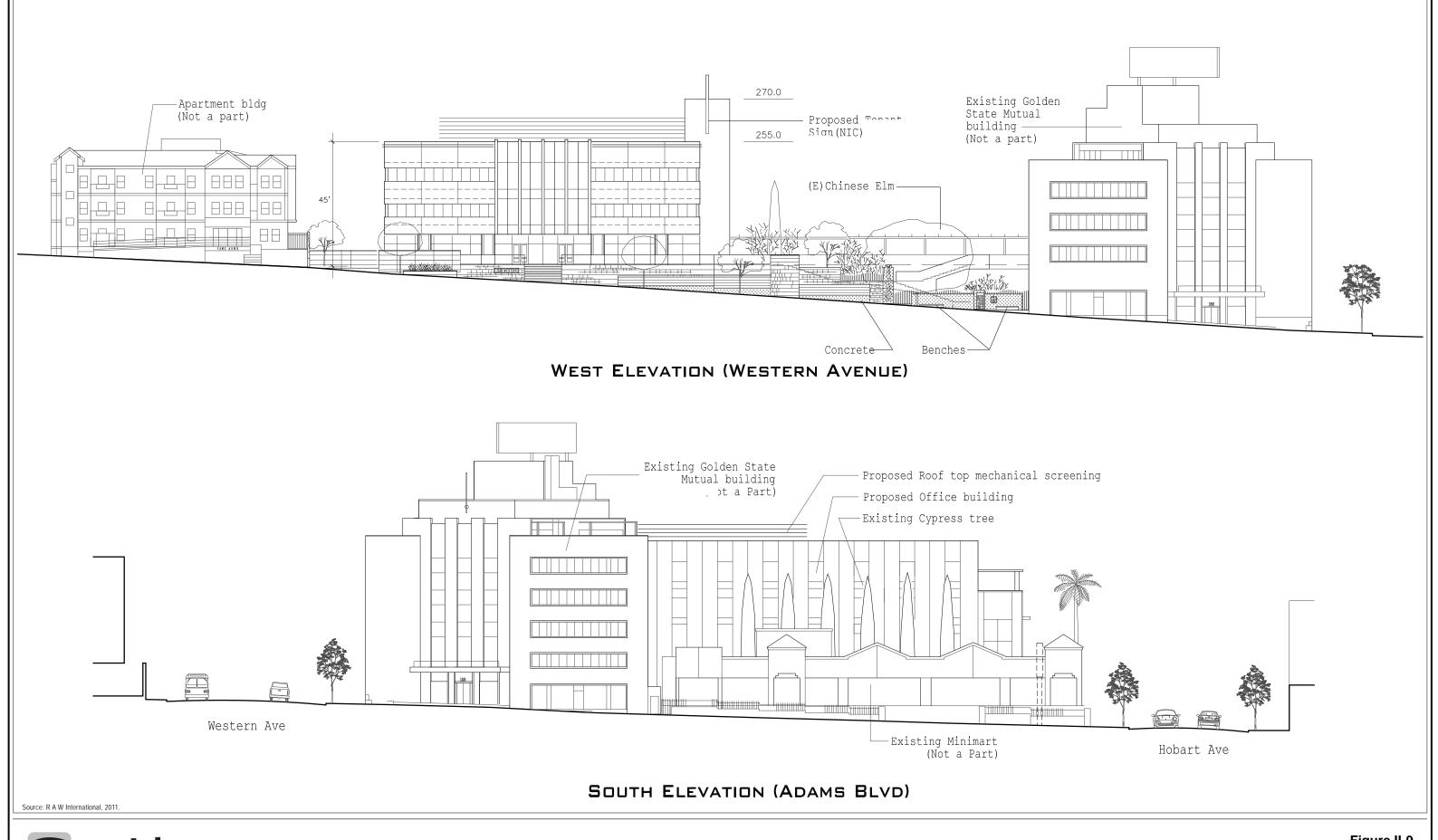
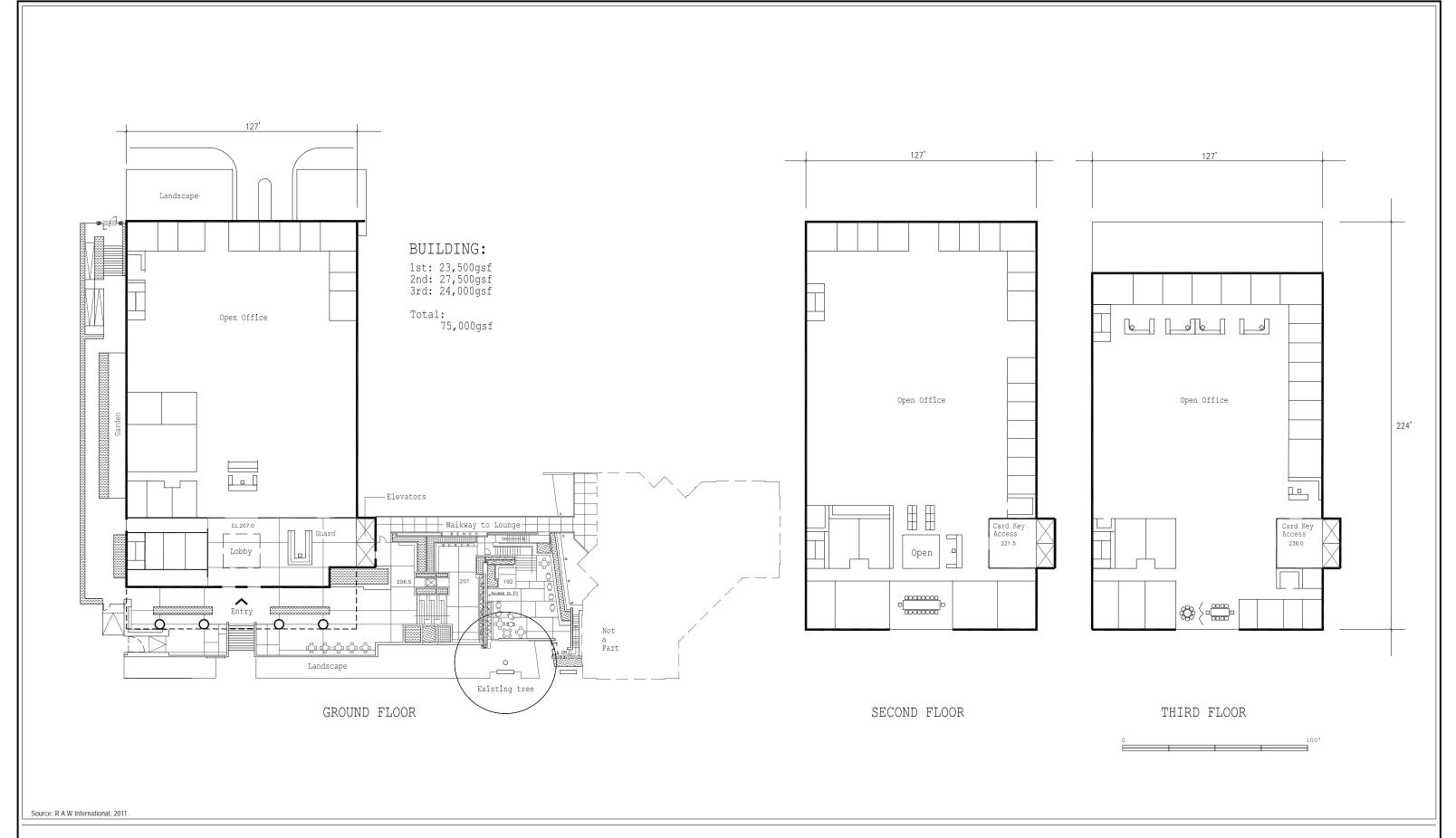
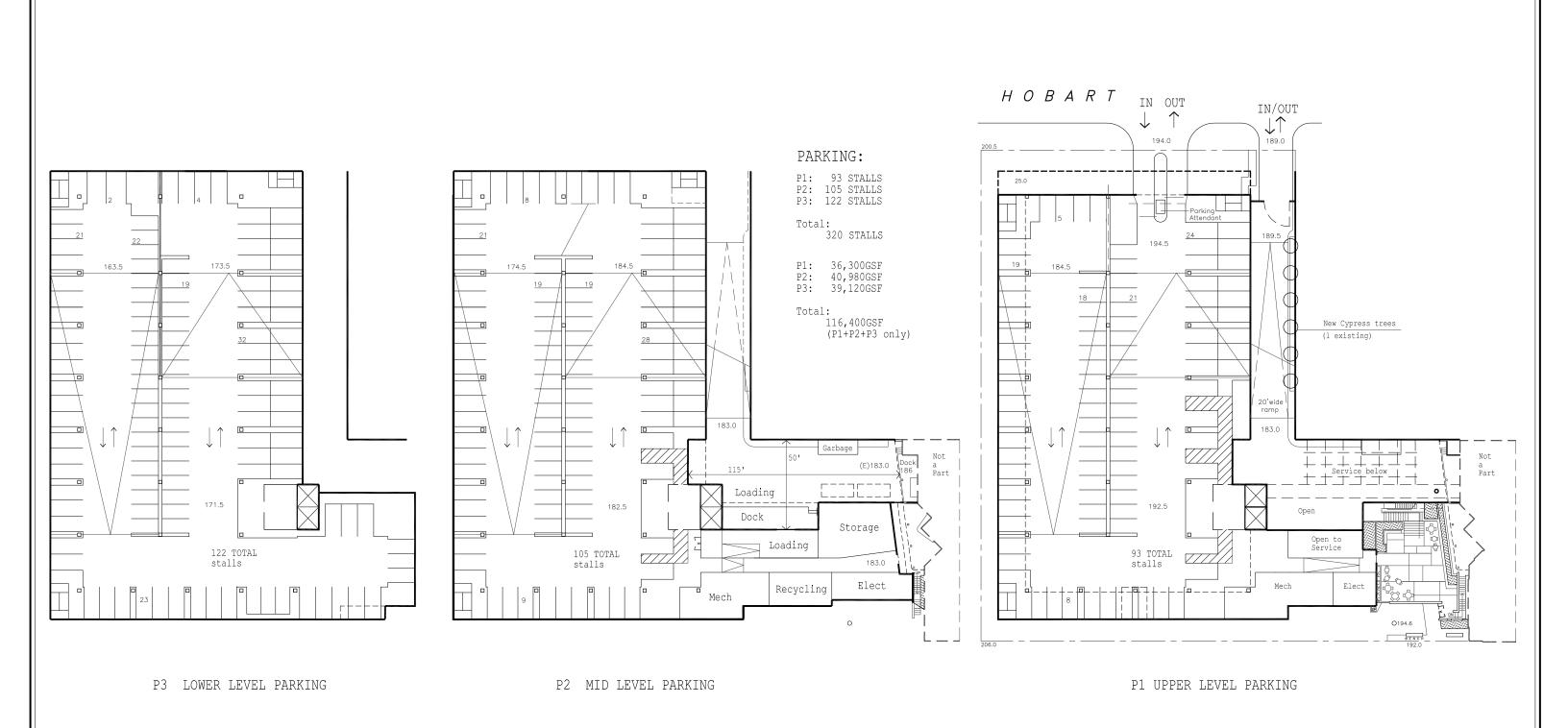




Figure II-9
West and South Elevations







Source: R A W International, 2011.



#### 1. Project Design and Key Architectural Features

The Proposed Project would provide a well-designed new office building along Western Avenue and Hobart Boulevard, intended to enhance the urban fabric along these roadways while respecting the existing Golden State Building. The Project would be designed incorporating applicable design guidelines as set forth in the Community Plan in order to achieve a high level of quality and distinctive character in its design, and to ensure that it would be compatible with existing uses and development within the vicinity. Further, the proposed building would be arranged and designed to be consistent with its surrounding uses both in use and scale. The proposed three-story office building would be designed to be compatible with the mass and scale of the several multi-story buildings in the area, including the five-story, brick apartment building across Hobart Boulevard, the three-story FAME Arms Apartments to the north, the four-story St. John of God Retirement Center across Western Avenue, the four-story FAC headquarters across Adams Boulevard, and the existing on-site five-story Golden State Building. The Proposed Project would be designed to visually improve the aesthetics of the Project Site by replacing an underutilized surface parking lot with an office building that is consistent with the design guidelines of the Community Plan, including locating parking away from public view, locating commercial uses along the frontage of commercial properties, and providing a pedestrian entrance for developments fronting on main commercial drives.

The proposed office building would also be designed to respect sensitive uses in the Project vicinity, including the FAME Arms Apartments, located adjacent to the north side of the Project Site. The proposed office building would respect this residential use by concentrating the tallest portion of the building (i.e., the portion of the building where the rooftop equipment enclosures and elevator shaft are located) at the southern side of the building. Additionally, the proposed building would be set back from the Project site's northern boundary and a secure walkway and private garden would be located along the northern side of the building. Moreover, all on-site parking would be provided in the subterranean parking structure and vehicle noise and headlights associated with the existing surface parking lot would no longer occur adjacent to this use. Further, the on-site service area would be placed in the center of the Project Site to move loading, delivery, and trash collection activities away from nearby uses. Lastly, as mentioned above, a drop off area would be installed adjacent to the east side of Western Avenue which would address any potential vehicles stopping on the main travel lanes of Western Avenue.

The proposed building would be constructed using materials that would respect nearby uses. The Project would utilize native and unique landscaping, as well as hardscape features, along Western Avenue. To respect the existing uses along Hobart Boulevard, distinctive materials, setbacks, landscape buffering, and security controls would be provided. The two public façades on Western Avenue and Hobart Boulevard would be

comprised of glass curtain walls with either plaster or metal cladding. The northern and southern façades would mostly be concealed from public view. As a result, these façades would have simpler finishing treatments. As mentioned above, due to the Project Site's gentle southern downward slope, the top level of the southern portion of the parking garage would be visible along Hobart Boulevard. However, this portion of the parking garage would receive the same decorative architectural treatments as the Western and Hobart façades, and would be buffered from the Hobart Boulevard streetscape through the use of landscaping. The building's palette of materials would extend to the tiered pedestrian plaza and covered pedestrian bridge.

The Proposed Project would include security features, which are not present at the existing surface parking lot. The Project would promote safety and security by providing adequate security lighting and other measures, including but not limited to, a video surveillance system, on-site security personnel, a monitored alarm system, and controlled access entryways. Also of note is that all on-site security lighting would be shielded and directional so as to prevent spillover onto adjacent properties. Pedestrian lighting would be provided by means of low-level lighting fixtures.

#### 2. Parking and Vehicular Access

Access-controlled parking for the Proposed Project would be provided in accordance with City requirements. Parking would be provided at a rate that exceeds the City's requirement of 2 spaces per 1,000 square feet. Parking for the office building would provide a minimum of 320 on-site parking spaces in a subterranean parking garage.

Vehicular access to the Project Site and subterranean garage would occur via Hobart Boulevard, as is the case for the existing surface parking lot. No vehicular access would for visitors or workers would be provided along Western Avenue or Adams Boulevard, designated major highways. However, as mentioned above, a drop-off area would be added to northbound Western Avenue. This drop-off area would allow motorists to pull out of the main traffic lanes on Western Boulevard to drop-off/pick-up employees and visitors.

#### 3. Open Space and Landscaping

The Proposed Project would transform a currently underutilized surface parking lot into an office building with complementary landscaping and vegetation to enhance the Western Avenue and Hobart Boulevard streetscape. Within the Proposed Project, landscaping elements would include trees and planters along street frontages, as well as landscaping along Western Avenue to provide a pleasant pedestrian atmosphere. A large Chinese elm tree located along the Project Site's western boundary, just north of the

Golden State Building, and the single cypress tree along the Project Site's southern edge by the existing off-site mini-mart, would be retained. All other existing on-site landscaping would be removed.

Landscaping improvements along Western Avenue would include a landscaped buffer between the existing sidewalk and the proposed building that would provide shrubs and ground cover, as well as accent canopy trees. Landscaping along the southern portion of this area would conceal the top level of the subterranean parking garage. Landscaping improvements along Hobart Boulevard would be similar to that along Western Avenue, and would include an approximately 25-foot wide landscaped area with shrubs, accent canopy trees, and vertical screen trees. Additional private open space includes a private, secured walkway and garden located on the north side of the proposed office building.

As mentioned above, the Project includes a landscaped plaza area between the proposed office building and the existing Golden State Building, adjacent to Western Avenue.

All landscaping would be installed in accordance with the City of Los Angeles Landscape Ordinance, No. 170,978, as amended. Water-wise irrigation practices would be employed and monitored to deliver required amounts of water only when needed. Seasonal adjustments would be made to the watering schedule as needed. The Project's preliminary conceptual landscaping plan is depicted in Figure II-12 on page II-22.

#### 4. Community Plan Land Use Designations and Zoning

The existing Community Plan and zoning designations, which were originally established under Case No. ZA 9646, have been in place for more than 50 years, and are inconsistent with the current Redevelopment Plan. To implement the Project as proposed, as well as to make the entire Project Site consistent with the Redevelopment Plan, a General Plan Amendment for the easternmost 150 feet of the Project Site is required. The proposed General Plan Amendment seeks to change the land-use designation for the easternmost 150 feet of the Project Site from Low Medium II Residential to Community Commercial, and to amend Footnote 1 of the Community Plan Land Use map to allow a redesignation of the Project site to Height District 2. In connection with this General Plan amendment, the Project is requesting a Vesting Zone Change for this portion of the Project Site from RD1.5 (Residential) to C2 (Commercial). Lastly, the Proposed Project is requesting a change to the Project Site's height district to accommodate the proposed Specifically, the Proposed Project would change the existing height office building. designation from Height District 1 to Height District 2. These proposed changes to the existing Community Plan and zoning designations would make the Project Site's existing land use designations consistent with those set forth in the current Redevelopment Plan.





### D. Construction/Phasing

The Proposed Project would be constructed over an approximately 14 month time period. The Project would be built in one phase and demolition is anticipated to begin as soon as project approvals are obtained.

### **E.** Discretionary Actions

Implementing the Project as proposed requires various discretionary actions by the City of Los Angeles. Required discretionary actions to be implement the Project as proposed include the following:

- General Plan Amendment to change the General Plan land use designation from Low Medium II Residential to Community Commercial and to amend Footnote No. 1 to the South Los Angeles Community Plan land use map to allow the property to be designated in Height District 2;
- Vesting Zone Change from RD1.5 to [Q]C2 and from C2 to [Q]C2 to allow the construction of a 70,000-square-foot office building with 320 parking spaces;
- Height District Change from Height District 1 to Height District 2D (with a FAR of 2.0:1) for the entire site;
- Site Plan Review for the proposed development project that includes a roof-top mechanical screening (approximately 10 feet in height), two solar screens (approximately 18 feet in height) and one proposed future new sign (approximately 32 feet in height) located 20 feet above the proposed building's parapet wall;
- Demolition, grading, foundation, and building permits;
- Haul route approval for proposed excavation of approximately 45, 200 cubic yards of earth material to be exported for the proposed construction of an office building; and
- Any additional actions as may be determined necessary.

#### F. Related Projects

Section 15063(b) of the State CEQA Guidelines provides that an Initial Study consider the environmental effects of a Proposed Project individually as well as

cumulatively. Section 15355 of the State CEQA Guidelines defines cumulative impacts as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. These include those projects which are proposed, recently approved, under construction, or reasonably foreseeable and which could produce a cumulative impact on the environment when considered in combination with the Proposed Project. As shown in Table II-1 on page II-25, a total of 14 related projects were identified through coordination with the Los Angeles Department of Transportation.

Table II-1 List of Related Projects

Project No.	Project Name	Location	Size
1	Day Care	1140 Crenshaw Boulevard	5,000 square feet (sf)
2	Private Elementary School	1932 10th Avenue	90 students
3	Shopping Center	1144 South Western Avenue	21,684 sf
4	Starbuck's Coffee with Drive-Thru	4177 West Washington Boulevard	1,600 sf
5	LAUSD—Central Region Elementary School #5	Budlong Avenue & Washington Boulevard	575 students
6	USC Parkside II Residential Tower (College Dormitory)	920 West 37th Street	160,000 sf
7	LAUSD—Central Regional Elementary School #15	3rd Avenue & Washington Boulevard	875 students
8	Shopping Center	3060 South Crenshaw Boulevard	109,006 sf
9	Retail, Office, & Bank	3060 South Crenshaw Boulevard	Retail (13,969 sf) Office (25,015 sf) Bank (6,000 sf)
10	Washington Square Mixed-Use Development	4040 West Washington Boulevard	Condominiums (219 units) Apartments (200 units) Live/Work Units (128 units) Retail (82,500 sf) Restaurant (18,800 sf) High-Turnover Restaurant (5,500 sf)
11	Condominiums	3001 South Western Avenue	66 units
12	Restaurant	3267 West Olympic Boulevard	17,033 sf
13	Mixed-Use Development	2401 West Jefferson Boulevard	Apartments (52 units) Retail (20,877 sf)
14	ICEF Adams School Expansion (Charter School)	3200 West Adams Boulevard	150 students

Source: Traffic Study for the 2500 S. Western Office Project, prepared by Gibson Transportation Consulting, Inc. March 2011. Related projects derived from coordination with the Los Angeles Department of Transportation.

## Section III. Initial Study Checklist

EAD CITY AGENCY COUNC		СТ	DATE	
Department of City Planning	8		October 4, 2011	
RESPONSIBLE AGENCIES				
PROJECT TITLE/NO.		CASE NO.		
2500 South Western Avenue Office Project		ENV-2010	-328-MND	
PREVIOUS ACTIONS CASE NO.	☐ DOES have sign	significant changes from previous actions.		
	☑ DOES NOT have significant changes from previous actions.			

#### PROJECT DESCRIPTION:

The Proposed Project is a three-story office building with approximately 70,000 square feet of floor area, that includes roof-top mechanical screening (approximately 10 feet in height), 2 solar screens (approximately 18 feet in height), and one proposed future new sign (approximately 32 feet in height) located 20 feet above the proposed building's parapet wall, a pedestrian bridge on the 2nd floor that connects to the Golden State Mutual Office Building, and 3 levels of subterranean parking with 320 parking stalls, all on an approximately 70,763 square-foot site in the C2-1 Zone, in conjunction with a: (1) haul route, (2) general plan amendment, (3) vesting zone change, (4) height district change, and (5) site plan review, as follows:

- (1) a Haul Route approval for proposed excavation of approximately 45,200 cubic yards of earth material to be exported for the proposed construction of an office building;
- (2) a General Plan Amendment to change the general plan land use designation from Low Medium II Residential to Community Commercial and to amend Footnote No. 1 to the South Los Angeles Community Plan land use map to allow the property to be designated in Height District 2;
- (3) a Vesting Zone Change from RD1.5 to [Q]C2 and from C2 to [Q]C2 to allow the construction of a 70,000-square-foot office building with 320 parking spaces;
- (4) a Height District Change from Height District 1 to Height District 2D (with a 2:1 FAR Limitation) for the entire site: and
- (5) Lastly, Site Plan Review for the proposed development project that includes roof-top mechanical screening (approximately 10 feet in height), 2 solar screens (approximately 18 feet in height) and one proposed future new sign (approximately 32 feet in height) located 20 feet above the proposed building's parapet wall.

The Proposed Project also includes a tiered pedestrian plaza and a covered pedestrian bridge that connects the Proposed Project with the existing Golden State Building located at the northeast corner of Western Avenue and Adams Boulevard. The Proposed Project would remove an existing on-site surface parking lot to accommodate the proposed office building.

#### **ENVIRONMENTAL SETTING:**

The Proposed Project is situated on approximately 1.62 acres of land located generally at the northeast corner of the intersection of Western Avenue and Adams Boulevard in the South Central Los Angeles Community Plan Area of the City of Los Angeles. The Project Site is approximately three miles west of Downtown Los Angeles and approximately 11 miles east of the Pacific Ocean. The Project Site is bound by a retirement center to the north, Hobart Boulevard and a commercial center to the east, Adams Boulevard to the south, and Western Avenue to the west. Properties surrounding the site are mostly occupied by multi-story commercial and residential buildings, and a one-story commercial center.

PROJEC	T LOCATION				
The no	rtheast corner of the intersection of Wester	rn Avenue and Ad	dams Boulevard in the City	of Los Angeles.	
PLANNING DISTRICT  □ PRELIMINARY □ PROPOSED □ ADOPTED March 22, 2000 date					
_	IG ZONING Commercial) and RD1.5 (Residential)	MAX. DENSITY ZON N/A	NING DOES CONFO	RM TO PLAN	
PLANNI C2-2	ED LAND USE & ZONE	MAX. DENSITY PLA N/A		ONFORM TO PLAN	
	UNDING LAND USES Commercial, and Multi-family Residential	PROJECT DENSITY N/A	Y □ NO DISTRICT	PLAN	
		<u> </u>			
<b>♂</b>	DETERMINATION (To be complet	ed by Lead Age	ency)		
On t	he 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.				
$\boxtimes$	☑ 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.				
	SIGNATURE		TITLE		

#### **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 than 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 Section XVII, "Earlier Analysis," 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:
  - 1) Earlier Analysis Used. Identify and state where they are available for review.
  - 2) 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.
  - 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:
  - 1) The significance criteria or threshold, if any, used to evaluate each question; and
  - 2) The mitigation measure identified, if any, to reduce the impact to less than significance.

#### **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

	checked below would be potentially Potentially Significant Impact" as ind	dicated by the checklist on the following			
	☐ Green House Gas Emissions	☐ Population/Housing			
☐ Agricultural Resources	☐ Hazards & Hazardous Materials	□ Public Services			
		Recreation			
⊠ Biological Resources	□ Land Use/Planning				
□ Cultural Resources	☐ Mineral Resources	□ Utilities/Service Systems			
☐ Geology/Soils	Geology/Soils   Noise   Mandatory Findings of Signi				
INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)					
BACKGROUND					
PROPONENT NAME  Community Impact Developm Attn: James D. Howard, Jr.	nent II, LLC	PHONE NUMBER (323) 766-0700			
Community Impact Developm					
Community Impact Developm Attn: James D. Howard, Jr.  PROPONENT ADDRESS  1968 W. Adams Blvd., Suite 2	209				
Community Impact Developm Attn: James D. Howard, Jr.  PROPONENT ADDRESS  1968 W. Adams Blvd., Suite 2 Los Angeles, CA 90018	209	(323) 766-0700			

#### TENVIRONMENTAL IMPACTS

(Explanations of all potentially and less than significant impacts are required to be attached on separate sheets)

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ΑE	STHETICS. Would the project:				
a.	Have a substantial adverse effect on a scenic vista?			$\boxtimes$	
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?				
C.	Substantially degrade the existing visual character or quality of the site and its surroundings?		$\boxtimes$		
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				
imp effe Lar the to u	acts to agricultural resources are significant environmental ects, lead agencies may refer to the California Agricultural ad Evaluation and Site Assessment Model (1997) prepared by California Department of Conservation as an optional model use in assessing impacts on agriculture and farmland. Would				
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?				$\boxtimes$
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?				$\boxtimes$
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. b. c. d.  AG imppeffer to u the a. b. c. d.	<ul> <li>b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a city-designated scenic highway?</li> <li>c. Substantially degrade the existing visual character or quality of the site and its surroundings?</li> <li>d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?</li> <li>AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:</li> <li>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?</li> <li>b. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?</li> <li>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))?</li> <li>d. Result in the loss of forest land or conversion of forest land to non-forest use?</li> <li>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</li> </ul>	AESTHETICS. 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 city-designated scenic highway?  c. Substantially degrade the existing visual character or quality of the site and its surroundings?  d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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 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	AESTHETICS. 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 city-designated scenic highway?  c. Substantially degrade the existing visual character or quality of the site and its surroundings?  d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  AGRICULTURAL RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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. 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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 12220(g)), timberland (as defined by Public Resources Code section 12220(g)), timberland (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

			Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	est Dis	R QUALITY. Where available, the significance criteria ablished by the South Coast Air Quality Management trict (SCAQMD) may be relied upon to make the following erminations. Would the project:				
	a.	Conflict with or obstruct implementation of the applicable air quality plan?				
	b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				
	C.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				
	d.	Expose sensitive receptors to substantial pollutant concentrations?				
	e.	Create objectionable odors affecting a substantial number of people?				
IV.		DLOGICAL RESOURCES. 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?				
	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?				
	C.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
	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 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?				

**2500 S. Western Avenue Office Project**October 2011

			Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V	CIII	LTURAL RESOURCES. Would the project:				
••		Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?				
	b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?				
	C.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				
	d.	Disturb any human remains, including those interred outside of formal cemeteries?				
VI.	GE	OLOGY AND SOILS. Would the project:				
	a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				
	b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Strong seismic ground shaking?				
	C.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Seismic-related ground failure, including liquefaction?				
	d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: Landslides?				
	e.	Result in substantial soil erosion or the loss of topsoil?				
	f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?				
	g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				
	h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. G	REEN HOUSE GAS EMISSIONS. Would the project:				
a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				
	AZARDS AND HAZARDOUS MATERIALS. Would the bject:				
a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials				
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
C.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the area?				
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				
	<b>'DROLOGY AND WATER QUALITY.</b> Would the project esult in:				
a.	Violate any water quality standards or waste discharge requirements?				

			Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
	b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				
	C.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				
	d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off site?				
	e.	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?				
	f.	Otherwise substantially degrade water quality?				$\boxtimes$
	g.	Place housing within a 100-year flood hazard area as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				
	h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				
	i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				
	j.	Inundation by seiche, tsunami, or mudflow?				
Χ.	LAI	ND USE AND PLANNING. Would the project:				
	a.	Physically divide an established community?				$\boxtimes$
	b.	Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				
	c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				

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			Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	MII	NERAL RESOURCES. Would the project:				
		Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				
	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?				
XII.	NC	DISE. Would the project result in:				
		Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?				
	b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				$\boxtimes$
	C.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				
	d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				
	e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				
	f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				
XIII	. P	OPULATION AND HOUSING. Would the project:				
		Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				
	b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				
	C.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. F	PUBLIC SERVICES.				
a.	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: Fire protection?				
b.	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: Police protection?				
C.	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: Schools?				
d.	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: Parks?				
e.	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: Other public facilities?				
XV. R	ECREATION.				
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?				

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				
XVI.	TRANSPORTATION/CIRCULATION. Would the project:				
a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?				
b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				
C.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				
d.	Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				
e.	Result in inadequate emergency access?		$\boxtimes$		
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				
XVII.	UTILITIES. Would the project:				
a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				
C.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				

			Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
d.	Have sufficient water supplies ava project from existing entitlements new or expanded entitlements ne	and resources, or are		$\boxtimes$		
e.	Result in a determination by the w provider which serves or may ser adequate capacity to serve the pr demand in addition to the provide commitments?	ve the project that it has oject's projected				
f.	Be served by a landfill with suffici- to accommodate the project's soli needs?					
g.	Comply with federal, state, and lo regulations related to solid waste'					
XVIII.	MANDATORY FINDINGS OF SIG	SNIFICANCE				
a.						
b.	Does the project have impacts which 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 cause substantial adverse effects on human beings, either directly or indirectly?					
<b>\bar{\bar{\bar{\bar{\bar{\bar{\bar{</b>	DISCUSSION OF THE ENVI	RONMENTAL EVALU	JATION (A	ttach additional shee	ets if necessa	ry)
PREP	ARED BY	TITLE		TELEPHONE #	DATE	
Matrix 6701	Lackow Environmental Center Drive, Suite 900 ngeles, CA 90045	President		(424) 207-5333	October	4, 2011

### **Section IV. Explanation of Checklist Determination**

The following analysis provides the supporting documentation for the determinations presented in the City of Los Angeles' Initial Study and CEQA Environmental Checklist. Each response evaluates how the Proposed Project (as defined in Section II, Project Description) may affect the existing environmental conditions at the Project Site and the surrounding environment.

### I. Aesthetics

### a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. A significant impact would occur if the Proposed Project were to introduce incompatible visual elements within a field of view containing a scenic vista or substantially block a scenic vista. Scenic vistas are generally described in two ways: panoramic views (visual access to large panoramic views of natural features, unusual terrain, or unique urban or historic features, for which the field of view can be wide and extend into the distance) and views to a particular object, scene, or feature of interest.

The Project Site is bound by the FAME Arms Apartments to the north, Hobart Boulevard to the east, and Western Avenue to the west. The western half of the project's southern boundary is defined by Adams Boulevard, while the eastern half of the site's southern boundary is defined by a one-story neighborhood-serving commercial center.

The Project Site itself does not contain any natural scenic vistas, as it is comprised of a surface parking lot and the Golden State Building. Additionally, no parks or recreation areas are located within the Project vicinity. While in proximity to downtown Los Angeles, the area's terrain and existing development obstruct views of downtown Los Angeles in this area. As such, the only locations that are classified as a scenic vista in the Project area are three unique urban or historic buildings. Specifically, the Golden State Mutual Insurance Building on the southern portion of the Project site, the Ramsey-Durfee Estate (NRHP listed) across Western Avenue, and the Frederick Hastings Rindge House (NRHP

listed) east across Hobart Boulevard. The Project's potential to introduce incompatible elements or to obstruct views of these structures is discussed in further detail below.

Public vantage points of the on-site Golden State Mutual Insurance Building are available from the sidewalks and roadways in the area, including Western Avenue, Hobart Boulevard, and Adams Avenue. As the proposed structure is located to the north of the existing Golden State Building, the Proposed Project would have no impact on views of the Golden State Building from Adams Boulevard, or for those (motor vehicles and/or pedestrians) travelling northbound on Western Avenue or Hobart Boulevard. While the proposed structure could partially obstruct views for a limited duration for southbound travelers on Western Avenue or Hobart Boulevard, that view would only be partially obstructed. In addition, the existing view of the Golden State Building from southbound Western Avenue and Hobart Boulevard is of the rear of the building, which is primarily a service area and does not contain many of the architectural features that contribute to classifying the building as a unique urban feature. Thus, with implementation of the Proposed Project, views of the Golden State Building from the available public vantage points would not be substantially altered and any impacts that could occur are concluded to be less than significant.

As noted above, other historic resources in the vicinity include the Ramsey-Durfee Estate (located across Western Avenue from the on-site surface parking lot) and the Frederick Hastings Rindge House (located across Hobart Boulevard from the FAME Arms Apartments). Public views of the Ramsey-Durfee Estate are available from Western Avenue, while public views of the Frederick Hastings Rindge House are available from Hobart Boulevard. It is important to note that views of these historic homes are almost entirely obstructed by landscaping and fencing on the perimeter of each of these properties (refer to Figure II-4, View 5 and Figure II-6, View 11). As such, the value of these properties as scenic vistas is substantially diminished. Nevertheless, as the Project Site is located between Western Avenue and Hobart Boulevard, the development of the proposed structure would not obstruct the limited views of these properties. Therefore, impacts related to views of the Ramsey-Durfee Estate and the Frederick Hastings Rindge House would be less than significant. For a detailed discussion of impacts to identified historic resources, please refer to Checklist Question V(a) below.

As the Proposed Project would not introduce incompatible visual elements within a field of view containing a scenic vista or substantially block a scenic vista, including identified historic resources in the Project vicinity, impacts would be less than significant. Therefore, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a City scenic highway?

Potentially Significant Unless Mitigation Incorporated. West Adams Boulevard, from Crenshaw Boulevard to Figueroa Street, is designated a scenic highway by the City of Los Angeles. Existing on-site vegetation is limited to eight ornamental trees (ficus, palm, Chinese elm, magnolia), and minimal ground-level landscaping along Western Boulevard and Hobart Avenue. No rock outcroppings are present on the Project site or in the Project area. One potentially eligible historic building is located on the Project Site, the Golden State Building. Additionally, the historic Ramsey-Durfee Estate is located across Western Avenue from the Project Site, while the Frederick Rindge Hastings House is located directly across Hobart Boulevard. Both homes are listed on the NRHP. As such, both homes are also listed in the California Register of Historical Resources (CRHP).

The proposed office building would front Western Avenue and Hobart Boulevard and therefore very little visual change would occur to the West Adams Boulevard scenic highway.

The only notable modification that would touch the on-site Golden State Building's exterior would be the addition of a pedestrian walkway connecting the proposed office building with the rear of the Golden State Building. The pedestrian walkway would connect to an existing terrace area at the rear of the Golden State Building but would not otherwise modify the building. For additional discussion regarding to historic resources, please refer to Checklist Question V(a) below. Implementation of the Project as proposed would result in adverse impacts that would be reduced to a less than significant level with the implementation of the mitigation measures set forth in Section I.c, below.

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<sup>&</sup>lt;sup>1</sup> City of Los Angeles General Plan, Transportation Element. Map E: Scenic Highways in the City of Los Angeles, available at http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E\_Scnc.gif, accessed March 1, 2010.

# c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if the Project were to introduce incompatible visual elements on the Project Site or visual elements that would be incompatible with the character of the area surrounding the Project Site. The Project Site is surrounded by dense urban development consisting of commercial, retail, and office buildings, multi-family residences, listed historic structures, and parking uses. The general character of the Project Site and surrounding area, along with potential changes to the visual elements of the site and vicinity as a result of the Proposed Project are discussed below.

### General Character of the Project Site and Surrounding Area

The West Adams area is one of the oldest developed areas in the Los Angeles metropolitan region. The area was first developed in the 1880s and consisted of large, single-family, residential homes and luxury apartment buildings. Remnants of this development stage is evident in the immediate vicinity of the Project Site include the Ramsey-Durfee Estate across Western Avenue, the Rindge House across Hobart Boulevard, and the five-story brick apartment building across Hobart Boulevard. As a result of increased development in more affluent areas in the metropolitan region (e.g., West Los Angeles, Beverly Hills), the construction of the I-10 and I-110 Freeways, and the general increase in the size and importance of downtown Los Angeles, the area became substantially more commercial in nature. Reflecting this change, multi-story office buildings and community-serving commercial uses were constructed along the major arterials. This is evidenced by the five-story FAC headquarters on the south side of West Adams Boulevard, the on-site five-story Golden State Building, and the single-story commercial center located southeast of the Project Site. In the last several decades, non-profit organizations have played a considerable role in the development of large apartment buildings to serve the general population and elderly residents of the area. This is evidenced by the five-story St. John of God Retirement Center across Western Avenue and the FAME Arms Apartments adjacent to the north side of the Project Site. For various reasons, new development/investment in the Project area has been very limited in recent times.

The Project Site is primarily paved and developed. Aside from eight ornamental trees and minimal ground-level landscaping along Western Boulevard and Hobart Avenue, the Project Site contains no vegetation and is occupied by the five-story Golden State Building and a surface parking lot. Landscaping in the immediate Project vicinity is sporadic and depends on the individual property. For instance, many of the vicinity's older

multi-story buildings occupy almost their entire parcel and contain little or no vegetation. Examples of this style of development include the FAC headquarters across Adams Boulevard, the five-story brick apartment building across Hobart Boulevard, and the on-site Golden State Building. In contrast, many of the older estates and the more recent residential developments contain extensive exterior landscaping. Examples of the older estates that contain extensive landscaping include the Ramsey-Durfee Estate across Western Avenue and the Rindge House across Hobart Boulevard. Examples of recent multi-story residential developments that are heavily landscaped include the St. John of God Retirement Center and the FAME Arms Apartments. Similarly, ornamental street trees are sporadic, property specific, and mostly present in developments constructed subsequent to existing City landscaping requirements. The nearest public open space area to the Project Site is Gramercy Park, which is a "pocket park" located approximately ¼-mile west of the Project Site and Loren Miller Park is located approximately 0.3 miles to the southeast of the Project Site. Neither park is visible from the Project Site.

### Impact of the Proposed Project on the General Character of the Surrounding Area

The Proposed Project would alter the visual character of the Project Site through the development of a three-story office building with a subterranean parking garage and attractive landscaping in place of an existing surface parking lot. The Project would provide onsite landscaping along the Western Avenue and Hobart Boulevard frontages (see Figure II-12 in Section II, Project Description). Furthermore, the architecture associated with the Proposed Project would positively contribute to the revitalization of the Redevelopment Plan Area and continue a pattern of modern redevelopment of underutilized parcels in the surrounding vicinity.

### Height and Massing

With respect to building mass and height, land uses in the Project vicinity range from single-story structures (e.g., residences, commercial center) to structures approximately five stories in height (e.g., the on-site Golden State Building, the FAC headquarters, the brick apartment building, the St. John of God Retirement Center) (see Figures II-3 through II-6 in Section II, Project Description). The proposed office building would alter the appearance and character of the Project Site and surrounding area by replacing a surface parking lot with a three-story office building with three levels of subterranean parking. While the proposed office building would increase the height of on-site structures, the proposed office building would be consistent with the height and scale of the several multistory buildings in the immediate vicinity, including the five-story apartment building located across Hobart Boulevard, the three-story FAME Arms Apartments adjacent to the north

side of the Project Site, the St. John of God Retirement Center located across Western Avenue, and the on-site, five-story Golden State Building.

The Project's architectural design would be visually compatible with the urban context of the surrounding neighborhood by including landscaping and by placing all on-site parking in a below-ground parking structure. Furthermore, upon Project approval, the Project Site would be located in Height District 2 and would conform with all applicable provisions. Therefore, the height and massing of the proposed structure would be consistent with City of Los Angeles requirements and the general character of the Project vicinity. As a result, impacts with respect to height and massing would be less than significant.

### Architectural Design

Buildings in the immediate Project vicinity vary in age and architectural type from older historic, low-rise, single-family residential homes to modern, multi-story buildings. The Proposed Project would be designed incorporating applicable design guidelines as set forth in the Community Plan in order to achieve a high level of quality and distinctive character in its design, and to ensure that it would be compatible with existing uses and development within the vicinity.

The Proposed Project would be designed to improve the visual aesthetics of the Project Site by replacing an underutilized surface parking lot with an office building. The proposed office building would generally be rectangular in nature and the architectural character of the Project would be contemporary, with glass curtain walls with either plaster or metal cladding and landscaping along the Western Avenue and Hobart Boulevard frontages to create a visually interesting development. The northern and southern facades would be mostly concealed from public view. As a result, these façades would have simpler finishing treatments. Due to the Project Site's gentle southern downward slope, the top level of the southern portion of the parking garage would be visible along Hobart Boulevard. However, this portion of the parking garage would receive the same decorative architectural treatments as the Western and Hobart façades, and would be buffered from the Hobart Boulevard streetscape through the use of landscaping. The building's palette of materials would extend to the covered pedestrian bridge.

To improve the appearance of the building to the uses to the north, the proposed office building would locate the tallest portion of the building on the southernmost portion of the proposed building, including the building's elevator tower and mechanical equipment enclosures. All equipment enclosures would be screened from view through the use of decorative screening. To further enhance the visual appearance on the street level, the Proposed Project would include a landscaped area between the proposed office building

and the existing Golden State Building along Western Avenue. The Project entrance, the landscaping, and other Project features would create a visually interesting environment on Western Avenue. As such, the Proposed Project would not introduce elements that would substantially detract from the existing visual character of the surrounding area. Furthermore, the architecture associated with the Proposed Project would positively contribute to the revitalization of the Redevelopment Plan Area and continue a pattern of modern redevelopment of underutilized parcels in the surrounding vicinity.

### Signage

The area surrounding the Project Site contains a moderate amount of signage that primarily consists of building identification and advertising signage. Signage for the Proposed Project would be limited to the preservation of the existing signage on the Golden State Building and the installation of new building identification and directional signage on the proposed office building. This existing roof-mounted box sign on the Golden State Building is in a state of disrepair and contains no sign panel, leaving the inner components of the sign exposed to viewers. The Proposed Project would replace the missing sign panels and repair the sign to a working condition. Signage on the proposed office building would include one roof-mounted sign to identify the building's tenant, a sign over the primary entranceway along Western Avenue, a decorative building address panel fronting Western Boulevard, and vehicular directional signage at the Hobart Boulevard entrance to direct motorists. Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact would be mitigated to a less than significant level by the mitigation measure identified below.

### Landscaping and Open Space

An integral element of the Project's design is to provide private open space that provides tenants and visitors to the Project Site with a pleasant atmosphere. Landscaping elements would include an increased number of trees as well as planters along the street frontages, and a private, secured walkway and private garden adjacent to the northern side of the proposed office building. Additionally, landscaping would be installed on the Project site.

In its current form, the Project Site is sparsely landscaped and results in a notable absence of landscaping within the immediate Project vicinity. As such, the Project's proposed landscaping treatments would improve the visual appearance of the Project Site and in combination with nearby landscaped commercial and residential properties, create a more uniform streetscape. In this way, the Project would help to visually unify the Project vicinity through the use of landscaping. The Project's landscaping would provide a

transition between the proposed office building and adjacent residential uses. This would be an improvement over existing conditions, where the sparsely vegetated Project Site contrasts with landscaped residential and commercial uses. The Project would provide a visually interesting landscape in a portion of the Project Site that currently only offers views of a driveway, service area, and surface parking lot.

In summary, the Proposed Project would transform a currently aesthetically unappealing and underutilized site that is characterized by sparse vegetation into a site with attractively-designed streetscapes. With the implementation of the mitigation measures outlined below, impacts would be mitigated to a less than significant level.

### Conclusion

The Proposed Project's location, height, scale, and architectural features are compatible with existing development and the policy direction set forth in the Community Plan and Redevelopment Plan. Further, the general visual character of the Project area would be improved as the Project would replace an underutilized surface parking lot with an attractively designed office building with uniform and complementary landscaping. Notwithstanding, implementation of the Project as proposed could result in the following: (1) environmental impacts to the character and aesthetics of the neighborhood; (2) environmental impacts due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way; and (3) on-site signage in excess of that allowed under Los Angeles Municipal Code Section 91.6205. In response to these potential impacts the following mitigation measure are recommended.

### Mitigation Measures

- Mitigation Measure I-1: All open areas not used for buildings, driveways, parking areas, recreational facilities or walks shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a Landscape Practitioner and to the satisfaction of the decision maker.
- **Mitigation Measure I-2:** Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- Mitigation Measure I-3: The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**Mitigation Measure I-4:** On-site signs shall be limited to the maximum allowable under the Municipal Code.

**Mitigation Measure I-5:** Multiple temporary signs in store windows and along building walls are not permitted.

With the implementation of the mitigation measures identified above, potential aesthetic impacts would be reduced to a less than significant level.

## d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Light and Glare Impacts

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the Proposed Project were to introduce new sources of light or glare on the Project Site which would be incompatible with the areas surrounding the Project Site or which would pose a safety hazard to motorists utilizing adjacent streets. The Project Site is located in a well-lit urban area where there are high levels of ambient nighttime lighting including street lights, architectural and security lighting, indoor building illumination (light emanating from the interior of structures which passes through windows) and automobile headlights.

The Proposed Project would include exterior architectural lighting in compliance with the State Building Energy Efficiency Standards (Title 24). Illumination levels would meet City and state emergency egress lighting requirements at pre-determined paths of egress. Architectural lighting would be provided to illuminate both building-mounted and sitelocated signage. Exterior lighting would be directional and focused on site and would minimize light trespass and spill, avoiding spillover effects on adjoining properties. As part of this effort, the Proposed Project's service area would be located in the center of the Project Site, where light spillover from the area would be minimized. Light fixtures that broadcast light over large areas or which are a source of direct glare would not be utilized. Furthermore, the building would primarily be occupied during daytime hours and light emanating from the building's interior would be negligible outside of normal operating hours. Lastly, all on-site parking would be provided in the subterranean parking structure and light from vehicle headlights would be contained within the structure. Notwithstanding, implementation of the Project as proposed could result in impacts to adjacent residential properties due to excessive illumination on the Project Site and glare from the proposed Project. In response to these potential impacts the following mitigation measure are recommended.

### Mitigation Measures

**Mitigation Measure I-7:** 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.

Mitigation Measure I-8: The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

With the implementation of the mitigation measures identified above, potential light and glare impacts would be reduced to a less than significant level.

### Shade and Shadow Impacts

**Less Than Significant Impact.** The analysis of shade or shadow impacts refers to the potential blockage of direct sunlight by new buildings that may affect adjacent properties. According to the City of Los Angeles CEQA Thresholds Guide, potential shading impacts could result when shadow-sensitive uses are located to the north, northwest, or northeast of new structures in excess of 60 feet in height. The nearest shade sensitive use meeting these criteria is the FAME Arms Apartments, located adjacent to the north side of the Project Site. Because of the Project Site's slope, the proposed office building would rise only 45 feet above grade along its northern wall, well below the threshold of 60 feet. As a result, the proposed office building is not anticipated to cast significant shadows on the FAME Arms Apartments. As all other shade sensitive uses are located further from the Project Site, impacts would also be less than significant as the potential for impacts decreases the further the sensitive use is located from the Project Site. Nonetheless, design features would be incorporated into the building to reduce any shading of shade sensitive uses located north, northwest, or northeast of the Project Site (e.g., the FAME Arms Apartments). For example, the proposed building would be set back approximately 20 feet from the Project Site's northern boundary, and the tallest portion of the proposed building (i.e., elevator shaft, equipment enclosures) would be located on the southern side of the building's roof, so that shadows from these structures would not extend beyond the building's roofline. In addition to the incorporation of design features, it is of note that the FAME Arms Apartments sits at a higher elevation than the Project Site, which further reduces the potential for the Proposed Project to cast shadows onto this particular off-site uses. Thus, as the Proposed Project would be well below 60 feet in height in the vicinity of shade sensitive uses and would include design features to minimize shading, impacts with respect to shade would be less than significant. No mitigation measures or further analysis in an environmental impact report is required.

### **Cumulative Impacts**

Less Than Significant Impact. Implementation of the Proposed Project in combination with the related projects would result in further revitalization and redevelopment of urban land uses in the Project area. When considering cumulative impacts to the Project area's visual character, it is important to note that there is a relatively large distance between the Project Site and the related projects. For instance, the closest related project is greater than a third of a mile from the Project Site. As such, any changes to visual character associated with these related projects would not be visible from the Project vicinity and vice versa. With respect to height and massing, development of the related projects is expected to occur in accordance with adopted plans and regulations, which would ensure these related projects are compatible with the height and massing of existing development. While many of the related projects and the Proposed Project would be visible from public vantage points, the combination of the related projects and the Proposed Project would not significantly obstruct existing public scenic views.

With respect to potential light/glare, as the related projects are located relatively far from the Project Site, these related projects would not combine with the Proposed Project to result in a cumulatively considerable increase in ambient light in the Project vicinity. Regarding shade/shadow impacts, none of the related projects is close enough to the Project Site to form an overlapping shadow with the proposed office building and each related project would be required to determine whether its development would result in impacts to these areas, and mitigation measures would be adopted where necessary. Similarly, with respect to scenic highways in the vicinity (i.e., West Adams Boulevard), the nearest related project on Adams Boulevard is more than a third of a mile from the Project Site. As a result, the two projects would not be located within the same viewshed along Adams Boulevard. Moreover, the Proposed Project does not propose any noticeable changes to structures along West Adams Boulevard. Further, each related project would be required to determine whether its development would result in impacts to the West Adams Boulevard Scenic Corridor.

In terms of the overall visual quality of the surrounding neighborhoods, each of the related projects would be required to submit a landscape plan and signage plan (if proposed) to the Los Angeles Department of City Planning for review and approval prior to the issuance of building permits. Therefore, cumulative impacts with respect to aesthetics would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

### II. Agriculture and Forest Resources

a. Would the project 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.** A significant impact may occur if a project were to result in the conversion of State-designated agricultural land from an agricultural use to a non-agricultural use. The Project Site is located in a heavily urbanized area of the City of Los Angeles and does not include any agricultural land. The Extent of Important Farmland Map maintained by the State Division of Land Protection indicates that the Project Site is not included in the Important Farmland category.<sup>2</sup> Therefore, the Proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

## b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act Contract?

**No Impact.** A significant impact may occur if a project were to result in the conversion of the conversion of land zoned for agricultural use or under a Williamson Act contract from agricultural use to a non-agricultural use. The Project Site is currently zoned for commercial and residential land uses and is not under a Williamson Act Contract. Therefore, the Proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

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<sup>&</sup>lt;sup>2</sup> California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, GIS data, website: www.consrv.ca.gov/DLRP/fmmp/overview/survey\_area\_map.htm, accessed March 3, 2010.

c. Would the project 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 for urban uses. As such, the proposed Project would not 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 impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

## d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

**No Impact.** The proposed Project is proposed to be developed in a highly urbanized portion of the City of Los Angeles. As such, the Project would not result in the loss of forest land or conversion of forest land to non-forest use. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

# e. Would the project involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

**No Impact.** A significant impact may occur if a project results in the conversion of farmland to another, non-agricultural use. As noted above, the Project Site is located in an urbanized area of Los Angeles and does not contain any agricultural uses, nor are any agricultural uses located in the vicinity of the Project Site. Thus, development of the Proposed Project would not convert any farmland to non-agricultural use. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

### **Cumulative Impacts**

**No Impact.** Neither the site of the Proposed Project nor the sites of the related projects are designated as Farmland, zoned for agricultural uses, or used for agricultural uses. Therefore, no cumulative impacts related to agricultural resources would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

### III. Air Quality

# a. Would the project conflict with or obstruct implementation of the applicable air quality plan or congestion management plan?

Less Than Significant Impact. The Project Site is located within the 6,745 square mile South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone, particulate matter greater than 10 microns in diameter [PM<sub>10</sub>], and particulate matter greater than 2.5 microns in diameter [PM<sub>2.5</sub>]). As such, the Project would be subject to the SCAQMD's Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

In accordance with the procedures established in the SCAQMD *CEQA Air Quality Handbook*, the following criteria are required to be addressed in order to determine the Project's consistency with the SCAQMD's AQMP:

- 1. Will the project result in any of the following:
  - An increase in the frequency or severity of existing air quality violations; or
  - Cause or contribute to new air quality violations; or
  - Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

### 2. Will the project exceed the assumptions utilized in preparing the AQMP?

As discussed below in Checklist Question III(b), localized concentrations of PM<sub>10</sub>, PM<sub>2.5</sub>, CO, and NO<sub>2</sub> have been analyzed for the Project. SO<sub>2</sub> emissions would be negligible during construction and long-term operations, and therefore would not have potential to cause or affect a violation of the SO<sub>2</sub> ambient air quality standard. Because VOCs are not a criteria pollutant, there is no ambient standard or localized threshold for VOCs. Due to the role VOCs play in ozone formation, it is classified as a precursor pollutant and is analyzed pursuant to a regional emissions threshold.

Particulate matter is the primary pollutant of concern during construction activities, and therefore, the Project's  $PM_{10}$  and  $PM_{2.5}$  emissions during construction were analyzed (1) to ascertain potential effects on localized concentrations, and (2) to determine if there is a potential for such emissions to cause or affect a violation of the ambient air quality standards for  $PM_{10}$  and  $PM_{2.5}$ . Results of the analyses indicate that the increases in  $PM_{10}$  and  $PM_{2.5}$  emissions during construction would not exceed the SCAQMD-recommended significance thresholds.

The Project's maximum potential  $NO_X$  and CO daily emissions during construction were analyzed to ascertain potential effects on localized concentrations and to determine if there is a potential for such emissions to cause or affect a violation of an applicable ambient air quality standard. The forecast of maximum localized concentrations for these two criteria pollutants would remain below their respective SCAQMD Localized Significance Thresholds. As such, localized impacts (i.e., potential to violate either the NAAQS (National Ambient Air Quality Standards) or the CAAQS at sensitive receptor locations) that may result from construction-period air pollutant emissions would be less than significant. This analysis also concluded that CO and  $NO_2$  concentrations would not exceed CAAQS or NAAQS, and potential impacts would therefore be less than significant.

Because this Project does not introduce any substantial stationary sources of emissions, CO is the preferred benchmark pollutant for assessing local area air quality impacts from post-construction motor vehicle operations. As discussed below in Checklist Question III(b), CO emissions were analyzed using the CALINE-4 model and no violations of the State and federal CO standards are projected to occur.

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Please note that  $NO_x$  is used when describing <u>emissions</u> of nitrogen oxides, but that the AAQS is in terms of  $NO_2$  (pollutant concentration). The same applies for  $SO_x$  (emissions) versus  $SO_2$  (AAQS concentration).

Overall, the Project would result in less than significant impacts with regard to localized concentrations of PM<sub>10</sub>, PM<sub>2.5</sub>, CO, NO<sub>2</sub> and SO<sub>2</sub> during Project construction and operations. As such, the Project would meet the first AQMP consistency criterion.

The SCAQMD's second criterion for determining project consistency focuses on whether or not the Project exceeds the assumptions used in preparing the forecasts presented in the AQMP. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with the population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis of each of these three criteria.

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

A project is consistent with the AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2007 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's *Regional Transportation Plan (RTP)*. The population, housing, and employment forecasts, which are incorporated in the RTP, are based on the local plans and policies applicable to the specific area; and are used by SCAG in all phases of RTP review and implementation. For the purpose of this analysis, the most currently available data, the 2008 RTP data, was used.

The RTP projects that employment within the City of Los Angeles will grow by about 17,588 jobs between 2010 through 2012. The Project is projected to result in a net increase of up to approximately 262 employees<sup>4</sup> or approximately 1.5 percent of the total job growth projected for the subregion through 2012. Such levels of employment growth are consistent with the employment forecasts for the subregion as adopted by SCAG. Because the SCAQMD is expected to incorporate these projections into the AQMP, it can be concluded that the Project would be consistent with the projections in the AQMP, and this would be consistent with this AQMP consistency criterion.

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<sup>&</sup>lt;sup>4</sup> Based on an employee rate of 3.4965 employees per 1,000 square feet of floor area as set forth in the Los Angeles Unified School District, Commercial/Industrial Development School Fee Justification Study, September 2002, page ES-2.

Does the project implement all feasible air quality mitigation measures?

Implementation of all feasible mitigation measures is required to reduce air quality impacts to the extent feasible. As discussed below in Checklist Question III(b), the Project would incorporate a number of air pollutant control measures identified by the SCAQMD. As such, the Project meets this AQMP consistency criterion since all feasible mitigation measures would be implemented.

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

The Project would serve to implement a number of land use policies of the City of Los Angeles and SCAG. With regard to land use developments, such as the Project, air quality policies focus on the reduction of vehicle trips and vehicles miles traveled. The Project, by virtue of its location and design, exhibits many attributes that have a positive direct and indirect benefit with regard to the reduction of vehicle trips and vehicles miles traveled. The Project would provide a well-designed, high-quality office building along a major arterial and transit corridor and would encourage alternative transportation by providing on-site information regarding transit options. In addition, the Project would provide bicycle parking and shower facilities for employees commuting by bicycle. Thus, the Project would be consistent with the SCAQMD's objective of reducing vehicle miles traveled and the related vehicular air emissions. Thus, the Project would be consistent with this AQMP criterion.

In conclusion, as the Project meets all applicable AQMP consistency criteria, the Project is, therefore, concluded to be consistent with the SCAQMD's AQMP.

The Congestion Management Program (CMP) was enacted by the Metropolitan Transportation Authority (Metro) to address traffic congestion issues that could impact quality of life and economic vitality. The intent of the program is to provide an analytical basis for transportation decisions throughout the state. An analysis is required at all CMP monitoring intersections for which a project is projected to add 50 or more trips during any peak hour. In addition, a separate analysis is required for all freeway segments for which a project is projected to add 150 or more hourly trips, in each direction, during the peak hours analyzed.

As described in further detail below in Checklist Question XV(b), the Project is not expected to generate an increase of 50 or more trips during any peak hour at the nearest CMP intersection or 150 or more hourly trips in each direction on any CMP freeway segment. As a result, the Project would not exceed any CMP thresholds, and no impact to the CMP network would occur. Thus, the Project would not conflict with or obstruct implementation of the CMP.

Based on the above discussion of applicable plans, implementation of the Project would result in less than significant impacts, and no mitigation measures would be required.

# b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Unless Mitigation Incorporated. As indicated above, the Project Site is located within the Basin, which is characterized by relatively poor air quality. State and federal air quality standards are often exceeded in many parts of the Basin, including those monitoring stations nearest to the Project site, which exceed the most stringent ambient air quality standards for ozone and particulate matter. The Project would contribute to local and regional air pollutant emissions during construction (short-term) and Project occupancy (long-term). However, as demonstrated by the following analysis, construction and operation of the Project would result in less than significant impacts relative to the daily significance thresholds for criteria air pollutant emissions established by the SCAOMD.

#### Construction

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions. Construction of the Project has the potential to create regional air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project site. In addition, fugitive dust emissions would result from demolition, site preparation, and construction activities. Mobile source emissions, primarily particulate matter (PM) and nitrogen oxides (NOx), would result from the use of construction equipment such as loaders, cranes, and haul trucks. During the finishing phase, paving operations and the application of architectural coatings (i.e., paints) and other building materials would release volatile organic compounds (VOCs).

### Regional Impacts

Regional construction-related emissions associated with heavy construction equipment were calculated using the URBEMIS2007 emissions model originally developed by the California Air Resources Board (CARB). Model results are provided in Appendix A. The analysis assumed that all construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust. A summary of unmitigated maximum daily regional emissions is presented in Table IV-1 on page IV-19, along with the regional significance

Table IV-1

Regional and Localized - Unmitigated Construction Emissions <sup>a</sup>

(pounds per day)

	VOC	NO <sub>x</sub>	СО	SO <sub>X</sub>	PM <sub>10</sub> b	PM <sub>2.5</sub> b
Regional Emissions						
Demolition	2	14	8	<1	3	1
Mass Site Grading	7	78	35	<1	7	4
Building Foundation	4	37	19	<1	2	2
Building Construction	28	31	66	<1	2	2
Maximum Regional Emissions	28	78	66	<1	7	4
Regional Construction Daily Significance Threshold	75	100	550	150	150	55
Over/(Under)	(47)	(22)	(484)	(150)	(143)	(51)
Exceed Threshold?	No	No	No	No	No	No
Localized Emissions						
Demolition	2	12	6	<1	3	1
Mass Site Grading	3	22	11	<1	4	2
Building Foundation	3	21	11	<1	1	1
Building Construction	25	21	11	<1	1	1
Maximum Localized Emissions	25	22	11	<1	4	2
Localized Significance Thresholds <sup>c</sup>	N/A	24	858	N/A	6	4
Over/(Under) Threshold	N/A	(2)	(847)	N/A	(2)	(2)
Exceed Threshold?	N/A	No	No	N/A	No	No

<sup>&</sup>lt;sup>a</sup> Compiled using the URBEMIS2007 emissions model. The equipment mix and use assumptions for each phase are provided in Appendix A of this document.

Source: Matrix Environmental, 2010.

thresholds for each air pollutant. As shown therein, maximum regional construction emissions would not exceed the thresholds for VOC, NOx, carbon monoxide (CO), sulfur dioxide (SOx),  $PM_{10}$ , or  $PM_{2.5}$ . Thus, potential impacts associated with regional construction emissions would be less than significant.

<sup>&</sup>lt;sup>b</sup> PM<sub>10</sub> and PM<sub>2.5</sub> emission estimates are based on compliance with SCAQMD Rule 403 requirements for fugitive dust suppression.

The SCAQMD Localized Significance Thresholds (LSTs) are based on Source Receptor Area No.1 (Central LA) for a 1.5-acre site with a 25 meter receptor distance.

The SCAQMD localized threshold for NO<sub>2</sub> was revised to account for the recently adopted 1-hour NO<sub>2</sub> NAAQS of 188 μg/m<sup>3</sup> or an incremental threshold of 60 μg/m<sup>3</sup> for SRA 1. This is equivalent to 24 pounds per day for a 1.5 acre site at a distance of 25 meters within SRA 1 and is substantially less than 90 pounds per day for the State standard.

### Localized Impacts

The localized effects of daily construction emissions generated on-site were evaluated for sensitive receptor locations potentially impacted by the Project according to the SCAQMD's localized significance threshold (LST) methodology, which utilizes on-site mass emissions rate look-up tables and Project specific modeling, where appropriate. LSTs are only applicable to the following criteria pollutants: NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each SCAQMD source receptor area (SRA) and distance to the nearest sensitive receptor. For PM<sub>10</sub> and PM<sub>2.5</sub>, LSTs were derived based on the requirements of SCAQMD Rule 403, Fugitive Dust. The mass rate look-up tables were developed for each SRA and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. The LST mass rate look-up tables apply to projects that have active construction areas that are less than or equal to five acres in size.

The Project Site is surrounded by a variety of commercial, institutional, and residential uses. The property north of and adjacent to the Project Site is an independent-living retirement community for persons with disabilities and individuals 62 years and older. The property east of the Project Site, across Hobart Boulevard, consists of a five-story story apartment building. South of the Project Site, across Adams Boulevard, are commercial and community-serving retail uses. The property west of the Project Site, across Western Avenue, is a four-story independent, assisted-living, and skilled nursing facility.

To evaluate the potential localized air quality impacts at the receptors discussed above, a conservative estimate of maximum local (on-site) daily emissions for  $NO_X$ ,  $PM_{10}$ ,  $PM_{2.5}$ , and CO for each phase of construction was used. Localized construction emissions thresholds, based on the construction site acreage and distance to the closest off-site sensitive receptor, were obtained from the LST look-up tables and are listed in Table IV-1 on page IV-19. As presented in Table IV-1, construction-related daily maximum localized emissions would not exceed the SCAQMD daily significance thresholds for  $NO_X$ , CO,  $PM_{10}$ , and  $PM_{2.5}$ . Therefore, localized construction emissions resulting from the Project would result in a less than significant impact and no mitigation measures would be required.

Although Project-related construction emissions were found to result in less than significant impacts, due to the non-attainment status of the Basin, Mitigation Measures III-1 through III-7 are prescribed below to reduce short-term air quality impacts during Project construction to the maximum extent feasible.

### Mitigation Measures

- **Mitigation Measure III-1:** 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.
- **Mitigation Measure III-2:** 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.
- **Mitigation Measure III-3:** All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- **Mitigation Measure III-4:** All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- **Mitigation Measure III-5:** All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- **Mitigation Measure III-6:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- **Mitigation Measure III-7:** Trucks having no current hauling activity shall not idle but be turned off.

### Operational

The SCAQMD has also established separate significance thresholds to evaluate potential impacts associated with the incremental increase in criteria air pollutants associated with long-term Project operations. Project operations could result in mobile source emissions as well as emissions generated by area sources (e.g., natural gas combustion, landscape fuel combustion, consumer products, and architectural coatings), electricity consumption, and miscellaneous sources (e.g., emergency diesel generators). Operational emissions related to the Project were computed using the URBEMIS2007 emissions model.

### Regional Impacts

The Project would result in an increase of 826 daily vehicular trips, as documented below in Checklist Question XV(a) and a net increase of approximately 70,000 square feet of floor area (75,000 gross sq. ft.). As a result, the Project would result in an increase in emissions from vehicular exhaust and from the consumption of fossil fuels for comfort

heating and the generation of electricity for cooling, lighting, and power needs. The results of the detailed emissions calculations are provided in Table IV-2 on page IV-23, and URBEMIS2007 model output files are presented in Appendix A. As indicated therein, the increase in emissions related to the Project would be below the SCAQMD daily significance thresholds for long-term regional operations. Therefore, no impacts associated with regional operational emissions would occur, and no mitigation measures would be required.

### Localized Impacts

The SCAQMD recommends a hot-spot evaluation of potential localized CO impacts when vehicle to capacity (V/C) ratios are increased by two percent or more at intersections with a level of service (LOS) of D or worse. As detailed in the Traffic Study<sup>5</sup>, Project traffic volumes would meet these criteria at two intersection locations. CO concentration levels were forecasted at these intersections using the CALINE-4 dispersion model developed by the California Department of Transportation, using peak-hour traffic volumes and conservative meteorological assumptions.

Conservative meteorological conditions include low wind speeds, stable atmospheric conditions, and the wind angle producing the highest CO concentrations. CO concentrations were modeled under the future (2012) No Project and With Project conditions. As shown in Table IV-3 on page IV-24, Project-generated traffic volumes are forecasted to have a negligible effect on the projected 1-hour and 8-hour CO concentrations at the analyzed intersections. Since no significant impacts would occur at the intersections analyzed based on the SCAQMD's recommended methodology, no significant impacts would occur at any other analyzed roadway intersection as a result of Project-generated traffic volumes. Thus, the Project would not cause any new or exacerbate any existing CO hotspots, and, as a result, less than significant impacts related to localized mobile-source CO emissions would occur. As Project impacts are less than significant, no mitigation measures for operational air impacts would be required.

Further, adverse impacts upon future occupants may result from Project implementation due to existing diminished ambient air pollution levels in the Project vicinity. However, this impact can be mitigated to a less than significant level by the following mitigation measure.

<sup>&</sup>lt;sup>5</sup> Gibson Transportation Consulting, Inc. Traffic Study for the 2500 S. Western Avenue Office Project, March 2011.

Table IV-2

Maximum Incremental Increase in Project-Related Operational Emissions (pounds per day)

Emission Source	voc	NO <sub>x</sub>	СО	so <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
roject Emissions						
Mobile <sup>a</sup>	5	8	61	<1	12	2
Area <sup>b</sup>	<1	<1	2	<1	<1	<1
Stationary <sup>c</sup>	<1	3	<1	<1	<1	<1
Miscellaneous d	<1	<1	<1	<1	<1	<1
Tota	6	12	63	<1	12	2
SCAQMD Significance Threshold	55	55	550	150	150	55
Difference	(49)	(43)	(487)	(150)	(138)	(53)
Significant?	No	No	No	No	No	No

<sup>&</sup>lt;sup>a</sup> Emissions from vehicle trips to and from the Project site. Based on Institute for Transportation Engineers (ITE) trip generation and EMFAC2007. See attached UREMIS2007 outputs for details.

Source: Matrix Environmental, 2010.

### Mitigation Measure

Mitigation Measure III-8: An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-attainment (ozone, carbon monoxide, and PM<sub>10</sub>) under an applicable federal or state ambient air quality standard)?

**Potentially Significant Unless Mitigation Incorporated.** The SCAQMD recommends that project specific air quality impacts be used to determine the potential cumulative impacts to regional air quality. As discussed above, peak daily emissions of construction and operation-related pollutants would not exceed SCAQMD regional or

Emissions from on-site uses such as architectural coatings (paintings), natural gas combustion, consumer products and landscaping activities.

Includes emissions as a result of electricity generation used at the Project site, based on SCAQMD electricity generation factors (Appendix A9-C11 CEQA Handbook). See attached electricity usage worksheet.

<sup>&</sup>lt;sup>d</sup> Miscellaneous emissions (e.g., emergency diesel generator).

Table IV-3
Local Area Carbon Monoxide Dispersion Analysis

Intersection	Peak Period <sup>a</sup>	Maximum 1-Hour 2012 Base Concentration <sup>b</sup> (ppm)	Maximum 1-Hour 2012 w/ Project Concentration <sup>c</sup> (ppm)	Significant 1-Hour Impact? <sup>d</sup> (>20 ppm)	Maximum 8-Hour 2012 Base Concentration <sup>e</sup> (ppm)	Maximum 8-Hour 2012 w/ Project Concentration <sup>f</sup> (ppm)	Significant 8-Hour Impact? (>9.0 ppm) <sup>d</sup>
Normandie Avenue and	A.M.	6.5	6.5	NO	5.4	5.4	NO
Adams Boulevard	P.M.	6.6	6.6	NO	5.4	5.4	NO
Western Avenue and Adams Boulevard	A.M.	6.6	6.6	NO	5.4	5.4	NO
	P.M.	6.4	6.4	NO	5.3	5.3	NO

*Note: ppm* = *parts per million* 

Source: Matrix Environmental, 2010; emission factor and dispersion modeling output sheets are provided in Appendix A.

Peak hour traffic volumes are based on the Traffic Study prepared for the Project by Gibson Transportation Consulting, Inc., March 2011.

SCAQMD 2012 1-hour ambient background concentration (5.1 ppm) + 2012 Base (related projects traffic CO 1-hour contribution).

<sup>&</sup>lt;sup>c</sup> SCAQMD 2012 1-hour ambient background concentration (5.1 ppm) + 2012 with Project traffic CO 1-hour contribution.

The most restrictive standard for 1-hour CO concentrations is 20 ppm and for 8-hour concentrations is 9.0 ppm.

<sup>\*</sup> SCAQMD 2012 8-hour ambient background concentration (4.6 ppm) + 2012 Base (related projects traffic CO 8-hour contribution).

f SCAQMD 2012 8-hour ambient background concentration (4.6 ppm) + 2012 with Project traffic CO 8-hour contribution.

localized significance thresholds. Notwithstanding, adverse impacts prior to implementation of Mitigation Measures III-1 through III-8 were identified during both Project construction and Project implementation by applying SCAQMD's cumulative air quality impact methodology, implementation of the Project would also not result in an addition of criteria pollutants such that cumulative impacts, in conjunction with related projects in the region, would occur. Therefore, the cumulative emissions of non-attainment pollutants and precursors generated by Project operation would be less than significant.

## d. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Certain population groups are especially sensitive to air pollution and should be given special consideration when evaluating potential air quality impacts. These population groups include children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes or others who engage in frequent exercise. As defined in the SCAQMD CEQA Air Quality Handbook, a sensitive receptor to air quality is defined as any of the following land use categories: (1) long-term health care facilities; (2) rehabilitation centers; (3) convalescent centers; (4) retirement homes; (5) residences; (6) schools (i.e., elementary, middle school, high schools); (7) parks and playgrounds; (8) child care centers; and (9) athletic fields. As discussed above, sensitive land uses are located in close proximity to the Project Site.

As described in Checklist Question III(b) above, construction and operation of the Project would result in a less than significant impact for both regional and localized air pollution emissions. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations. In addition, Project construction activities would comply with SCAQMD Rule 403 regarding the control of fugitive dust and other specified dust control measures. As such, impacts to off-site sensitive receptors would be less than significant and no mitigation measures would be required.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit toxic air contaminants (TACs). The CARB has published and adopted the "Air Quality and Land Use Handbook: A Community Health Perspective (2005)," which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners. and gasoline dispensing facilities). The SCAQMD adopted similar recommendations in their "Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning (2005)." Together the CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources, and the addition of new TAC sources in proximity to existing sensitive land uses.

As the Project is not classified as a sensitive land use, the focus of the analysis is on the introduction of TAC sources relative to the existing sensitive land uses in close proximity to the Project Site. The primary sources of potential air toxics associated with Project operations are diesel particulate matter (DPM) from delivery trucks (e.g., truck traffic on local streets and on-site truck idling) and an on-site emergency backup generator. The SCAQMD recommends that health risk assessments be conducted for substantial sources of DPM (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions. The CARB siting guidelines define a warehouse as having more than 100 truck trips or 40 refrigerated truck trips per day. Based on this, the Project does not meet the definition of a warehouse, and is therefore not considered to be a substantial source of DPM warranting a quantified health risk assessment (HRA). In addition, the CARB mandated airborne toxic control measures (ATCM) limit diesel fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time. The increase in potential localized air toxic impacts from on-site sources of diesel particulate emissions would be minimal since only a limited number of heavy-duty trucks would access the Project site and the trucks that do visit the site would not idle on the Project site for extended periods of time. Although the proposed improvements would result in 70,000 square feet of floor area (75,000 gross sf) and presumably an increase in the number of delivery trucks, this ATCM would significantly limit potential incremental increases in emissions from loading dock activity.

The Project's proposed uses may require the installation of a back-up diesel powered emergency generator. Any generator installed on the Project site would be required to comply with all applicable rules and regulations including Best Available Control Technology. If the Project requires a multiple-generator group, the installation would also be required to comply with recently promulgated SCAQMD Rule 1472 to ensure that the localized risk remains below SCAQMD defined thresholds. Compliance with SCAQMD Rule 1472, if applicable, along with the low operational hours of this equipment would result in substantially reduced potential impacts.

Based on the low incremental increase in the number and long-term (annual average) activity of the on-site toxic air contaminant sources, the proposed Project would not warrant the need for a quantified HRA, and potential air toxic impacts to off-site receptors from on-site sources would be less than significant and no mitigation measures are required.

## e. Would the project create objectionable odors affecting a substantial number of people?

**No Impact.** No objectionable odors are anticipated as a result of either construction or operation of the Project. The Project would be constructed using conventional building

materials typical of construction projects of similar type and size. Any odors that may be generated during construction would be localized and temporary in nature and would not be sufficient to affect a substantial number of people or result in a nuisance as defined by SCAQMD Rule 402.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Project would not involve these types of uses. However, the on-site trash receptacles used by the Project would have the potential to create odors. However, as all on-site trash receptacles would be contained, located, and maintained in a manner that promotes odor control, no adverse odor impacts are anticipated from these sources. Thus, there would be no impact, and no mitigation measures would be required.

### IV. Biological Resources

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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

**No Impact.** A significant impact would occur if a project were to remove or modify habitat for any species identified or designated as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the State or federal regulatory agencies cited. The Project Site and the surrounding area are completely developed/urbanized, and there is no vegetation on the Project Site aside from a few isolated ornamental trees and ground-level landscaping along Western Avenue and Hobart Boulevard. Therefore, no habitat currently exists on-site which may be suitable for any of the sensitive plant or animal species known to occur in the region. As such, no impact would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

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 significant impact would occur if riparian habitat or any other sensitive natural community identified locally, regionally, or by the cited State and federal regulatory agencies were to be adversely modified without adequate mitigation. As mentioned above, the Project Site and the surrounding area are completely developed/urbanized, and there is only minimal vegetation on the Project Site, including a few isolated ornamental trees. No sensitive natural communities identified in local or regional plans or by the State and federal agencies cited are located on the Project Site. Furthermore, no watercourses are present within or adjacent to the Project Site that have the potential to support riparian vegetation. Therefore, no impact would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

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

**No Impact.** A significant impact would occur if federally protected wetlands as defined by Section 404 of the Clean Water Act are modified or removed without adequate mitigation. The Project Site and the surrounding area are completely developed/urbanized, and as noted above, there is no vegetation on-site aside from a few isolated ornamental trees and ground-level landscaping. No water features or topographic depressions are present on-site that would be considered wetlands, including those defined by Section 404 of the Clean Water Act. As such, no impact would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

#### d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

**No Impact.** A significant impact would occur if a project would interfere with the movement of fish or wildlife species or remove access to a migratory wildlife corridor or impede the use of native wildlife nursery sites. The Project Site and the surrounding area are completely developed/urbanized; therefore, the site does not act as a migratory corridor or provide an area for resident terrestrial wildlife movement as it is surrounded by urban development that extends for miles. No aquatic habitat is present on or adjacent to the site to support fish species. The highly developed conditions of the Project Site and surrounding area would preclude its use as a native wildlife nursery site. As such, no impact would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

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

Potentially Significant Unless Mitigation Incorporated. A significant adverse effect could occur if a proposed project would cause an impact which is inconsistent with local regulations pertaining to biological resources. On-site vegetation mainly consists of a few isolated ornamental trees, including palm, cypress, Chinese elm, and magnolia. Four palm trees are located along the Project Site's eastern border while two clusters of trees are located along the Project's western border. Additionally, a lone cypress tree is located along the Project Site's southern border, adjacent to the north side of the off-site commercial center. In addition to these trees, an approximately 20-foot-wide grass area is located along the Project Site's western boundary, adjacent to the Western Avenue sidewalk, and an approximately 10 foot wide grass area is located along the Project site's eastern boundary, along Hobart Boulevard. These grass areas also contains miscellaneous low-lying shrubs against the surface parking lot's western fence. No other vegetation is located on the Project Site.

The Project Site does not contain any protected tree species (i.e., native oaks, walnut, California bay laurel and sycamore), as defined by City Ordinance No. 177,404. However, two of the trees on the west side of the Project Site have trunks that are over 12

inches in diameter at breast height (DBH), and as such, are considered mature, nonprotected trees by the City. It is the City's policy to require the replacement of existing mature, non-protected trees removed at development sites at a 1:1 ratio. As part of the Proposed Project, a Landscaping Plan (refer to Figure II-12 in Section II, Project Description) would be implemented. The Landscaping Plan would retain one of the existing on-site mature trees (i.e., the Chinese elm tree along Western Avenue) and would plant approximately 15 additional trees on-site. As such, the Proposed Project would exceed the City's replacement policy with respect to mature trees. accordance with City of Los Angeles Ordinance Nos. 170,978 and 177,404, a plot plan indicating the location, size, type, and condition of all existing trees on the Project Site shall be submitted for approval by the Department of City Planning and the Urban Forestry Division of the Bureau of Street Services. However, adverse impacts to trees may result due to the potential removal of significant and/or protected trees. As such, a series of mitigation measures are proposed to reduce impacts to tree species to a less than significant level. In response to these potential impacts the following mitigation measures are recommended.

#### Mitigation Measures

- Mitigation Measure IV-1: Prior to the issuance of a grading or building permit, the applicant shall prepare and submit a Tree Report, prepared by a Tree Expert as defined in Section 17.02, indicating the location, size, type, and condition of all existing trees on the site. Such report shall also contain a recommendation of measures to ensure the protection, relocation, or replacement of affected trees during grading and construction activities.
- Mitigation Measure IV-2: Orange fencing" or other similarly highly visible barrier shall be installed outside of the drip line of locally protected and significant (truck diameter of 8 inches or greater) non-protected trees, or as may be recommended by the Tree Expert. The barrier shall be maintained throughout the grading phase, and shall not be removed until the completion and cessation of all grading activities.
- **Mitigation Measure IV-3:** Prior to the issuance of any permit, a plot plan shall be prepared indicating the location, size, type, and general condition of all existing trees on the site and within the adjacent public right(s)-ofway.
- Mitigation Measure IV-4: All significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) non-protected trees on the site proposed for removal shall be replaced at a 1:1 ratio with a minimum 24-inch box

tree. Net, new trees, located within the parkway of the adjacent public right(s)-of-way, may be counted toward replacement tree requirements.

- Mitigation Measure IV-5: Removal or planting of any tree in the public right-of-way requires approval of the Board of Public Works. Contact Urban Forestry Division at: 213-847-3077. All trees in the public right-of-way shall be provided per the current standards of the Urban Forestry Division the Department of Public Works, Bureau of Street Services.
- Mitigation Measure IV-6: All protected tree removals require approval from the Board of Public Works. A Tree Report shall be submitted to the Urban Forestry Division of the Bureau of Street Services, Department of Public Works, for review and approval (213-847-3077), prior to implementation of the Report's recommended measures.
- **Mitigation Measure IV-7:** A minimum of two trees (a minimum of 48-inch box in size if available) shall be planted for each protected tree that is removed. The canopy of the replacement trees, at the time they are planted, shall be in proportion to the canopies of the protected tree(s) removed and shall be to the satisfaction of the Urban Forestry Division.
- **Mitigation Measure IV-8:** The location of trees planted for the purposes of replacing a removed protected tree shall be clearly indicated on the required landscape plan, which shall also indicate the replacement tree species and further contain the phrase "Replacement Tree" in its description.
- Mitigation Measure IV-9: Bonding (Tree Survival): a. The applicant shall post a cash bond or other assurances acceptable to the Bureau of Engineering in consultation with the Urban Forestry Division and the decision maker guaranteeing the survival of trees required to be maintained, replaced or relocated in such a fashion as to assure the existence of continuously living trees for a minimum of three years from the date that the bond is posted or from the date such trees are replaced or relocated, whichever is longer. Any change of ownership shall require that the new owner post a new oak tree bond to the satisfaction of the Bureau of Engineering. Subsequently, the original owner's oak tree bond may be exonerated.
  - b. The City Engineer shall use the provisions of Section 17.08 as its procedural guide in satisfaction of said bond requirements and

processing. Prior to exoneration of the bond, the owner of the property shall provide evidence satisfactory to the City Engineer and Urban Forestry Division that the oak trees were properly replaced, the date of the replacement and the survival of the replacement trees for a period of three years.

Mitigation Measure IV-10: Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Pubic Works (213-847-3077).

Mitigation Measure IV-11: The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. Mitigation measures such as replacement by a minimum of 24-inch box trees in the parkway and on the site, on a 1:1 basis, shall be required for the unavoidable loss of significant (8-inch or greater trunk diameter, or cumulative trunk diameter if multi-trunked, as measured 54 inches above the ground) trees in the public right-of-way.

**Mitigation Measure IV-12:** All trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

With the implementation of the mitigation measures identified above, potential light and glare impacts would be reduced to a less than significant level.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

**No Impact.** A significant impact would occur if a project is inconsistent with resource policies of any conservation plans of the types cited above. The Project Site and its vicinity are not located within an area covered by a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plan. No impact would occur and no mitigation measures are required. Therefore, no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects would not result in a cumulatively considerable impact to sensitive biological resources. It is anticipated that the development of the identified related projects, as is the case with the Proposed Project, would not result in impacts to sensitive species or habitats, and the impacts resulting from the removal of mature non-protected trees at the Project Site, as well as the sites of each related project, would be reduced to less than significant with compliance with the established City procedures, as discussed above, thereby resulting in less than significant cumulative impacts to mature trees. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### V. Cultural Resources

### a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

**Potentially Significant Unless Mitigation Incorporated**. The following analysis summarizes the findings and conclusions presented in the Historic Resources Technical Report: *Golden State Mutual Life Historic Resources Analysis* prepared by Historic Resources Group, January 2011. A copy of the Technical Report is provided in Appendix B to this Initial Study.

A significant impact to historical resources may occur during the construction phase of the Proposed Project. Implementation of the recommended mitigation measures would reduce impacts to historic resources to a less than significant level. A detailed discussion of the Proposed Project's impacts relating to historical resources is set forth below.

#### Historic Resources on the Project Site

The Golden State Mutual Life Insurance Building (Golden State Building) is located on the same parcel as the Project Site. Completed in 1949, the Golden State Building is an example of the Late Moderne architectural style by architect Paul R. Williams and has a strong iconic presence in the neighborhood. One of the most successful architects to practice in Los Angeles during the twentieth century, Paul R. Williams was the only licensed African American architect working on the west coast during the 1920s. In addition, the Golden State Building is important in the context of the history of African-

Americans in Los Angeles, as the headquarters of one of the most important African-American owned businesses in both the community and the broader region.

The exterior of the Golden State Building is largely intact, although there have been minor changes to the building (e.g., window replacement, alterations to the front entry, and closing of the retail spaces on the first floor). Of particular note is that these minor changes have not substantially altered the building's original appearance. Photographs and a detailed description of the Golden State Building are provided in Appendix B to this Initial Study.

The Golden State Building is eligible for listing under the National Register of Historic Places Criteria, the California Register of Historical Resources Criteria, and as a City of Los Angeles Historic-Cultural Monument (HCM) due to its association with the history of African-Americans in Los Angeles and the importance of the West Adams area in the 1940s as a predominantly black neighborhood. It is also eligible as a largely intact example of the Late Moderne architectural style in Los Angeles and is the representative work of architect Paul R. Williams.

#### **Nearby Historic Resources**

Beyond the Project Site, the West Adams area has a rich history and contains numerous individually significant historic buildings, as well as a number of designated historic districts. For example, five historic buildings in the broader general vicinity have been designated as City of Los Angeles HCMs. In addition to the historic resources that have been designated, 16 other buildings in the broader vicinity exhibit potential historic value. While the Proposed Project is not located within a designated Historic Preservation Overlay Zone (HPOZ), there are multiple HPOZs in the adjacent area, including Adams-Normandie, Harvard Heights, Lafayette Square, Western Heights, University Park, and West Adams Terrace which is immediately adjacent to the Project Site. In addition to the designated HPOZs, there is a collection of early twentieth century residential development in the vicinity of the Project Site on the east. This neighborhood is characterized by a combination of modest and more elaborate residences designed by well-known architects of the period.

#### Impact Criteria

The Proposed Project would have a significant effect on the environment if development associated with the Proposed Project would cause a substantial adverse change in the significance of an historical resource as defined in Section 15064.5(b) of the CEQA Guidelines, as follows:

- "Substantial adverse change in the significance of a historical resource" means
  physical demolition, destruction, relocation, or alteration of the resource or its
  immediate surroundings such that the significance of a historical resource would
  be materially impaired.
- The significance of a historical resource is materially impaired when a project: "(A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in the California Register of Historical Resources; (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code, or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA."

The following significance thresholds are also applied to the Project as set forth in the City of L.A. CEQA Thresholds Guide (2006), which states that a project would normally have a significant impact on historic resources if it would result in a substantial adverse change in the significance of a historical resource. A substantial adverse change in significance occurs if the project involves any of the following:

- Demolition of a significant resource.
- Relocation that does not maintain the integrity and significance of a historical resource.
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings.
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.
- Based on these factors, a project would have a significant impact on historic resources, if:
- The project would demolish, destroy, relocate, or alter a historical resource such that the significance of the historical resource would be materially impaired; or

• The project would reduce the integrity or significance of important resources on the site or in the vicinity.

#### **Project Construction**

The use of large construction equipment, the movement or falling of demolished material, and construction related to the Project's proposed subterranean parking requires appropriate mitigation measures to ensure there is no damage to the adjacent Golden State building. Although adverse construction impacts could occur, the implementation of the mitigation measures outlined below would reduce all impacts attributable to Project construction to a less than significant level.

#### On-Site Historic Resources

As part of the Proposed Project, a new three story office building is proposed on the existing surface parking lot. As discussed in greater detail in the Historic Resources Technical Report, (Appendix B), while the footprint of the proposed office building is larger than the Golden State Building, the location, distance between the buildings, and setbacks (particularly on Western Avenue) reduce the potential for the impact of scale. While the office building occupies the area that was originally and is currently used as a surface parking lot, this parking lot does not contribute to the character and significance of the Golden State Building and its setting. The proposed three story office building is set back far enough from Western Avenue that it is visually subordinate and does not alter the Golden State Building's dominance as the principal visual feature at the northeast corner of Adams Boulevard and Western Avenue. The office building would not significantly impact views from the Golden State Building. As described in greater detail in Section I: Aesthetics, the Proposed Project would not significantly alter public vantage points of the Golden State Building from roadways and sidewalks in the area or other historic resources in the Proposed Project's vicinity. Therefore, the Proposed Project would be visually and historically compatible with the Golden State Building and would not substantially impact or alter the character, significance, views, features and historical elements of the Golden State Building. Therefore, these types of impacts related to the Proposed Project would be less than significant.

In terms of specific aspects of the Proposed Project's design, the Proposed Project would remove the existing parking attendant's building, the concrete retaining wall, the driveway, and would alter the grades, paving, and landscaping of the vehicular court. These features are proportionately very small and not integral to the Golden State Building, and do not substantively contribute to the architectural character and primary uses of the Golden State Building. Furthermore, the removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize the Golden State Building

would be avoided and would meet the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. Thus, the demolition of these features would not alter the integrity, character, use, or significance of the Golden State Building. Therefore, impacts from the demolition of these features would constitute a less than significant impact.

The Proposed Project's design includes a new retaining wall of similar height, length, and location as part of the new office building. In this area new planters and stairways would furnish access to the exterior rear entrance and the vehicular and pedestrian rear court would be accessible only by pedestrians. Although these improvements would enhance the functionality of the Project Site, they would be implemented in a manner such that the features of the Golden State Building at the rear entrance would be retained as these new features would maintain an open space and grade break of similar character as the existing features. Furthermore, the court's dimensions and retaining walls are similar in scale and retain the form and relationship between the original space and the Golden State Building. As the new retaining wall and the rear pedestrian court would meet the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings, the character, significance, and integrity of the Golden State Building would be retained and the implementation of these aspects of the Project's design would be less than significant.

As described in the Project Description, a covered bridge would be constructed to connect the proposed office building with the existing Golden State Building. The proposed work on the exterior of the existing Golden State Building includes the creation of an opening in the exterior wall on the rear (north) elevation for the proposed pedestrian bridge that connects the main plaza level and pedestrian court of the new building to the Golden State Building at the second floor. The required alterations to the exterior of the Golden State Building include cutting out a portion of a low terrace wall to the width of the bridge, and installing new door frame and doors in the existing glazed wall that opens to the raised exterior terrace. These exterior alterations would not change the configuration of any interior space in the Golden State Building and the proposed pedestrian bridge would not significantly impact existing exterior or interior views. Furthermore, the new pedestrian bridge meets the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings as it is compatible with the materials, scale, structural elements and forms of the Golden State Building. The quantity of exterior building fabric that is removed by the proposed alteration related to the bridge is proportionately very small. While the proposed additions are not 100% "reversible" in that the alterations "subtract" a small quantity of existing material from the Golden State Building, the existing configuration could be restored by reconstructing the missing length of terrace wall and glazed wall to match the adjacent existing features after removing the proposed bridge connection. The proposed addition of the pedestrian bridge does not substantially impact or alter the character, significance, integrity, materials, form, views, features and other historical elements of the Golden State Building. Therefore, impacts relating to the design of the pedestrian bridge would be less than significant.

#### Off-Site Historic Resources

Although the Project Site is not located in a designated Historic Preservation Overlay Zone (HPOZ), it is located adjacent to the West Adams Terrace HPOZ, whose eastern boundary is along Western Avenue between Adams Boulevard and 24th Street. Based on an analysis of the topography, potential changes to the appearance of the block, potential changes in view sheds and the compatibility of the scale and density of the Proposed Project, there would not be any significant impacts on the adjacent HPOZ as the Proposed Project would be compatible with existing commercial and multi-family buildings in the area, and would not detract from the setting of the HPOZ or its eligibility as a designated historic resource. Therefore impacts to historic resources in the adjacent West Adams Terrace HPOZ would be less than significant. For these same reasons, Proposed Project impacts on adjacent individual historic resources would be less than significant.

#### Mitigation Measures

The following City standard mitigation measures shall apply to the proposed Project. To the extent there is a conflict between the City standard mitigation measures (Mitigation Measures V-1 through V-11) and the Project-specific mitigation measures (Mitigation Measures V-12 through V-14), presented below, the Project-specific mitigation measures shall prevail.

- **Mitigation Measure V-1:** Prior to the issuance of any permit, the Project shall obtain clearance from the Department of Cultural Affairs for the proposed work.
- **Mitigation Measure V-2:** A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- **Mitigation Measure V-3:** The historic character of a property shall be retained and preserved. The removal of historic material or alteration of features and spaces shall be avoided.
- **Mitigation Measure V-4:** Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other buildings, shall not be undertaken.

- **Mitigation Measure V-5:** Most properties change over time; those changes that have acquired significance in their own right shall be retained and preserved.
- **Mitigation Measure V-6:** Distinctive features, finishes and construction techniques or examples of skilled craftsmanship which characterize an historic property shall be preserved.
- **Mitigation Measure V-7:** Deteriorated historic features shall be repaired rather than replaced. Where the severity if deterioration requires replacement of a distinctive historic feature, the new feature shall match the old in design, color, texture, and other visual qualities, and where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- **Mitigation Measure V-8:** Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used.
- **Mitigation Measure V-9:** The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- **Mitigation Measure V-10:** New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- **Mitigation Measure V-11:** New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

The following Project-specific mitigation measures shall apply. To the extent there is a conflict between the Project-specific mitigation measures (Mitigation Measures V-12 through V-14) and the City standard mitigation measures (Mitigation Measures V-1 through V-11), presented above, the Project-specific mitigation measures shall prevail.

Mitigation Measure V-12: The Golden State Building, site features, and parking lot guard building shall be documented according to HABS Level II standards prior to any demolition, abatement or rehabilitation work. The negatives and archival quality prints should be donated to the Los Angeles Public Library.

HABS Level II documentation shall consist of the following:

- short form architectural and historical narrative;
- archival drawings;
- if adequate archival drawings are not available, measured drawings will be produced; and
- large format photography with views of all exterior elevations for each building, important features, key spatial relationships among buildings, and exterior hardscape features.

Mitigation Measure V-13: A structural engineer with qualifications in completing historic preservation projects that conform to the Secretary of the Interior's Standards for Rehabilitation shall be consulted and provide monitoring and written review of the engineering and construction of work that is on-site and contiguous with historic resources that are to remain. Particular attention shall be paid with regard to the demolition of buildings and landscaping, shoring, excavation, Project construction below and above grade near and attached to the on-site historic resources, and temporary shoring to mitigate weaknesses of interior removals and additional seismic risk that occur only during the construction phase.

Mitigation Measure V-14: A professional with who has completed historic preservation projects that conform to the Secretary of the Interior's Standards for Rehabilitation and that meets the Secretary of the Interior's Professional Qualifications Standards for Historic Architect (36 CFR 61) shall be consulted and provide monitoring and written review of the work that is related to historic preservation.

Implementation of the recommended mitigation measures listed above would reduce construction impacts to the Golden State Building to a less than significant level. Furthermore, the Golden State Building and all adjacent resources would continue to remain eligible for the National Register of Historic Places, the California Register of Historical Resources, and/or local designation programs. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. The analysis of cumulative impacts to historic resources is based on whether impacts of the Proposed Project and related projects, when taken as a whole, substantially diminish the historic resources present within the Project

Site or within the Project area. Fourteen related projects are planned or are under construction in the adjacent area. These projects are located adjacent to several HPOZs including Adams-Normandie, Harvard Heights, Lafayette Square, Western Heights, University Park, and the West Adams Terrace HPOZ. The related projects are also located near potentially significant historical structures or landmarks. As discussed earlier, the Proposed Project would be compatible in size, scale, and massing with the Golden State Building, adjacent historical buildings, nearby HPOZs, and surrounding commercial and multi-family buildings. The Proposed Project would not impact the historic integrity of surrounding historical resources and would not impact the eligibility of surrounding properties to be designated as a historic resource by National, State or local authorities. As the Proposed Project would not significantly impact any historic resources, the Project would not contribute to cumulative impacts to historic resources.

### b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact. The Project Site is located within an urbanized area of the City of Los Angeles and has been subject to disturbance in the past; including the construction of the Golden State Building and the existing surface parking lot. Any archaeological resources that may have existed near the surface of the site are likely to have been disturbed or previously removed. The Project Site is not within a designated archeological survey area or near an identified archeological site, and there is no record that any archaeological resources have ever been recovered on the Project Site. However, the Proposed Project would result in deeper excavations on the northern portion of the Project Site than have occurred for prior construction. As such, the possibility exists that deeper-lying archeological artifacts that were not recovered during prior construction or other human activity may be present. Therefore, the Applicant is proposing the project design features identified below to address any potential impacts on any previously undiscovered archaeological resources is addressed. Thus, it is anticipated that via compliance with existing regulations and the implementation of the identified project design features, no Project impacts on any previously undiscovered archaeological resources would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Project Design Features**

**Project Design Feature V-1:** If any archaeological materials are encountered during the course of the Project development, work in the area shall be halted. The services of an archaeologist meeting the Secretary of

the Interior Professional Qualification Standards for Archaeology shall be secured by contacting the California Historical Resources Information System South Central Coastal Information Center (CHRIS-SCCIC) at Cal State University Fullerton, or a member of the Register of Professional Archaeologists (RPA) to assess the resources and evaluate the impact.

- **Project Design Feature V-2:** If any archaeological materials are encountered during the course of the Project development, a report on the archaeological findings shall be prepared by the qualified archaeologist. A copy of the report shall be submitted to the CHRIS-SCCIC.
- Project Design Feature V-3: If any archaeological materials are encountered during the course of the Project development, recovered archaeological materials shall be curated at an appropriate accredited curation facility. If the materials are prehistoric in nature, affiliated Native American groups (identified by the Native American Heritage Commission) may be consulted regarding selection of the curation facility.

## c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Subsurface conditions were previously disturbed during past No Impact. development activity on the Project Site. There is no record that any items of paleontological significance were ever recovered at the Project Site. However, the Proposed Project would result in deeper excavations on the northern portion of the Project Site than have occurred for prior construction, and as such, the possibility exists that deeper-lying paleontological artifacts that were not recovered during prior construction or other human activity may be present. As a result, the Project could uncover a unique paleontological resource or unique geologic feature. While the uncovering of notable resources is not anticipated, to be conservative, the Applicant is proposing the project design feature identified below to address any potential impacts. Additionally, no unique geologic features are anticipated to be encountered during Project construction. Therefore, the Project would not directly or indirectly destroy a unique geologic feature and no impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### Project Design Feature

Project Design Feature V-4: If any paleontological materials are encountered during the course of the Project development, work in the area should be halted. The services of a qualified paleontologist shall be secured by contacting the Los Angeles County Natural History Museum to assess the resources and evaluate the impact. In addition, a report on the paleontological findings shall be prepared by the qualified paleontologist. A copy of the paleontological report shall be submitted to the Los Angeles County Natural History Museum. A letter of retainer from a qualified paleontologist shall be secured prior to obtaining a grading permit. The paleontologist shall secure a curation agreement with an appropriate paleontological curation facility prior to initiation of grading.

### d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

**No Impact.** Although no human remains are known to have been found on the Project Site, it is possible that unknown resources could be encountered during Project construction, particularly during ground-disturbing activities such as excavation and grading. However, as required by state law, if human remains are discovered at the Project Site during construction, work at the specific construction site at which the remains have been uncovered shall be suspended, and the City of Los Angeles Public Works Department and County coroner shall be immediately notified. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission shall be notified within 24 hours, and the guidelines of the Native American Heritage Commission shall be adhered to in the treatment and disposition of the remains. Through compliance with these established procedures, No impacts to unknown human remains are anticipated. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Impacts related to cultural resources are site-specific and as such, are assessed on a site-by-site basis. As discussed previously, Project Design Features V-1 and V-4 are recommended to ensure the Proposed Project does not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines and that the Project does not directly or indirectly destroy a unique paleontological resource. It is anticipated that comparable measures would be incorporated into the approval of each related project.

Additionally, as discussed above, the Proposed Project would not result in any impacts to historic resources. As such, cumulative impacts to cultural resources would be less than significant. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### VI. Geology and Soils

The following analysis is based upon the *Geotechnical Engineering Investigation, Proposed Office Building: 1999 West Adams Boulevard, Los Angeles, California* (Geotechnical Study), prepared by Geotechnologies, Inc., February 2010. A copy of the Geotechnical Study is provided in Appendix C to this Initial Study.

a. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

**No 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 Project Site is not located with an Alquist-Priolo Earthquake Fault Zone, and no known faults exist on the site. Therefore, the Proposed Project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. As such, no impact would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

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<sup>&</sup>lt;sup>6</sup> City of Los Angeles, Department of City Planning, Los Angeles Citywide General Plan, Safety Element, November 26, 1996, Exhibit A. Available at http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf, accessed March 4, 2010.

## b. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if a project represents an increased risk to public safety or destruction of property 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.

Like most of southern California, the Project Site is located in a seismically active region, and development of the Proposed Project could expose future users of the site to moderate to strong seismic ground shaking. This seismic ground shaking could damage the proposed buildings, parking areas, and utility infrastructure. However, the Project Applicant would be required to design and construct the Project in conformance to the most recently adopted (2007) Uniform Building Code (UBC), or most current applicable building code, design parameters. According to the 2007 UBC, the Project Site is classified as a Site Class D, which corresponds to a "Stiff Soil" profile. The parameters shown in Table IV-4 on page IV-46 for the seismic design of the Project were derived or taken from the most recent UBC.

The UBC specifies that all proposed structures on the Project Site should be able to: (1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural damage but with some nonstructural damage; and (3) resist major earthquakes without collapse but with some structural as well as nonstructural damage. As such, a mitigation measure is proposed to reduce impacts due to seismic shaking to a less than significant level. In response to this potential impact the following mitigation measure is recommended.

#### Mitigation Measures

**Mitigation Measure VI-1:** The design and construction of the project shall conform to the California Building Code seismic standards as approved by the Department of Building and Safety.

Table IV-4
California Building Code (CBC) Seismic Design Parameters for the Project

Maximum Considered Earthquake Spectral Response for Short Periods (SMS)  Five-Percent Dampened Design Spectral Response Acceleration for Short Periods (SDS)	1.881g 1.0 1.881g
Site Coefficient (Fa)  Maximum Considered Earthquake Spectral Response for Short Periods (SMS)  Five-Percent Dampened Design Spectral Response Acceleration for Short Periods (SDS)	1.0
Maximum Considered Earthquake Spectral Response for Short Periods (SMS)  Five-Percent Dampened Design Spectral Response Acceleration for Short Periods (SDS)	
Five-Percent Dampened Design Spectral Response Acceleration for Short Periods (SDS)	1 8810
	1.0019
	1.254g
Mapped Spectral Acceleration of a One-Second Period (S1)	0.653g
Site Coefficient (Fv)	1.5
Maximum Considered Earthquake Spectral Response for One-Second Period (SM1)	0.979g
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period	0.653g

# c. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?

**No Impact.** Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater table are subject to a temporary loss of strength due to the buildup of excess pore pressure during cyclic stresses induced by an earthquake. As a result, the soils may acquire a high degree of mobility (which can lead to lateral spreading, consolidation and settlement of loose sediments, ground oscillation), flow failure, loss of bearing strength, ground fissuring, and sand boils, and other damaging deformations. Liquefaction typically occurs in areas where groundwater is less than 50 feet from the surface, and where the soils are composed of poorly consolidated, fine- to medium-grained sand. In addition to the necessary soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to initiate liquefaction.

The Project Site is not located within a State of California designated Liquefaction Hazard Zone. This determination is based on groundwater depth records, soil type, and

California Division of Mines and Geology, Seismic Hazards Zone Map, Hollywood Quadrangle, 1999.

distance to a fault capable of producing a substantial earthquake. Borings taken at the Project Site revealed the presence of water at a depth of 65.5 feet below ground surface (bgs); however, this water was the result of seepage (i.e., downward moving surface water impeded by an impervious soil layer) and was not the result of a static groundwater table. Additionally, the historic high-water groundwater level at the Project Site is 80 feet bgs. Therefore, the Proposed Project would not be considered prone to liquefaction and no impacts are anticipated. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

### d. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: iv. Landslides?

**No Impact.** A significant impact may occur if a project site is located in a hillside area with soil conditions that would suggest a high potential for landsliding. The Project Site is not located within a City-designated Hillside Grading Area and is not subject to the City's Hillside Ordinance. Additionally, although the Project Site slopes gently down to the south, overall, the Project Site is located in an area that is relatively topographically flat and is not located in close proximity to any mountains or steep slopes. As such, there is no potential for landslides to occur on or near the Project Site. Therefore, the Project would not expose people or structures to potential substantial adverse effects involving landslides. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

### e. Would the project result in substantial soil erosion or the loss of topsoil?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project exposes large areas to the erosional effects of wind or water for a protracted period of time. During construction, approximately 1.5 acres within the northern portion of the Project Site would be subject to ground-disturbing activities. These activities would expose soils for a limited time, allowing for possible erosion. However, although Project development has the potential to result in the erosion of soils, this potential would be reduced by implementation of standard erosion controls imposed during site preparation and grading activities. Specifically, all grading activities would require grading permits from

California Division of Mines and Geology, Seismic Hazards Zone Report, 1998 (revised 2006).

the City's Department of Building and Safety, which would include requirements and standards designed to limit potential impacts associated with erosion to acceptable levels. In addition, on-site grading and site preparation would also comply with all applicable provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. Last, during construction, the Project would implement Best Management Practices (BMPs). These BMPs would be detailed in a Standard Urban Stormwater Management Plan (SUSMP). Further, as Project construction would require greater than one acre of ground disturbing activities, the Project Applicant would be required to prepare a Stormwater Pollution Prevention Plan (SWPPP). Similar to the SUSMP, the SWPPP incorporates BMPs to control erosion and to protect the quality of surface water runoff during the Project's construction period. Regarding soil erosion during Project operations, the potential is relatively low due to the fact that the Project Site would be entirely paved over and/or landscaped.

With implementation of the applicable grading and building permit requirements and the application of BMPs and mitigation measures, less than significant impacts would occur related to erosion or loss of topsoil.

#### Mitigation Measures

Mitigation Measure VI-2: The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.

Mitigation Measure VI-3: Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. Additional provisions are required for grading activities within Hillside areas. The application of BMPs includes but is not limited to the following mitigation measures:

a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.

- b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.
- f. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

**No Impact.** A significant impact may occur if a project is built in an unstable geologic area without proper site preparation or design features to provide adequate foundations for proposed buildings, thus posing a hazard to life and property.

Soils on the Project Site consist of fill material underlain by natural alluvium. The fill materials extend to a depth of 2 to 4 feet below ground surface and are comprised of silty sands. The underlying native soils predominantly consist of older Pleistocene alluvium deposits, which are typical to this area of Los Angeles. Younger alluvium occurs at a depth of 5 to 12 feet below the ground and consists of silty sands. Older alluvium occurs at a depth of between 2 and 12 feet below ground surface and consists of silty to clayey sands.

Potential impacts with respect to liquefaction and landslide potential were determined to be No Impact based on the analysis presented in Checklist Questions VI(a)(iii) and (iv), above. With respect to lateral spreading, subsidence, or collapse, all Project construction would comply with the UBC, as enforced by the City of Los Angeles, which is designed to assure safe construction and includes building foundation requirements appropriate to the conditions present at the Project Site. Therefore, via compliance with standard City requirements, no impacts associated with lateral spreading, subsidence, or collapse would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

g. Would the project be located on expansive soil, as identified in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

**No Impact.** A significant impact may occur if a project is built on expansive soils without proper site preparation or design features to provide adequate foundations for project buildings, thus, posing a hazard to life and property. The on-site soils have an expansion index ranging from 4 to 51 that is classified as being in the very low to moderate

expansion range. As on-site soils are classified as being in the moderate expansion range, impacts with respect to expansive soils could be potentially significant. However, construction of the Proposed Project would be required to comply with the UBC, as enforced by the City of Los Angeles, which includes building foundation requirements appropriate to site-specific conditions. Furthermore, the Project would implement the project design features identified in the Project's Geotechnical Study (see Appendix C to this document). With compliance with existing Code requirements and site-specific development recommendations, no impacts with respect to expansive soils would occur. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### Project Design Features

Project Design Feature VI-1: With respect to foundation design, wall foundations shall be designed for a bearing value of 3,500 pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended bearing material. Column foundations shall be designed for a bearing value of 3,500 pounds per square foot, and shall be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade, and 18 inches into the recommended bearing material. The bearing value increase for each additional foot of width shall be 150 pounds per square foot. The bearing value increase for each additional foot of embedment depth shall be 500 pounds per square foot. The maximum recommended bearing value is 6,000 pounds per square foot.

Project Design Feature VI-2: With respect to slabs on-grade, the proposed building floor slab shall be a minimum of 5 inches in thickness and may be cast over undisturbed natural earth materials and/or properly controlled fill materials. Any soils loosened or over-excavated shall be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density. Building floor slabs shall be reinforced with a minimum of #4 steel bars on 16-inch centers each way. Outdoor concrete flatwork, such as sidewalks and patio areas, shall be a minimum of 4 inches in thickness and may be cast over undisturbed natural earth materials and/or properly controlled fill materials. Any earth materials loosened or over-excavated shall be wasted from the site or properly compacted to 90 or 95 percent of the maximum dry density. Exterior flatwork shall be reinforced with a minimum of #3 steel bars on 18-inch centers each way. Exterior concrete paving subject to truck and passenger vehicle traffic shall be a minimum of 6 inches in thickness, underlain by 4 inches of aggregate base, and reinforced with a minimum of #3 steel bars on 18-inch centers each way. A subgrade modulus of 150 pounds per cubic inch may be assumed for design of concrete paving. Aggregate base shall be compacted to a minimum of 95 percent of the ASTM D 1557-02 laboratory maximum dry density. Base materials shall conform with Sections 200-2.2 or 200-2.4 of the "Standard Specifications for Public Works Construction", (Green Book), latest edition.

## h. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

**No Impact.** Wastewater generated by the Proposed Project would be accommodated by the existing City sewer infrastructure. As such, the Project would not use septic tanks or alternative wastewater disposal systems. As no impact would occur, no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Geotechnical impacts related to the development of identified related projects would involve potential issues related to site-specific soil conditions, erosion, and ground-shaking during earthquakes. The impacts on each site would be specific to that site and its users and would not be common or contribute to (or shared with, in an additive sense) the impacts on other sites. In addition, development on each site would be subject to standard City requirements and procedures that are designed to protect public safety. Therefore, cumulative impacts related to geology and soils would be less than significant. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### VII. Greenhouse Gas Emissions

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

**Less Than Significant Impact.** In September 2006, Governor Arnold Schwarzenegger signed the California Global Warming Solutions Act of 2006, also known as AB 32, into law. AB 32 commits the State to the following:

- 2000 GHG emission levels by 2010 (which represents an approximately 11 percent reduction from "business as usual"); and<sup>9</sup>
- 1990 levels by 2020 (approximately 28.4 percent below "business as usual").

To achieve these goals, AB 32 mandates that CARB establish a quantified emissions cap, institute a schedule to meet the cap, implement regulations to reduce Statewide GHG emissions from stationary sources, and develop tracking, reporting, and enforcement mechanisms to ensure that reductions are achieved. Senate Bill (SB) 1368, a companion bill to AB32, requires the California Public Utilities Commission (CPUC) and the California Energy Commission (CEC) to establish GHG emission performance standards for the generation of electricity. These standards will also apply to power that is generated outside of California and imported into the State.

CARB approved in December 2008 a *Climate Change Scoping Plan* required by AB 32.<sup>10</sup> The *Climate Change Scoping Plan* proposes a "comprehensive set of actions designed to reduce overall carbon GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health."<sup>11</sup> The *Climate Change Scoping Plan* indicates that reducing GHG emissions to 1990 levels means reducing approximately 28.4 percent from "business-as-usual" emission levels.

The City of Los Angeles published the "Green LA, An Action Plan to Lead the Nation in Fighting Global Warming" (LA Green Plan), outlining the goals and actions the City has established to reduce the generation and emission of GHGs from both public and private activities. According to the LA Green Plan, the City of Los Angeles is committed to the goal of reducing emissions of CO<sub>2</sub> to 35 percent below 1990 levels. To achieve this, the City will:

- Increase the generation of renewable energy;
- Improve energy conservation and efficiency; and
- Change transportation and land use patterns to reduce dependence on automobiles.

<sup>&</sup>lt;sup>9</sup> CARB defines "business-as-usual" as emissions in the absence of any greenhouse gas reduction measures discussed in the Climate Change Scoping Plan.

Climate Change Proposed Scoping Plan was approved by CARB on December 11, 2008.

<sup>&</sup>lt;sup>11</sup> Climate Change Scoping Plan, CARB, December 2008. Available at www.arb.ca.gov/cc/scopingplan/document/scopingplandocument.htm.

Recognizing that over 40 percent of GHG emissions are generated from buildings, the City of Los Angeles also adopted a green building ordinance (Ordinance 179,820) in April 2008 to address the impact on climate change from new development. This new ordinance establishes the Green Building Program, whereby certain new development (e.g., projects of 50,000 square feet or more or with more than 50 residential units) must at a minimum meet the intent of the "certified" performance level under the US Green Building Council's (USGBC) Leadership in Energy and Environmental and Design program (LEED). In meeting this requirement, the developer must submit a LEED checklist, provide a signed declaration from a LEED accredited professional stating that the project meets the intent of LEED certification, and provide a set of plans that identifies the LEED measures. This green building ordinance also includes a provision that would expedite processing for buildings that meet the "silver" standard per the LEED guidelines.

The California Air Pollution Control Officers Association (CAPCOA) identified in its January 2008, CEQA and Climate Change white paper, a number of potential approaches for determining the significance of GHG emissions in CEQA documents. In its white paper, the CAPCOA suggests making significance determinations on a case-by-case basis when no significance thresholds have been formally adopted by a lead agency. One of the potential approaches identified in the CAPCOA White Paper, Threshold 1.1, would require a project to meet a percent reduction target. This target would be based on the average reduction from "business-as-usual" emissions identified by CARB as necessary to satisfy AB 32's mandate of returning to 1990 levels of GHG emissions by 2020. CARB, as discussed above, has calculated the necessary reduction to be approximately 28.4 percent from "business-as-usual".

OPR's recommended Amendments to the CEQA Guidelines for GHGs were adopted by the Resources Agency on December 30, 2009. Analysis of GHG emissions in a CEQA document presents unique challenges to lead agencies. However, such analysis must be consistent with existing CEQA principles and, therefore, the amendments comprise relatively modest changes to various portions of the existing CEQA Guidelines. The amendments add no additional substantive requirements; rather, the Guidelines merely assist lead agencies in complying with CEQA's existing requirements. Furthermore, the amendments address those issues where analysis of GHG emissions may differ in some respects from the more traditional CEQA analyses. Other amendments clarify existing law that may apply both to an analysis of GHG emissions as well as more traditional CEQA analyses.

Section 15064.4 of the CEQA Guidelines was adopted to assist lead agencies in determining the significance of the impacts of GHGs. Consistent with the developing practice, this section urges lead agencies to quantify GHG emissions of projects where possible and includes language necessary to avoid an implication that a "life-cycle"

analysis is required. In addition to quantification, this section recommends consideration of several other qualitative factors that may be used in the determination of significance (i.e., extent to which the project may increase or reduce GHG emissions compared to the existing environment; whether the project exceeds an applicable significance threshold; and the extent to which the project complies with regulations or requirements adopted to implement a reduction or mitigation of GHGs). The adopted amendments do 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 CAPCOA, so long as any threshold chosen is supported by substantial evidence. (See Section 15064.7(c)). 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 (See Section 15130(f)).

Although GHG emissions can be calculated, CARB, SCAQMD and the City of Los Angeles, have yet to establish project-level significance thresholds for GHG emissions that would be applicable to the Project.<sup>12</sup> Thus, assessing the significance of a project's contribution to cumulative global climate change involves: (1) developing an inventory of project GHG emissions; and (2) considering project consistency with applicable emission reduction strategies and goals, such as those set forth by AB 32. Based on the foregoing, a project would have a significant impact if the project:

- Generates GHG emissions, either directly or indirectly, that may have a significant impact on the environment. More specifically, if project-wide emissions reductions do not constitute an equivalent or larger reduction from "business-as-usual" than has been determined by CARB to be necessary to meet the state AB 32 goals (approximately 28.4 percent).
- Conflicts with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

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The South Coast Air Quality Management District has formed a GHG Significance Threshold Working Group. More information on this Working Group is available at www.aqmd.gov/ceqa/handbook/GHG/GHG.html.

.The California Climate Action Registry (CCAR)<sup>13</sup> prepared a protocol for calculating and reporting GHG emissions from a number of general and industry-specific activities.<sup>14</sup> This guidance was used to calculate the GHG emissions from the Project. To be consistent with the guidance from the SCAQMD only the GHG emissions resulting from the incremental increase in usage of on-road motor vehicles, electricity, natural gas, water usage/wastewater generation, and solid waste generation and disposal upon implementation of the Project were considered as Project-related. In addition, since potential impacts resulting from GHG emissions are long-term rather than acute, GHG emissions were also calculated for the Project's construction activities and are presented on an annual basis.

Not all GHGs exhibit the same ability to induce climate change. As a result, GHG contributions are commonly quantified in terms of what would be, in global warming potential (GWP), an equivalent mass of CO<sub>2</sub>, denoted as CO<sub>2</sub>e. Mass emissions are calculated by converting pollutant specific emissions to CO<sub>2</sub>e emissions by applying the proper global warming potential (GWP) value.<sup>15</sup> These GWP ratios are available from the USEPA and published in the CCAR protocol. By applying the GWP ratios, Project-related CO<sub>2</sub>e emissions can be tabulated in metric tons per year. The CO<sub>2</sub> values were calculated for existing and Project build-out conditions in order to estimate the net change in GHG emissions.

#### Construction GHG Impacts

Greenhouse gas emissions from construction activities were forecasted using a reasonable estimate of the Project's construction and applying published GHG emission factors. Both mobile source emission factors and construction equipment emission factors were derived from URBEMIS2007. To be consistent with the guidance from the SCAQMD for calculating criteria pollutants from construction activities, only GHG emissions from on-

CCAR was "a public/private partnership created by the State of California to encourage ... government agencies and ... organizations that do business in California to voluntarily measure and report their [GHG] emissions." State of California. California Climate Action Registry. (www.climatechange.ca.gov/publications/factsheets/2005-06\_CLIMATE\_ACTION\_REGISTRY\_FS.PDF, accessed Aug. 2008.) The law establishing CCAR (Health and Safety Code §§ 42820 et seq.) sunset as of Jan. 1, 2008, but CCAR continues as "a private non-profit organization originally formed by the State of California," serving as "a voluntary ... registry to protect and promote early actions to reduce GHG emissions by organizations." (www.climateregistry.org/about.html, accessed Aug. 2008.)

<sup>14</sup> CCAR, General Reporting Protocol Version 3.1 (January 2009), www.climateregistry.org/resources/docs/protocols/grp/GRP\_3.1\_January2009.pdf.

<sup>&</sup>lt;sup>15</sup> CO<sub>2</sub>e was developed by the Intergovernmental Panel on Climate Change (IPCC), and published in its Second Assessment Report (SAR) 1996.

site demolition and construction activities, off-site hauling (construction-related solid waste), and construction worker commuting are considered as Project-generated. The information needed to characterize GHG emissions from the manufacture, transport, and end-of-life of construction materials would be speculative per CEQA Guidelines Section 15145. Therefore, the construction analysis does not assess such GHG emissions.

As presented in Table IV-5 on page IV-57, construction of the Project is estimated to generate a total of 837 metric tons of CO<sub>2</sub>e. Emissions associated with water use include episodic water use for fugitive dust control during construction and annual water consumption. Emissions generated from the embodied energy of potable water used during construction is equal to a total of two metric tons of CO<sub>2</sub>e. As recommended by the SCAQMD, the total GHG construction emissions were amortized over the 30-year lifetime of the project (i.e., total construction GHG emissions were divided by 30 to determine an annual construction emissions estimate comparable to operational emissions) and incorporated into the operational analysis, provided below. A complete listing of the construction equipment by on-site and off-site activities, duration, and model input assumptions used in this analysis is included within the emissions calculation worksheets that are provided in Appendix A.

#### Operational GHG Impacts

CARB's *Climate Change Scoping Plan* and guidance from a wide-variety of state agencies has emphasized that achieving the State's GHG emissions reduction goals requires a substantial change from "business-as-usual." Comparing a project's emissions to "business-as-usual" emissions is fundamental to the CARB's determination that achieving AB 32 mandates requires a 28.4 percent reduction in emissions from "business-as-usual." However, the notion of statewide "business-as-usual" used in the CARB's *Climate Change Scoping Plan* is not directly applicable at local or regional scales. The statewide "business-as-usual" is based on historic trends across entire economic sectors—not the activity of local governments or individual projects (i.e., it is a top-down estimate of anticipated future emissions). Consequently, evaluating the proposition that a project

All other tables in this section represent on-site construction equipment and water-related construction emissions as annualized over a period of 30 years (e.g., total emissions divided by 30 years).

The Scoping Plan defines "business-as-usual" as emissions in the absence of greenhouse gas reduction measures (i.e., the 2020 "business-as-usual" emissions inventory is forecasted based on the 2002 to 2004 statewide average annual emissions and does not take credit for, inter alia, reduction from 2005 Title 24, Assembly Bill 1493 greenhouse gas emissions reduction standards for vehicles, the California Low Carbon Fuel Standard, or full implementation of the Renewables Portfolio Standard, discussed below).

Table IV-5
Construction Related Emissions

	CO₂e <sup>c</sup> (Metric Tons)		
Emission Source	Total	Annualized	
Water (Construction-related)	2	<1	
Construction	835	28	
Total	837	28	

constitutes a reduction from "business-as-usual" requires providing a quantitative estimate of "business-as-usual" based on the specific circumstances of the project in the context of relevant State activities and mandates. This essentially requires two GHG emissions inventories (as follows):

- "Business-as-Usual" project GHG emissions without state mandates; and
- "As proposed" project GHG emissions with project design features and with state mandates.

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

Local governments as well as others use 2020 as a target date for GHG reductions. It is also an important target date for supporting legislation and regulation, including mandates for implementation of the Low Carbon Fuel Standard and the Federal Corporate Average Fuel Economy standards.

A "business-as-usual" scenario is used to simulate development for comparison with project-generated GHG emissions. The "business-as-usual" scenario assumes operation of comparable amenities similar in scale and size to serve the regional need. A "business-as-usual" scenario does not consider the site-specific benefits resulting from the availability

of public transportation, project features, and prescribed mitigation measures. The analysis below establishes "business-as-usual" as complying with the minimum performance level required under Title 24 (2001). Consistent with the *Climate Change Scoping Plan*, this scenario would also not consider state mandates. California and the federal government have established a number of mandates that will help reduce GHG emissions from the Project and State overall by 2020. Three of the most important quantifiable factors include California's Statewide Renewables Portfolio Standard, the California Low Carbon Fuel Standard, and the California AB1493—Pavley Standards.

Emissions calculations for the Project include credits or reductions for those project features set forth in Section II, Project Description. As described therein, the Project would be designed and built to achieve LEED certified. Accordingly, the Project has committed to reducing energy demand by 14 percent below ASHRAE/IESNA or an equivalent standard, such as Title 24, and would reduce water consumption by 20 percent.

Mobile source GHG emissions are directly dependent on the number of vehicle trips. Thus, a decrease in the number of Project generated trips as a result of implementation of project features would provide a proportional reduction in mobile source GHG emissions. Modeling options are available in the URBEMIS model to account for vehicular trip reducing project features and are detailed below.

- Local Serving Retail—the Project is located in close proximity to local serving retail uses which result in a reduction in vehicular trips.
- Transit—the Project is located in close proximity to local transit with 1,416 daily buses and 178 daily rapid buses stopping within ¼ mile of the Project site. The close proximity to local transit results in an appreciable reduction in vehicular trips.
- Bike and Pedestrian (non-motorized access to transit)—the Project is located within one square mile of 475 street segments with sidewalks on both sides. Therefore, URBEMIS provides an additional reduction in vehicular trips for this feature.
- Transportation Demand Management—the URBEMIS model provides a credit for projects that include alternative transportation to the Project site: secure bicycle parking; information on transportation alternatives, such as bus schedules and

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The 2020 "business-as-usual" emissions inventory is forecasted based on the 2002 to 2004 statewide average annual emissions in which the applicable version of the energy code is Title 24 (2001).

bike maps; and to the extent feasible preferred parking to alternative-fuel vehicles and ride-sharing vehicles.

Table IV-6 on page IV-60 presents the Project's GHG emissions taking into consideration implementation of all Project design features and the full implementation of current State mandates. Also included in Table IV-6 is CARB's estimated 2006 State-wide inventory, the latest year for which data are available. As shown, the net increase in GHG emissions associated with the Project is approximately 0.0003 percent of the 2006 emission level. As stated in Table IV-6, the Project with incorporation of Project features and State mandates would achieve a 36.0 percent reduction from "business-as-usual". With the achievement of a 36.0 percent total reduction from "business-as-usual", the Project's climate change impacts with regard to GHG emissions would be less than significant.

The City of Los Angeles Green Building Program incorporates green building standards into all appropriate industrial, commercial, and residential development projects in an effort to improve the City's energy efficiency, reduce its contribution of GHGs within California, and achieve compliance with AB 32. As discussed above, the Project is designed with a number of features that are consistent with the City of Los Angeles Green Building Program goals by decreasing vehicle miles traveled, conserving water, increasing energy efficiency, utilizing appropriate building materials, reducing waste, and improving public health.

The Project contains numerous features that would reduce the Project's emissions profile and would represent improvements from what can be considered "business-as-usual." As such, the Project would be consistent with the goals set forth in AB 32, as well as CARB's *Climate Change Scoping Plan*. The Project's GHG emissions reduction of 36.0 percent compared to the "business-as-usual" scenario constitutes an equivalent or larger break from "business-as-usual" than has been determined by CARB to be necessary to meet AB 32's goals (approximately 28.4 percent for 2020).

The following planned City actions, as presented in the *LA Green Plan*, when implemented, may further decrease emissions of GHGs from the Project:

- Decreasing emissions from Department of Water and Power electrical generation and import activities;
- Providing compact fluorescent light (CFL) bulbs to encourage acceptance and use of CFLs; and
- Expanding the regional rail network to reduce VMT.

Table IV-6
Annual GHG Emissions Summary
(Metric Tons of Carbon Dioxide Equivalent)

Source	"Business-as- Usual" Project	Project	Project's Break from "Business-as-Usual"
Transportation	1,709	1,099	-36%
Electricity	320	162	-50%
Natural Gas	98	80	-18%
Water Usage/Wastewater Generation	22	17	-20%
Solid waste	20	20	0%
Construction	28	28	0%
Total Emission	2,197	1,406	-36%
Percent of 2006 Statewide Total 483,870,000 metric tons)	0.0005	0.0003	

Source: Matrix Environmental, 2010.

Based on the analysis presented above, the Project would have a less than significant impact on the environment due to its GHG emissions and no mitigation measures are required.

#### b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. Although the Project is expected to emit GHGs, the emission of GHGs by a single project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHG from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of that climate change can cause adverse environmental effects. A project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, consequently, they would, in isolation, have no significant direct impact on climate change. The Project's GHG emissions would not be considered to be substantial when compared to statewide GHG emissions. Due to the complex physical, chemical, and atmospheric mechanisms involved in global climate change, it is speculative to identify the specific impact, if any, to global climate change from one project's incremental increase in global GHG emissions. As such, a project's GHG emissions and the resulting significance of potential impacts are more properly assessed

on a cumulative basis. Therefore, the significance of potential impacts from the Project's GHG emissions is determined on a cumulative basis.

The State has mandated a goal of reducing statewide emissions to 1990 levels by 2020, even though statewide population and commerce is predicted to continue to expand. In order to achieve this goal, the CARB is in the process of establishing and implementing regulations to reduce statewide GHG emissions. However, currently there are no significance thresholds, specific reduction targets, and no approved policy or guidance to assist in determining significance at the project or cumulative level. Additionally, there is currently no generally accepted methodology to determine whether GHG emissions associated with a specific project represents new emissions or existing, displaced emissions.

Table IV-6 on page IV-60, illustrates that the Project's design features and implementation of the state mandates would contribute to GHG reductions. These reductions represent a reduction from "business-as-usual" and support State goals for emissions reduction. The methods used to establish this relative reduction are consistent with the approach used in CARB's *Climate Change Scoping Plan* for the implementation of AB 32 through 2020. The Scoping Plan also identifies appropriate circumstances for the consideration of specific Early Action measures described by the California Climate Action Team. Moreover, a sizeable percentage of the operational GHG emissions conservatively associated with the Project likely would not be considered new emissions attributable to the Project because the future employees of the Project already generate emissions through their current activities.

Thus, the Project is also consistent with the approach outlined in CARB's *Climate Change Scoping Plan*, particularly its emphasis on the identification of emission reduction opportunities that promote economic growth while achieving greater energy efficiency and accelerating the transition to a low-carbon economy. The location and design of the Project reflect and support these core objectives. For example, the Project demonstrates this through its location in close proximity to transit.

The Project is also consistent with the City of Los Angeles Green Building Program. This Program emphasizes improving energy conservation, energy efficiency, increasing renewable energy generation, and changing transportation and land use patterns to reduce auto dependence. The Project's design features would advance these objectives. As recommended by CARB's *Climate Change Scoping Plan*, the Project would use green building techniques as a framework for achieving emissions reductions.

Additionally, the Project has incorporated sustainability design features and measures to reduce the Project's VMT, which also serve to reduce the Project's potential impact with respect to GHG emissions that are also consistent with the goals of AB 32.

The Project, by implementing the Project features and GHG reducing measures described above, results in a net decrease in GHG emissions that represents a substantial break from "business-as-usual". The Project's features and GHG reduction measures make the Project consistent with the goals of AB 32.

In the absence of adopted standards and established significance thresholds, and given the Project's consistency with State and City GHG emission reduction goals and objectives, the Project's contribution to the cumulative impact of global climate change would be less than significant.

#### VIII. Hazards and Hazardous Materials

The following analysis is based upon the *Phase I Environmental Assessment:* Golden State Mutual Life Building, 1999 West Adams Boulevard, Los Angeles, California 90018, APN 5058-015-005 (the Phase I ESA), prepared by SCS Engineers, March 2009. A copy of the Phase I ESA is provided as Appendix D to this Initial Study.

### a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

**No Impact.** A significant impact may occur if a project involves the use or disposal of hazardous materials as part of its routine operations and would have the potential to generate toxic or otherwise hazardous emissions that could adversely affect sensitive receptors. Project construction activities would result in a temporary increase in the use of typical construction materials, including paints, cleaning materials, and vehicle fuels, which may be hazardous if not properly transported, used, or disposed of. The use of these materials during Project construction would be short term and would occur in accordance with standard construction practices and manufacturer guidelines. Construction activities would, therefore, not create a hazard to the public or environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant. The types of potentially hazardous materials associated with operation of the Proposed Project include solvents typically used in the maintenance of an office building (e.g., paints, petroleum products, and pesticides) that are packaged and stored for consumer sales. All potentially hazardous materials would be contained, stored, and used

in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. With compliance with existing local, state, and federal regulations, the transport and storage of these materials would not pose a significant hazard to the public or the environment. Therefore, no impact related to this issue would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

b. Would the project create significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to accidentally release hazardous materials into the environment during its construction and/or operation. As the Proposed Project involves the construction of office uses, potentially hazardous materials that would likely be stored and used on the Project Site include typical cleaning solvents, paints and lacquers, and pesticides, which, when stored and used in small quantities in accordance with manufacturers' recommendations, would not pose a risk of upset or significant environmental impact.

A site inspection was conducted as part of the Phase I ESA prepared for this Project. The site inspection identified no aboveground or underground storage tanks, no electrical transformers containing polychlorinated biphenyls (PCBs), disturbed areas, or wells. No hazardous chemicals were observed on the Project site. An asbestos and limited lead-based paint (LBP) survey was completed of existing on-site structures in November 2008. Asbestos-containing materials (ACMs) and lead-based particles were found in samples, including in the parking booth located in the parking lot, which will be demolished as part of the Project. As a result, the demolition of the parking booth could result in a release of hazardous materials. Compliance with the mitigation measures identified below would reduce impacts related to the presence and removal of hazardous wastes to a less than significant level.

The Project Site is located within the boundary of the La Cienega Oilfield area. <sup>19</sup> Further, according to the California Department of Conservation, Division of Oil, Gas and

<sup>&</sup>lt;sup>19</sup> City of Los Angeles General Plan, Safety Element, Exhibit E: Oil Field & Oil Drilling Areas, November 1996.

Geothermal Resources (DOGGR) reports a cluster of oil wells approximately 0.25 mile west of the Project Site. These wells were drilled between 1954 and 1964. However, the DOGGR reports no well-related activities in the immediate Project vicinity. Consequently, impacts related to oil wells would be less than significant.

In addition, the Project Site is located within a Methane Zone as designated by the City of Los Angeles, and as such, there is a potential for a methane impact at the site. However, construction per applicable City regulations requires detailed plans for adequate protection against methane. As detailed in Chapter IX, Division 71 of the LAMC, all construction within a designated Methane Zone requires detailed plans for adequate protection against methane. In accordance with these regulations, a detailed methane plan would be prepared during Project development. The methane plan would identify design features to ensure safe operation of the Project Site, as defined by the LAMC. Compliance with the mitigation measures identified below would reduce impacts related to methane to a less than significant level.

#### Mitigation Measures

Mitigation Measure VIII-1: Prior to the issuance of any permit for the demolition or alteration of the existing structure(s), the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable State and Federal rules and regulations.

Mitigation Measure VIII-2: Prior to issuance of any permit for the demolition or alteration of the existing structure(s), a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

**Mitigation** Measure VIII-3: Prior to issuance of a demolition permit, a polychlorinated biphenyl (PCB) abatement contractor shall conduct a survey of the project site to identify and assist with compliance with

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<sup>&</sup>lt;sup>20</sup> City of Los Angeles Department of Building and Safety, Parcel Profile Report: 1985 West Adams Boulevard, generated December 10, 2009.

applicable state and federal rules and regulation governing PCB removal and disposal.

- Mitigation Measure VIII-4: All commercial, industrial, and institutional buildings shall be provided with an approved Methane Control System, which shall include these minimum requirements; a vent system and gasdetection system which shall be installed in the basements or the lowest floor level on grade, and within underfloor space of buildings with raised foundations. The gas-detection system shall be designed to automatically activate the vent system when an action level equal to 25% of the Lower Explosive Limit (LEL) methane concentration is detected within those areas.
- Mitigation Measure VIII-5: All commercial, industrial, institutional and multiple residential buildings covering over 50,000 square feet of lot area or with more than one level of basement shall be independently analyzed by a qualified engineer, as defined in Section 91.7102 of the Municipal Code, hired by the building owner. The engineer shall investigate and recommend mitigation measures which will prevent or retard potential methane gas seepage into the building. In addition to the other items listed in this section, the owner shall implement the engineer's design recommendations subject to Department of Building and Safety and Fire Department approval.
- **Mitigation Measure VIII-6:** The property shall be maintained in a neat, attractive, and safe condition at all times.
- **Mitigation Measure VIII-7:** On-site activities shall be conducted so as not to create noise, dust, odor, or other nuisances to surrounding properties.
- **Mitigation Measure VIII-8:** Trash and garbage bins shall be maintained with a lid in working condition; such lid shall be kept closed at all times.
- **Mitigation Measure VIII-9:** Trash and garbage collection bins shall be maintained in good condition and repair such that there are no holes or points of entry through which a rodent could enter.
- **Mitigation Measure VIII-10:** Trash and garbage collection containers shall be emptied a minimum of once per week.
- **Mitigation Measure VIII-11:** Trash and garbage bin collection areas shall be maintained free from trash, litter, garbage, and debris.

#### c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project site is located within one-quarter mile of an existing or proposed school site and is projected to release materials which pose a health hazard beyond regulatory thresholds. The Project Site is located within one quarter of a mile of two existing Los Angeles Unified School District (LAUSD) schools; the 24<sup>th</sup> Avenue Elementary School and the Widney High School. These two schools are adjacent to each other and are located approximately 0.10 mile northwest of the Project Site. The 24<sup>th</sup> Avenue Elementary School provides educational services for students from kindergarten to the 5<sup>th</sup> Grade, with 882 total students in attendance for the 2009-10 school year. Widney High School provides educational services for children age 13 to 22 with disabilities and has a student population of approximately 367 students. As stated in Checklist Question VIII(b), above, with the implementation of the identified mitigation measures, Project construction and operations would not create a significant hazard to the public or the environment through the release of hazardous materials into the environment. Additionally, as stated in Checklist Question VIII(a), above, the Proposed Project would use, at most, minimal amounts of commercially packaged hazardous materials for routine cleaning and maintenance, and, therefore, would not pose a substantial risk involving the routine transport, use, and disposal of hazardous materials or the accidental release of hazardous materials. Therefore, potential impacts associated with the emission of hazardous materials with the incorporation of Mitigation Measures VIII-1 through V11near an existing or proposed school would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

d. Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

**No Impact.** 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 State on at least an annual basis. Within this context, a significant impact may occur if a project site is included on any of the above lists and poses an environmental hazard to

surrounding sensitive uses. With regard to the Proposed Project, the Project Site is not included on the California Department of Toxic Substances Control (DTSC) CORTESE List.<sup>21</sup> The Golden State Mutual Life Insurance Co. at 1999 W. Adams Boulevard was identified once on the HAZNET database for the disposal of pharmaceutical waste. The pharmaceutical wastes were disposed of and are no longer present. Two properties that are listed are within 0.25 mile of the Project Site; a Chevron gas station at 2602 Western Avenue (Underground Storage Tank and Leaking Underground Storage Tank lists) and a Union gas station at 2000 West Adams Boulevard (Underground Storage Tank list). As concluded in the Phase I ESA, neither of these sites are anticipated to have any impact at the Project Site. Therefore, no impact is not anticipated to create a hazard to the public or an environmental impact report is necessary.

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 for people residing or working in the project area?

**No Impact.** A significant project-related impact may occur if a 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 Project Site is not located within two miles of a public airport. The closest airport to the Project Site is the Los Angeles International Airport (LAX), which is located approximately 7.5 miles southwest of the Project Site. Therefore, the Proposed Project would not result in a safety hazard associated with an airport. No further analysis of this issue in an environmental impact report is necessary.

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

**No Impact.** There are no private airstrips in the vicinity of the Project Site and the Site is not located within a designated airport hazard area. Therefore, the Proposed Project would not result in airport-related safety hazards. No impact would occur and no

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State of California, Department of Toxic Substances Control, website www.dtsc.ca.gov/SiteCleanup/Cortese\_List.cfm, March 7, 2010.

mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

## g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to interfere with roadway operations used in conjunction with an emergency response plan or emergency evacuation plan or would generate sufficient traffic to create traffic congestion that would interfere with the implementation of such a plan. According to the Safety Element of the City of Los Angeles General Plan, the Project Site is not located along a designated disaster route.<sup>22</sup> The majority of construction activities for the Project would be confined to the Project Site itself, except for limited off-site infrastructure improvements, which would require some work in adjacent street rights-ofway. However, streetscape improvements on Western Avenue and Hobart Boulevard, as well as the construction of the drop-off area on Western Avenue would not impact adjacent rights-of-way. With the exception of potentially utilizing area streets during construction for the movement of construction vehicles and minimal lane closures to construct the drop off area, the Project would not intrude upon area roadways. As discussed in Checklist Question XV(a), the Proposed Project would not result in a significant traffic impact on any of the surrounding intersections. Furthermore, as discussed in Checklist Questions XIII(a)(i) and (ii), the Proposed Project would have a less than significant impact with respect to fire and police services, including emergency response or evacuation. Since the Project would not cause an impediment along the City's designated disaster routes, nor would the proposed office uses impair the implementation of the City's emergency response or evacuation plan, the Project would have a less than significant impact with respect to these issues. Notwithstanding, the following mitigation measures would reduce impacts to a less than significant level,

#### Mitigation Measures

Mitigation Measure VIII-12: Prior to the issuance of a building permit, the applicant shall develop an emergency response plan in consultation with the Fire Department. The emergency response plan shall include but not

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<sup>&</sup>lt;sup>22</sup> City of Los Angeles Department of Planning General Plan Safety Element—Critical Facilities and Lifeline Systems, Exhibit H (November 26, 1996).

be limited to the following: mapping of emergency exits, evacuation routes for vehicles and pedestrians, location of nearest hospitals, and fire departments.

h. Would the project expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

**No Impact.** A significant impact may occur if a project is located in proximity to wildland areas and poses a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The Project Site is located in a highly urbanized area of the City of Los Angeles and is not subject to wildland fires. Therefore, the Proposed Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Development of the Proposed Project in combination with the related projects has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials in the Project area. However, as discussed above, the Proposed Project would not generate, use, or emit any hazardous materials that would have the potential to result in adverse environmental conditions. 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 these properties. Further, compliance with all applicable City, State, and Federal laws regarding hazardous materials would further reduce impacts associated with the development of the related projects. Therefore, the Proposed Project would not contribute to a cumulatively significant impact with respect to hazardous materials. As a result, cumulative impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### IX. Hydrology and Water Quality

### a. Would the project violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. A significant impact may occur if a project discharges water that does not meet the water quality standards of the 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). These regulations include compliance with the SUSMP and National Pollutant Discharge Elimination System (NPDES) Permit requirements to reduce potential water quality impacts.

The Proposed Project does not include any point-source discharges. During construction, approximately 1.5 acres of ground-disturbing activities (e.g., removal of existing surface parking lot and guard structure, excavation of on-site soil to a depth of between 17.5 and 36.5 feet depending on location, foundation construction, construction of drop-off area, and installation of utilities) that would expose soils for a limited time, would occur, which could allow for possible erosion. However, as mentioned above, grading and site preparation would comply with all applicable provisions of Chapter IX, Division 70 of the LAMC, the Applicant would prepare and implement a SUSMP in accordance with the Los Angeles Regional Water Quality Control Board (LARWQCB) Municipal Storm Water NPDES Permit that would detail the treatment measures and best management practices (BMPs) to control pollutants and an erosion control plan that outlines erosion and sediment control measures that would be implemented during the construction and post-construction phases of Project development. BMPs for the construction phase of this Project could include, but are not limited to, covering excavated and stockpiled soils with secured tarps or plastic sheeting, installing swales around storm drains during construction, and properly maintaining construction equipment.

In addition to the SUSMP required by the LARWQCB, as Project construction would require over one acre (approximately 1.25 acres) of ground disturbing activities, the Project Applicant would be required to meet the provisions of the NPDES General Permit for Discharges of Storm Water with regard to surface water quality as governed by the SWRCB. The General Permit requires that, prior to construction activity, project applicants file a Notice of Intent (NOI) with the SWRCB and prepare a project-specific SWPPP. Similar to the SUSMP, the SWPPP incorporates BMPs to control erosion and to protect the quality of surface water runoff during the construction by controlling potential contaminants such as petroleum products, paints and solvents, detergents, fertilizers, and pesticides.

Regarding other incidental pollutants that could result from construction activities, in addition to the BMPs implemented during Project construction, routine safety precautions for the handling and storing of construction materials would also help to effectively mitigate the potential pollution of stormwater by these materials. The application of these "good housekeeping" procedures would also be extended to non-hazardous stormwater pollutants such as sawdust and other solid wastes. Any construction leaks, drips, and spills would be cleaned up immediately to prevent contaminated soil on paved surfaces that could be washed into the storm drains. Furthermore, all construction waste would be disposed of properly, including the use of appropriately labeled recycling bins to recycle construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, wood, and vegetation. Non recyclable materials/wastes would be taken to an appropriate landfill. Toxic wastes, should they be generated, would be discarded at a licensed regulated disposal site to help ensure that pollutants are not exposed to soils.

In addition to BMPs primarily to minimize construction-related water quality impacts, the Project's SUSMP and SWPPP would also set forth long-term BMPs to prevent adverse impacts to water quality during Project operations. The SUSMP would set forth structural BMPs that would be built into the Project for ongoing water quality purposes. Long-term BMPs for this Project would include, but are not limited to, ensuring that discharge from downspouts, roof drains, and scuppers would not be permitted on unprotected soils. Through preparation and implementation of both the SWPPP and the SUSMP, operational water quality impacts of the Project would be minimized. Additionally, because the current site does not currently operate under a SUSMP, implementation of the Project with a SUSMP would improve water quality leaving the Project Site in comparison to existing conditions.

Regarding the quantity of stormwater runoff, the Project would essentially replace one impervious surface (i.e., a surface parking lot) with another impervious surface (i.e., an office building) and would not result in a notable increase in the amount of impervious surfaces on the Project Site. As a result, the Proposed Project would not result in a measurable change in the amount of stormwater flows from the Project Site.

Therefore, with the implementation of BMPs included in the SUSMP and SWPPP, as well as implementing good housekeeping practices, Project impacts related to water quality would be beneficial and as a result, less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project includes deep excavations which have the potential to interfere with groundwater movement, or include withdrawal of groundwater or paving of existing permeable surfaces that are important to groundwater recharge. The Project Site is almost entirely covered by impervious surfaces, such as buildings, asphalt parking areas, and cement walkways. Thus, during a storm event most water that encounters the site runs off onto area roadways and into the local stormdrain system. A small 20-foot-wide grass area is located on the Project Site adjacent to Western Avenue, and a 10-foot wide grass area is located along Hobart Boulevard. The Project would replace one impervious surface (i.e., a surface parking lot) with another impervious surface (i.e., an office building). Regarding the existing grass areas, the proposed private garden adjacent to the north side of the proposed office building, and the new landscaped areas along Western Avenue and Hobart Boulevard would be of comparable size. As a result, the Project would not change the amount of on-site impervious surfaces and would not result in a measurable change in the amount of urban runoff or groundwater recharge from the site.

With regard to other potential groundwater impacts, as described in the Geotechnical Study, groundwater is first encountered at a depth of 65.5 feet below ground surface; however, this water was the result of seepage (i.e., downward moving surface water trapped by an impervious soil layer) and was not the static groundwater table. As the Project would require excavations to a depth of between approximately 17.5 and 36.5 feet below ground surface, dewatering would not be required during Project construction. Last, water for the Proposed Project would be provided by the municipal water system and no wells would be drilled. Nonetheless, implementation of the following mitigation measures would further reduce Project impacts.

#### Mitigation Measures

Mitigation Measure IX-1: In the event a permanent dewatering system is necessary, the Department of Building and Safety requires the

following measures to mitigate the impacts to a less than significant level:

- (a) Prior to the issuance of any permit for excavation, the applicant shall, in consultation with the Department of Building and Safety, submit a Dewatering Plan to the decision-maker for review and approval. Such plan shall indicate estimates for how much water is anticipated to be pumped and how the extracted water will be utilized and/or disposed of.
- (b) Extracted groundwater shall be pumped to a beneficial on-site use such as, but not limited to: 1) landscape irrigation; 2) decorative fountains or lakes; 3) toilet flushing; or 4) cooling towers.
- (c) Return water to the groundwater basin by an injection well.
- c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

**No Impact.** A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in erosion or siltation during construction or operation of a project. As stated previously, the Project Site is almost entirely covered by impervious surfaces and most of the runoff flows to the local stormdrain system occur during a storm event. This condition would not change as a result of the Proposed Project and stormwater would continue to flow to the local stormdrain system. Further, as mentioned above, the Project Site is located in a highly urbanized area and is largely covered with impervious surfaces. As a result, the Project, which would replace one impervious surface for another, and as such, would result in no measurable increase in urban runoff from the Project Site. Improvements implemented under the Proposed Project would not materially alter existing drainage patterns or flow levels. As a result, project development would not result in substantial erosion or siltation on- or off-site. Therefore, a less than significant impact is anticipated.

During Project construction, a temporary alteration of the existing on-site drainage pattern may occur. However, these changes would not result in substantial erosion or siltation due to stringent controls imposed via City grading and building permit regulations

as discussed under Section VIII(a) above. As such, any alteration of the existing drainage pattern would not result in substantial erosion or siltation on- or off-site and no impact related to this issue would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

d. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onor off-site?

**No Impact.** A significant impact may occur if a project would substantially alter drainage patterns resulting in a significant increase in potential flooding. The Project Site is located in a highly urbanized area and is served by existing City stormdrain infrastructure. The Project Site, under current conditions, is almost entirely covered with impervious surfaces. As mentioned above, the Project would replace one impervious surface for another, and would result in no measurable increase in urban runoff from the Project Site. Furthermore, the Project Site is not located adjacent to any stream or river, and Project runoff would continue to drain into existing City storm drain infrastructure. Therefore, the Proposed Project would not have the potential to result in flooding due to altered drainage patterns and no impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

e. Would the project 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?

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur if a project would increase the volume of storm water runoff to a level which exceeds the capacity of the storm drain system serving a project site. A project-related significant adverse effect would also occur if a project would substantially increase the probability that polluted runoff would reach the storm drain system. There are no known current deficiencies in the local stormdrain system.

As noted, the Project Site is almost entirely covered by impervious surfaces. To determine the impacts of the Proposed Project on the local storm drain system, the Draft Drainage Study Report (Drainage Report) was prepared by David Evans and Associates,

Inc., in February 2010 (please refer to Appendix E of this Initial Study). During field investigations, the Drainage Report found that half the existing surface parking lot drains west to Western Boulevard, while the other half drains east to Hobart Boulevard. A very small portion of the surface parking lot drains to a dry well in the loading dock area behind the Golden State Building. Because the Proposed Project would not change the amount of impervious surfaces at the Project Site, the amount of runoff from the Project Site would not be materially different from existing conditions. As the storm drain system can adequately handle existing flows, Project development is not anticipated to result in runoff conditions that would exceed the capacity of the local storm drain system. Therefore, a less than significant impact would result. Nevertheless, the following mitigation measures would further reduce Project impacts.

#### Mitigation Measures

- Mitigation Measure IX-2: Leaks, drips and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- **Mitigation Measure IX-3:** All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop clothes shall be used to catch drips and spills.
- **Mitigation Measure IX-4:** Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible.
- **Mitigation Measure IX-5:** Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.
- Mitigation Measure IX-6: Applicants must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board, which may include the following (a copy of the SUSMP can be downloaded at: <a href="http://www.swrcb.ca.gov/rwqcb4/">http://www.swrcb.ca.gov/rwqcb4/</a>):
  - Project applicants are required to implement stormwater BMPs to treat and infiltrate the runoff from a storm event producing 3/4 inch of rainfall in a 24 hour period. The design of structural BMPs shall be in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A

- signed certificate from a California licensed civil engineer or licensed architect that the proposed BMPs meet this numerical threshold standard is required.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Concentrate or cluster development on portions of a site while leaving the remaining land in a natural undisturbed condition.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- Cut and fill slopes in designated hillside areas shall be planted and irrigated to prevent erosion, reduce run-off velocities and to provide long-term stabilization of soil. Plant materials include: grass, shrubs, vines, ground covers, and trees.
- Incorporate appropriate erosion control and drainage devices, such as interceptor terraces, berms, vee-channels, and inlet and outlet structures, as specified by Section 91.7013 of the Building Code. Protect outlets of culverts, conduits or channels from erosion by discharge velocities by installing a rock outlet protection. Rock outlet protection is physical devise composed of rock, grouted riprap, or concrete rubble placed at the outlet of a pipe. Install sediment traps below the pipe-outlet. Inspect, repair, and maintain the outlet protection after each significant rain.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING - DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, must be posted at public access points along channels and creeks within the project area.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be:

   (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar stormwater conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.

- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of stormwater within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Stormwater Mitigation Plan and or per manufacturer's instructions.
- Trash container areas must have drainage from adjoining roofs and pavement diverted around the area(s).
- Trash container areas must be screened or walled to prevent off-site transport of trash.
- Reduce impervious land coverage of parking lot areas.
- Infiltrate runoff before it reaches the storm drain system.
- Runoff must be treated prior to release into the storm drain. Three types of treatments are available, (1) dynamic flow separator; (2) a filtration or (3) infiltration. Dynamic flow separator uses hydrodynamic force to remove debris, and oil and grease, and are located underground. Filtration involves catch basins with filter inserts. Filter inserts must be inspected every six months and after major storms, cleaned at least twice a year. Infiltration methods are typically constructed on-site and are determined by various factors such as soil types and groundwater table.
- Prescriptive Methods detailing BMPs specific to this project category are available. Applicants are encouraged to incorporate the prescriptive methods into the design plans. These Prescriptive Methods can be obtained at the Public Counter or downloaded from the City's website at: www.lastormwater.org. (See Exhibit D).

## f. Would the project otherwise substantially degrade water quality?

**No Impact.** A significant impact may occur if a project would include potential sources of water pollutants that would have the potential to substantially degrade water quality. As discussed above in Checklist Question IX(a), BMPs implemented as part of the Project's SWPPP and SUSMP and good housekeeping practices would preclude sediment and hazardous substances from entering stormwater flows. Therefore, no impact would

result. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

g. Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

**No Impact.** A significant impact may occur if a project were within a 100-year flood hazard area. The Project Site is not located within a flood zone, including, but not limited to, the 100-year flood zone, designated by the Federal Emergency Management Agency (FEMA).<sup>23</sup> No impacts would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

h. Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

**No Impact.** A significant impact may occur if a project were located within a 100-year flood hazard area, and would impede or redirect flood flows. As noted above, the Project Site is not located within a flood zone. No impacts would occur and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

i. Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

**No Impact.** A significant impact may occur if a project were located in an area where a dam or levee could fail, exposing people or structures to a significant risk of loss, injury, or death. According to the City of Los Angeles, the Project Site does not lie within a

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<sup>&</sup>lt;sup>23</sup> City of Los Angeles. Department of City Planning' Parcel Profile Report, generated December 10, 2009.

potential inundation area,<sup>24</sup> as there are no levees or dams in the Project vicinity. Therefore, no impact associated with flooding, including flooding due to the failure of a levee or dam, would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

## j. Would the project expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?

**No Impact.** A significant impact may occur if a project is sufficiently close to the ocean or other water body to be potentially at risk of the effects of seismically-induced tidal phenomena (i.e., seiche and tsunami) or if the Project Site is located adjacent to a hillside area with soil characteristics that would indicate potential susceptibility to mudslides or mudflows. The Project Site is not located in a potential tsunami zone. The closest body of water to the Project Site is the Los Angeles River, which is located approximately 4.5 miles east of the Project Site. Furthermore, since the Project Site is not located in close proximity to a contained body of water, there is no potential impact associated with a seiche. With respect to the potential impact from a mudflow, the Project Site is relatively flat and is surrounded by urban development; therefore, it does not contain any sources that could result in a mudflow (e.g., steep slopes with unstable soils). Therefore, no impact would occur with respect to risk of loss, injury, or death by seiche, tsunami, or mudflow. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Future development of the related projects could affect the amount, the rate, the velocity, and the quality of runoff within their respective drainage areas. Whether the effects would be positive or adverse would depend on a number of factors including the amount of pervious/impervious surfaces that would change, the duration of the construction period, the drainage improvements and BMPs that would be incorporated into the design, etc. for each of the related projects. Nonetheless, similar to the Proposed Project, each of the related projects would be required to prepare and implement applicable procedures that would ensure that no downstream flooding would

<sup>&</sup>lt;sup>24</sup> City of Los Angeles General Plan, Safety Element, Exhibit G: Inundation & Tsunami Hazard Areas in the City of Los Angeles, November 1996.

<sup>25</sup> Ibid.

occur as a result of the exceedance of stormdrain capacity, and to ensure no significant water quality issues. As discussed above, the Proposed Project would not result in any significant hydrology and water quality impacts. Therefore, cumulative impacts to hydrology and water quality would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### X. Land Use and Planning

### a. Would the project physically divide an established community?

**No Impact.** A project can physically divide an established community by interrupting or blocking access or by creating a conflict of scale, intensity, or use that would disturb an established community to such a degree that existing uses would not function as under existing conditions. Physically dividing elements may include placing new roadways through an existing community, or land use incompatibility caused by contrasting scale or land use.

The Project Site is located within an existing urban area and is surrounded by an established street grid system that was developed prior to the 1920s. The Project would occupy a portion of an approximately 1.62-acre, L-shaped parcel. The Project Site is located between Western Avenue and Hobart Boulevard on the north side of West Adams Boulevard within the city block bound by 22nd Street, Hobart Boulevard, West Adams Boulevard, and Western Avenue. The Project Site has frontage along Western Avenue, Hobart Boulevard, and West Adams Boulevard.

Existing off-site uses located within the immediate vicinity of the Project Site include the FAME Arms Apartments adjacent to the north side of the Project Site, the Frederick Rindge Hastings House and an apartment building east across Hobart Boulevard, a one-story commercial center adjacent to the southeast side of the Project Site, the FAC headquarters and associated surface parking lot south across West Adams Boulevard, and the St. John of God Retirement Center and Ramsey-Durfee Estate west across Western Avenue.

Other buildings in the immediate vicinity that are of a similar height and scale as the proposed office building, including the five-story apartment building on the east side of Hobart Boulevard, the three-story FAME Arms Apartments north of the Project Site, the five-story FAC headquarters on the south side of West Adams Boulevard, the four-story St. John of God Retirement Center on the west side of Western Avenue, and the on-site

five-story Golden State Building. Thus, the Project's three-story office building would be similar in height to many of the surrounding commercial and residential buildings.

The proposed office building would be buffered from nearby uses with landscaped setback areas along Western Avenue, Hobart Boulevard, and along the northern property line. The Project would be buffered from the FAME Arms Apartments to the north through the installation of a private garden adjacent to the north side of the proposed office building. The proposed office building would be buffered from land uses across Western Avenue through a landscaped buffer area along Western Boulevard. The proposed office building would be buffered from uses to the east by a landscaped buffer area along Hobart Boulevard. To further buffer on-site activities from nearby uses, all parking would be located in the subterranean parking garage and the service area would be located in the center of the Project Site. Moreover, the proposed office building would respect the FAME Arms Apartments by locating the tallest portion of the building (i.e., elevator shaft, equipment enclosure) on the southern part of the proposed building.

Access to the Project Site would continue to be along Hobart Boulevard, as is the current situation. The Project would not cause any permanent street closures, block access to any surrounding land use, or cause any change in the existing street grid system that was developed prior to the 1920s. Since the Project would be developed within a long-established urban area along an existing street grid system, the Project would not physically divide an established community by creating new streets or by blocking or changing the existing street grid pattern. The Project would also not create a conflict of scale, intensity, or use that would serve as a physical division. Since the Project would not physically disrupt or divide the surrounding established community, no mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

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

Potentially Significant Unless Mitigation Incorporated. A significant impact would occur if the project were inconsistent with applicable plans and policies. Various local and regional plans guide development of the Project Site. At the local level, the Community Plan implements land use policies for the Project Site and vicinity. Other applicable City plans include the Redevelopment Plan. The LAMC governs land use at the

Project Site through development and building standards. The Project Site is also located within an Adaptive Reuse Incentive Area. Further, the Project Site is located immediately east of the West Adams HPOZ (i.e., Western Avenue is the HPOZ's eastern boundary). The Project Site is also located within the South Los Angeles Alcohol Sales Specific Plan; however, the Project does not propose the sale of alcohol and the policies and regulations set forth in this particular plan would not apply to the Proposed Project. At the regional level, the Southern California Association of Governments (SCAG) Compass Blueprint Growth Vision Report sets forth a framework with respect to regional growth and through its growth management policies addresses land use within a broader context. The applicable policies of each of the aforementioned plans are addressed in the following discussion of plan compliance.

#### South Central Los Angeles Community Plan

The Project Site has a land use designation of Community Commercial on the western portion and Low Medium II Residential on the eastern portion. The Project is requesting a change from Low Medium II Residential to Community Commercial so that the entire Project Site is consistent and designated for commercial use, consistent with the Redevelopment Plan's commercial land use designation for the property. The Proposed Project, as described above, is consistent with the Community Plan's land use objectives and policies, which include conserving and strengthening viable commercial development, and consolidating and deepening commercial areas to stimulate existing businesses and create opportunities for new development. Therefore, upon approval of the requested General Plan Amendment, the Project would be consistent with the Community Plan's land use designations for the Project Site.

The Community Plan implements the land use standards and policies of the General Plan Framework at the local level. The Community Plan Area is generally bounded by Pico Boulevard on the north; Manchester Avenue, Century Boulevard, and 120<sup>th</sup> Street on the south; Van Ness and Arlington Avenues on the west; and Figueroa Street on the east.

The Project would introduce a new office building in an area that has not recently experienced opportunities for employment growth in close proximity to nearby bus lines and residential development. Based on these locational characteristics, the Project would create the opportunity for its residents to access employment by walking or by way of public transportation. The Community Plan includes the following relevant land use objectives, policies, and plans:

#### Objective 2-1: To conserve and strengthen viable commercial development.

- Policy 2-1.1: New commercial uses shall be located in existing, established commercial areas or existing shopping centers.
- Policy 2-1.2: Protect commercially planned/zoned areas from encroachment by residential only development.
- Policy 2-1.3: Commercial areas should be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience as well as offer local employment.
- Policy 2-1.5: Require that projects be designed and developed to achieve a high level of quality, distinctive character, and compatibility with existing uses and development.

The proposed office building would be constructed on a portion of the site that has, for over 50 years, been developed with a commercial parking lot serving the existing on-site office building, located at the northeast corner of Adams Boulevard and Western Avenue. The redesignation of the portion of the site presently designated as Low Medium II Residential, but which has been long used for commercial purposes, would be consistent with the Community Plan's policy to consolidate and deepen commercial areas to create opportunities for new development. The development of the property with a commercial office building would be consistent with the Community Plan's policy to discourage the development of residential only uses in commercial areas. The Project would be designed incorporating applicable design guidelines as set forth in the Community Plan in order to achieve a high level of quality and distinctive character in its design, and to ensure that it would be compatible with existing uses and development within the vicinity.

### Objective 2-3: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Policy 2-3.1: Encourage the development of offices in Community and Neighborhood Centers and in mixed use areas.

The proposed office building would be consistent with the Community Plan's policy to encourage the development of offices on land designated for Community Center uses. Furthermore, the construction of a new office building would provide a significant upgrade to the vacant parking lot and would provide new office space. This new building would be

consistent with the Community Plan's objective to expand market opportunities for existing businesses and strengthen the economic base of the community.

#### Objective 2-5: To enhance the appearance of commercial districts.

Policy 2-5.1: Improve the appearance and landscaping of commercial properties.

Policy 2-5.3: Improve safety and aesthetics of parking areas in commercial areas.

The Proposed Project would be consistent with this objective and these policies in that it would replace a surface parking lot with a new office building and parking structure, and associated landscaping, which would substantially improve the appearance of the Project Site. The Project would be designed to incorporate applicable design guidelines from the Community Plan, including locating parking away from public views, locating commercial uses along the frontage of commercial properties, and providing a pedestrian entrance for developments fronting on main commercial streets. Furthermore, the parking structure would provide increased safety as compared to the existing surface lot in that it would provide adequate security lighting and other measures, including surveillance cameras and on-site security personnel.

### Objective 2-6: To maintain and increase the commercial employment base for community residents whenever possible.

Policy 2.6.1: Protect commercial plan designations so that commercial development is encouraged.

Program: Certain residentially zoned properties within commercial plan designations are recommended to be rezoned to a commercial zone to implement this policy.

The Proposed Project would be consistent with this objective, policy and program. The requested Zone and Height District Change and related General Plan Amendment would allow office users in the area looking for newer office space, such as the South Central Los Angeles Regional Center, to remain within the community where it has operated nearby for many years. The rezoning of the portion of the Project Site currently designated as Low Medium II Residential, but which has been used for commercial purposes for more than 50 years and which is designated for commercial use by the Redevelopment Plan would also be consistent with this policy.

- Policy 11-1.2: New development projects should be designated to minimize disturbance to existing traffic flow with proper ingress and egress to parking.
- Policy 11-2.1: No increase in density and intensity shall be effectuated by zone change, variance, conditional use, parcel map or subdivision unless it is determined that the transportation system can accommodate the increased traffic generated by the project.
- Policy 11-2.2: Require new development projects to mitigate off-site traffic impacts to the maximum extent feasible.
- Policy 11-2.3: Require that driveway access points onto major and secondary highways, arterials, and collector streets be limited in number and be located to ensure the smooth and safe flow of vehicles and bicycles.
- Policy 14-1.1: Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).
- Policy 14-1.3: Require the proposals for major new non-residential development projects include submission of a Transportation Demand Management (TDM) Plan to the City.

The Proposed Project would be consistent with these policies. The ingress to the parking area would be provided from Hobart Boulevard as it has since the property was first developed with the existing use. The existing service driveway along Western Boulevard would be abandoned and no driveway access would be provided to or from Western Avenue, a designated major highway. The Project would provide bicycle parking and shower facilities for employees commuting by bicycle. A TDM Plan, including designated carpool space and on-site information on transportation information, would also be implemented by the Project.

- Policy 17-1.1: Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.
- Policy 17-1.5: New parking lots and new parking garages shall be developed in accordance with design standards.

The access to the proposed parking structure would be provided from a single driveway from Hobart Boulevard, consistent with the existing use and operation of the

property. The parking structure would be subterranean and the parking areas would not be visible from surrounding properties.

In addition, the proposed amendment to Footnote 1 of the Community Plan Land Use Map, which currently limits property designated for Community Commercial uses to Height District 1, in order to allow the requested change to Height District 2, with a FAR of 2.0:1, would bring the floor area limit permitted by the Community Plan into consistency with that prescribed for the Project Site by the Redevelopment Plan, and with existing uses on the Project Site. The re-designation of the portion of the Project Site currently designated as Low Medium II Residential, but long used for commercial uses, would be consistent with the Community Plan's policy to consolidate and deepen commercial areas to create opportunities for new development. The development of the Project Site with a commercial office building would also be consistent with the Community Plan's policy to discourage the development of residential only uses in commercial areas. As discussed above, the Proposed Project would be designed incorporating applicable design guidelines as set forth in the Community Plan to achieve a high level of quality and distinctive character in its design, and to ensure that it would be compatible with existing uses and development within the vicinity.

As the Proposed Project would be consistent with the goals, policies, and objectives of the Community Plan, a less than significant impact with respect to the Community Plan would result. No mitigation measures or further analysis of this issue is required in an environmental impact report.

#### Normandie 5 Redevelopment Plan

The Redevelopment Plan was prepared by the Community Redevelopment Agency of the City of Los Angeles and adopted in October 1969, and amended in January 1982. Objectives of the Redevelopment Plan relevant to the Proposed Project include the elimination and prevention of the spread of blight and deterioration and the conservation, rehabilitation, renewal, and redevelopment of the Redevelopment Plan Area. Another objective of the Redevelopment Plan is the preservation of historical monuments and structures. The Proposed Project would implement the goals and objectives identified in the Redevelopment Plan by contributing to the rehabilitation, renewal and redevelopment of the Project area and enhancing the economic value of the Project Site and the surrounding Community. The Proposed Project would implement the objectives of the plan to preserve historical monuments and structures by constructing a new office building adjacent to the Golden State Building in a manner that is compatible with and respectful of the Golden State Building. In addition, the Project would respect the Ramsey-Durfee Estate and the Frederick Rindge Hastings House by providing landscaped buffers along the Project Site's Western Avenue and Hobart Boulevard frontages.

The Redevelopment Plan designates the entire Project Site, including the portion currently zoned RD1.5, for commercial land uses. As defined in the Redevelopment Plan, commercial land uses consist of business offices, professional officers, service establishments, retail shops, private recreational enterprises, and other related and compatible uses. Section 607 of the Redevelopment Plan limits the floor area ratio at the Project Site to 2.0:1, with a maximum lot coverage of 70 percent, and requires a minimum of 10 percent of the site area to be landscaped. The Proposed Project together with the existing building, would not exceed a floor area ratio of 2.0:1 upon completion of the new building, and would have a floor area ratio of 1.66:1. The building coverage would be approximately 49 percent and the landscaped areas of the site would be approximately 14 percent. Parking would be provided at a rate that exceeds the City requirement of 2 spaces per 1,000 square feet of floor area. Additionally, two loading spaces would be provided, as required by Section 607 of the Redevelopment Plan. Thus, the Project is consistent with all of the applicable development standards as set forth in Section 607 of the adopted Redevelopment Plan. In addition, by rezoning the portion of the Project Site currently zoned RD1.5 for commercial uses, the Proposed Project would make the property's zoning consistent with the Redevelopment Plan's commercial designation for the entire property. Similarly, the change to Height District 2, with a floor area limit of 2.0:1, would also be consistent with the Redevelopment Plan's FAR limitation of 2.0:1 for properties designated for commercial use.

Since the Project would be consistent with the applicable land use policies of the Redevelopment Plan, impacts would be less than significant. No mitigation measures are required and no further evaluation of the Project in an environmental impact report, with respect to this plan, is necessary.

#### City of Los Angeles Municipal/Planning and Zoning Code

The Project Site is zoned RD1.5-1 and C2-1. The portion zoned RD1.5-1 is proposed to be rezoned to C2-1, with a corresponding change in the General Plan land use designation from Low Medium II Residential to Community Commercial. The office use is permitted by right in the C2-1 zone. The Height District is proposed to be changed from Height District 1 to Height District 2 to allow a floor area ratio of 2:1 across the property, consistent with the FAR limit of the Redevelopment Plan. With the approval of the requested amendments, the Project would comply with all applicable provisions of the LAMC.

The majority of the Project Site is zoned C2-1 (Commercial, Height District 1). The easternmost 150 feet of the Project Site, fronting Hobart Boulevard, is zoned RD1.5-1 (Restricted Density Multiple Residential, Height District 1). The C2 zone allows for a broad range of retail, commercial and residential uses. The RD1.5 zone allows for low- to

medium-density residential uses and prohibits commercial uses within the zone. The "-1" designation indicates that the entire Project Site is located within Height District 1. Height District 1 permits a maximum FAR of 1.5:1, with no limitation on building height in the C2 zone, and a maximum FAR of 3:1, with a 45-foot height limit, in the RD1.5 zone.

Under the current Height District 1 designation, a total of approximately 120,000 square feet of floor area could be constructed on the Project Site, with approximately 66,200 square feet on the C2 zoned portion (at the permitted 1.5:1 FAR) and approximately 53,800 square feet on the RD1.5:1 zoned portion (at the permitted 3:1 FAR), which equates to an overall FAR of 1.7:1. The addition of the proposed 70,000 square feet of leasable floor area to the existing 39,800 square feet of leasable floor area (i.e., the Golden State Building) on the property would result in a total leasable floor area of 1.66:1, which is below the 1:7 FAR currently permitted on the Project Site. Within the immediate vicinity, there are properties developed at similar or higher FAR levels, including the apartment building to the east with an FAR of 2.82:1 and the FAC headquarters to the south with an FAR of 1.89:1.

At present, the Project Site's zoning is not consistent with either the Redevelopment Plan's designation of the Site or the long-established use of the Project Site. As such, the Project proposes to rezone the eastern-most portion of the Project Site from RD1.5-1 to C2-1 to make the Project Site's zoning consistent with the Redevelopment Plan and long-standing on-site uses. Further, the Proposed Project would make an amendment to Footnote 1 of the Community Plan Land Use Map so that the Project Site would be located in Height District 2. As a result of the proposed changes, the entire Project Site would be zoned C2-2.

The Project's compliance with the City's parking requirements is discussed in detail in Checklist Question XV(f) below. As concluded therein, the Project would exceed City parking code requirements and would have a less than significant parking impact. Therefore, the Project, with the adoption of the requested discretionary actions, would be consistent with the applicable regulations of the LAMC. As Project impacts are concluded to be less than significant, with implementation of the following mitigation measure, no further evaluation of the Project in an environmental impact report, with respect to the LAMC, is necessary.

#### Mitigation Measure

**Mitigation Measure X-1:** The Applicant shall comply with the mitigation measures required by this MND and all conditions of approval under Case No. CPC-2010-760-GPA-VZC-HD-SPR.

#### City of Los Angeles Walkability Checklist

The Walkability Checklist was adopted by the Citywide Planning Commission on August 23, 2007. The program was created under the leadership of the City of Los Angeles Urban Design Studio in conjunction with the City of Los Angeles Citywide Planning Commission, and is intended to help make the City and new developments more pedestrian-friendly and "walkable"; thus, decreasing the City's "carbon footprint", further reducing impacts on transportation, energy consumption, climate change and helping to create livable walkable neighborhoods that foster social interaction. All new projects within the City seeking discretionary approval, Site Plan Review or Zone Changes must incorporate the design guidelines of the Walkability Checklist. The Walkability Checklist is broken into nine chapters: Sidewalks; Crosswalks/Street Crossings; On-street Parking; Utilities; Building Orientation; Off-street Parking and Driveways; On-site Landscaping; Building Façade; and Building Signage and Lighting. The Proposed Project does not include the modification of existing crosswalks or on-street parking. As such, recommendations pertaining to crosswalks and on-street parking do not apply to the Proposed Project.

Regarding the Checklists' sidewalk goals, the Proposed Project would provide continuous and predominately straight sidewalks along Western Avenue and Hobart Boulevard. The Project would maintain existing streets trees to provide a buffer against motorists. Further, the Project would provide numerous shade-producing trees along the roadway frontages. In particular, an existing large Chinese elm tree would be maintained along Western Avenue to complement the landscaped open space along Western Avenue. Therefore, the Project would be consistent with the sidewalk goals of the Walkability Checklist.

With respect to goals pertaining to utilities, all utilities for the Proposed Project would utilize existing infrastructure and would be placed underground. Transformers would be located in the service area or would be concealed by on-site landscaping. Lastly, no utilities would be located in the vicinity of the building's primary entrance along Western Avenue. As such, the Project would be consistent with the utilities goals of the Walkability Checklist.

Concerning the Checklists' goals for building orientation, the Checklist establishes that grade-level entrances from the public right-of-way for pedestrians should be provided. While site and slope constraints would place the building's main entrance above street level, two street-level access points would be provided to the entrance. Stairs would be provided immediately in front of the building's main entrance. The staircase entrance would be ADA-accessible and would support the checklist's goal to incorporate grade transitions from the sidewalk to the building's main entrance. Additionally, the building's

primary pedestrian access would be visible from Western Avenue and would be located near the Metro bus stops at the intersection of Western Avenue and Adams Boulevard. As such, the Proposed Project would be consistent with the building orientation goals of the Walkability Checklist.

With regard to the goals of the Checklist that pertain to off-street parking and driveways, the Project's primary and service driveway along Hobart would be designed to maintain the continuity of the Hobart Boulevard sidewalk while providing primary Project Site access through only one driveway. All parking would be provided in the three-level subterranean parking structure. With the exception of the structure's entrance and a few feet of the southern portion of the structure's top level, the parking structure would not be visible from Hobart Boulevard and Western Avenue. The exposed portion of the parking structure would be screened from view through the landscaped buffer areas along Western Avenue and Hobart Boulevard (please refer to Section II, Project Description). Moreover, security lighting would be provided throughout the parking structure. Therefore, the Proposed Project would be consistent with the off-street parking and driveway goals of the Walkability Checklist.

The Checklist also establishes goals for on-site landscaping. As discussed above, the Project would provide extensive on-site landscaping, including: large canopy trees; low shrubs within the landscaped planter areas along Western Avenue and Hobart Boulevard; and wall landscaping planters and accent canopy trees. As such, the Proposed Project would be consistent with the landscaping goals of the Walkability Checklist.

In terms of the building façade goals, the architectural character of the Project would be contemporary, with glass curtain walls with either plaster or metal cladding and landscaping along the Western Avenue and Hobart Boulevard frontages, furthering the Checklist's goal to avoid monotony and increase visual interest. The proposed building would also meet the checklist's goal to reinforce the existing façade rhythm along Western Avenue and Hobart Boulevard by replacing a surface parking lot in the middle of two buildings with a compatible building of a similar height and massing. To discourage blank walls, landscaped buffer areas, and a staircase would be provided along the Western Avenue and Hobart Boulevard frontages. Lastly, the majority of the building's ground floor would be dedicated to pedestrian and vehicle entrances. Thus, the Proposed Project would be consistent with the building façade goals of the Walkability Checklist.

The Project, based on the analysis presented above, would be substantially consistent with the applicable goals of the Walkability Checklist. As such, Project impacts are concluded to be less than significant, and no mitigation measures are required. No further evaluation of the Project in an environmental impact report, with respect to the City's Walkability Checklist, is necessary.

#### Southern California Association of Government (SCAG) Compass Blueprint Growth Vision Report (Compass Report)

The Compass Blueprint Growth Vision was prepared in response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision Report, adopted by SCAG's regional council in June 2004, presents the comprehensive Growth Vision for the six-county SCAG region, generated as the result of a comprehensive process initiated by SCAG in 2000.

As part of the Compass Growth Vision, the Compass Growth Vision's 2% Strategy was created to implement the Compass Growth Vision by working closely with local jurisdictions and the public at large. The Compass Growth Vision's 2% Strategy calls for changes to current land use and transportation trends within the 2% Strategy Opportunity Areas. The 2% Strategy Opportunity Areas comprise approximately 2% of the land in Southern California and are made up primarily of local areas of regional significance that are currently, or are projected to be, major employment and residential centers, areas attracting large numbers of work commuters that are well-accessible by both highway and transit; city centers; rail transit stops; bus rapid transit corridors; and airports, ports, and industrial centers that are significant in the region's economy. The Project Site is located within such a 2% Strategy Opportunity Area, and as such, would be subject to the Growth Vision's key principles. The Growth Vision's four key principles are:

- 1. Mobility—Getting where we want to go;
- 2. Livability—Creating positive communities;
- 3. Prosperity—Long-term health for the region; and,
- 4. Sustainability—Preserving natural surroundings.

Principles applicable to the Proposed Project include: (1) Principle 1 to encourage the mobility of all residents by locating existing housing near jobs and locating new jobs near existing housing, and by placing new employment centers and new neighborhoods near major transit systems; (2) Principle 2 to foster livability in all communities by promoting infill development and redevelopment to revitalize existing communities, and supporting the preservation of stable neighborhoods; (3) Principle 3 to encourage local and state fiscal policies that support balanced growth; and, (4) Principle 4 to preserve natural surroundings by focusing development in urban centers and existing cities.

The Project is consistent with Principle 1 in that the new jobs created by the proposed office building would be located near existing residential development. Further,

the Project Site is located near the Metro bus stops at the intersection of Western Avenue and Adams Boulevard. The Proposed Project would be consistent with Principle 2 in that it would redevelop an underutilized parcel in the City, thus strengthening the economic base of the community by creating additional employment opportunities. The Project would be further consistent with the aspects of Principle 2 in that it would strategically locate noisegenerating uses (e.g., rooftop equipment, the building's service area) away from nearby residential development and would provide a transition between the proposed building and adjacent residential properties through the use of setbacks and landscaping, and by screening all rooftop equipment from view. Moreover, the Project's exterior lighting would be directional and focused on site and would minimize light trespass and spill, avoiding spillover effects on adjoining properties. In addition, as the Project would be similar in size and scale as nearby uses and would be within the permitted FAR, the Project would not result in an increase in density that would interfere with the stability of residential development in the Project vicinity. The Project would support Principle 3 by supporting the City's policies to deepen commercial areas and create new development opportunities in this area of the City. The Project would support Principle 4 by revitalizing an underutilized parcel in a developed part of the City, thereby reducing the need to construct a new facility in an alternate location. The Proposed Project would further aid in promoting the sustainability of the region and future generations by focusing development in an already existing urban area, within a ¼ mile of the transit stops at the intersection of Western Avenue and Hobart Boulevard.

The Project, based on the analysis presented above, would be substantially consistent with the applicable goals of the Compass Blueprint Growth Vision. As such, Project impacts are concluded to be less than significant, and no mitigation measures are required. No further evaluation of the Project in an environmental impact report, with respect to SCAG's Compass Blueprint Growth Vision is necessary.

## c. Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

**No Impact.** There are no habitat conservation plans or natural community conservation plan applicable to the Project Site or Project area. As such, implementation of the Proposed Project would not conflict with any habitat conservation or natural community conservation plan. Therefore, no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

**Less than Significant Impact.** Fourteen related projects are planned or are under construction in the Community Plan area and in the adjacent area. This section of Los Angeles has been developed since the late 1800's and is characterized by an established street system and high level of urbanization. Since the Project and related projects would be developed within a long-established urban area along an existing street grid system, cumulative land use impacts associated with the physical division of an established community through the creation of new streets or transportation systems, such as freeways, would not occur. In addition, the Project and related projects are not anticipated to cause any permanent street closures. Development of the related projects is anticipated to occur in accordance with adopted plans and regulations. Community Plan land use designations, planning goals, and LAMC regulations generally assure compatibility between adjacent uses, including the preservation of existing residential neighborhoods. Based on the information available regarding the related projects, it is reasonable to assume that the related projects under consideration would implement and support important local and regional planning goals and policies. Furthermore, it is anticipated that any new projects would be subject to the project permit approval process and zoning, and would incorporate any mitigation measures necessary to reduce potential land use impacts. As such, cumulative impacts with regard to the division of an established community or adopted land use plans would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### XI. Mineral Resources

## a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

**No Impact.** The Project Site is located within the boundaries of the La Cienega Oilfield. No active oil wells or abandoned oil wells are known to be located on-site. Development of the Proposed Project would not necessarily preclude the potential for oil extraction from the site, given that with modern drilling technology, access to any resources beneath the site could occur from off-site locations. Therefore, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur, and no mitigation measures are required. Further analysis of this issue in an environmental impact report is not necessary.

# b. Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

**No Impact.** Government Code Section 65302(d) states that a conservation element of the general plan shall address "minerals and other natural resources." According to the Conservation Element of the City of Los Angeles General Plan, sites that contain potentially significant sand and gravel deposits which are to be conserved follow the Los Angeles River flood plain, coastal plain, and other water bodies and courses and lie along the flood plain from the San Fernando Valley through downtown Los Angeles. These sites are also identified in two City Community Plans (the Sun Valley and the Sunland–Tujunga–Lake View Terrace–Shadow Hills–East La Tuna Canyon Community Plans). The Proposed Project is not located within the vicinity of either of these Community Plan areas or the Los Angeles River flood plain. As noted in Checklist Question X(a), Project implementation would not result in impacts associated with the loss or availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur, and no mitigation measures are required. No further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

**No Impact.** Some of the related projects might be within an oil drilling district zone, but similar to the Proposed Project, any potential resources found beneath these sites could be accessed from off-site locations, and thus, development of each related project would not preclude future extraction. Therefore, a less than significant cumulative impact would occur as cumulative development 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. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### XII. Noise

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards

<sup>&</sup>lt;sup>26</sup> City of Los Angeles, Conservation Element of the City of Los Angeles General Plan, September 26, 2001.

## established in the local general plan or noise ordinance, or applicable standards of other agencies?

**Potentially Significant Unless Mitigation Incorporated.** The following analysis evaluates the potential noise impacts at noise-sensitive land uses resulting from construction and operation of the Proposed Project.

#### Applicable Noise Regulations

LAMC Chapter XI, *Noise Regulation* (hereafter referred to as the Noise Regulation), establishes regulations regarding allowable increases in noise levels. These regulations address activities associated with operation and construction of the Project.

The Noise Regulation establishes acceptable ambient sound levels to regulate intrusive noises (e.g., stationary mechanical equipment and vehicles other than those traveling on public streets) within specific land use zones. In accordance with the Noise Regulation, a noise level increase of 5 dBA over the existing 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 a total of 10 dBA above the existing ambient noise level) for noise sources occurring for more than five but less than 15 minutes in any one-hour period, and an additional 5 dBA allowance (for a total of 15 dBA above the existing ambient noise level) for noise sources occurring for five minutes or less in any one-hour period.<sup>27</sup> This standard applies to all noise sources, with the exception of vehicles traveling on public streets and construction noise.

Ambient noise as defined by the Noise Regulation as the measured noise level averaged over a period of at least 15 minutes. For purposes of determining whether or not a violation of the noise regulation is occurring, the sound level measurements of an offending noise shall be averaged over a minimum 15-minute duration and compared with the baseline ambient noise levels (i.e., without the additional noise source). The baseline ambient noise shall be the actual measured ambient noise level or the City's presumed ambient noise level, whichever is greater. In cases in which the actual measured ambient noise level is unknown, the City's presumed ambient noise level is used as the baseline. The City's presumed daytime (7:00 A.M. to 10:00 P.M.) minimum ambient noise level for residentially zoned properties is 50 dBA, while the nighttime (10:00 P.M. to 7:00 A.M.)

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Los Angeles Municipal Code, Chapter XI, Article I, Section 111.02-(b).

presumed minimum ambient noise level is 40 dBA.<sup>28</sup> The presumed daytime minimum ambient noise level for commercially zoned properties is 60 dBA, while the nighttime presumed minimum ambient noise level is 55 dBA.

The City's Noise Regulation further limits noise from construction equipment located within 500 feet of a residential zone to 75 dBA, measured at a distance of 50 feet from the source, unless compliance with this limitation is technically infeasible.<sup>29</sup> The Noise Regulation also prohibits construction noise between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, on Saturday before 8:00 a.m. and after 6:00 p.m., and at anytime on Sunday or a national holiday.<sup>30</sup>

Noise due to vehicle theft alarm systems (car alarms) is regulated under Section 114.06 of the LAMC. The noise regulation states that "it shall be unlawful for any person to install, operate or use any vehicle theft alarm system that emits or causes the emission of an audible sound, which is not, or does not become, automatically and completely silenced within five minutes."

In addition to the previously described LAMC provisions, the City has established noise guidelines that are used for planning purposes. These guidelines are based in part on the community noise compatibility guidelines established by the California State Governor's Office of Planning and Research and are intended for use in assessing the compatibility of various land use types with a range of noise levels.<sup>31</sup> Table IV-7 on page IV-97 provides an illustration of land use compatibility for community noise sources. Noise levels for specific land uses, referred to as Community Noise Equivalent Levels (CNEL), are classified into four categories: (1) "normally acceptable" (2) "conditionally acceptable" (3) "normally unacceptable" and (4) "clearly unacceptable". A CNEL value of 70 dBA is considered the dividing line between a "conditionally acceptable" and "normally unacceptable" noise environment for noise sensitive land uses, including residences, parks, schools, and playgrounds.

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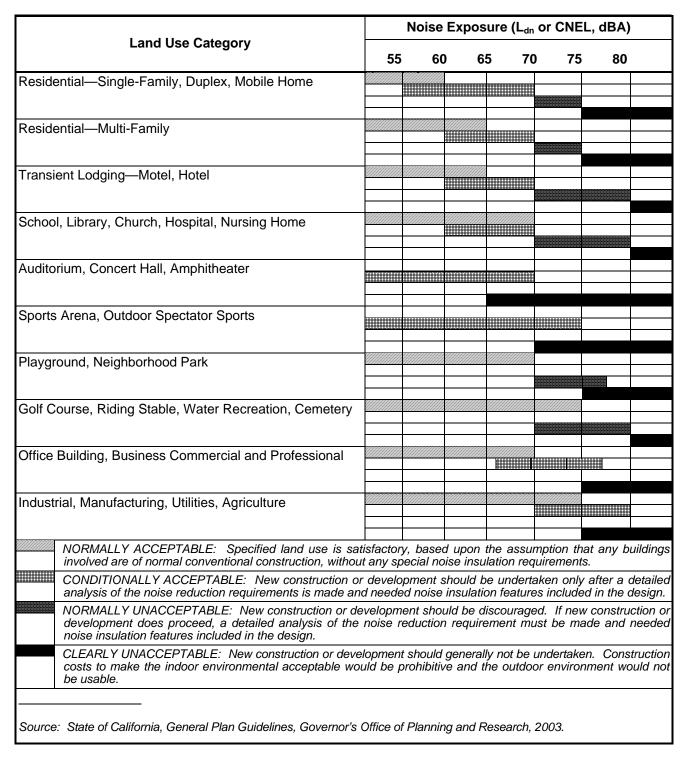
Los Angeles Municipal Code, Chapter XI, Article I, Section 111.03.

In accordance with the City of Los Angeles Noise Regulations (Los Angeles Municipal Code, Section 112.05), 'technically infeasible' means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques during the operation of the equipment.

Los Angeles Municipal Code, Section 41.40.

<sup>&</sup>lt;sup>31</sup> State of California, General Plan Guidelines, Governor's Office of Planning and Research, 2003.

Table IV-7
Land Use Compatibility for Community Noise Sources



With respect to these standards, changes in noise levels of less than 3 dBA are generally not discernable to most people, while changes greater than 5 dBA are readily

noticeable and would be considered a significant increase. Therefore, the significance threshold for mobile source noise is based on human perceptibility to changes in noise levels (increases), with consideration of existing ambient noise conditions and the City's land use noise compatibility guidelines.

Based on the Noise Regulation and the City's noise guidelines, the Project would result in a significant noise impact if:

- Construction-related noise levels exceed 75 dBA (L<sub>eq</sub>) at distance of 50 feet from where the equipment is operating when construction activities are located within 500 feet of a residential area unless technically feasible mitigation measures are incorporated;
- Construction-related on-site noise levels and construction-related off-site haul trucks increase the ambient noise at adjacent sensitive receptors by 5 dBA (Leq) or more;
- Project-related on-site stationary sources during Project operations increase existing ambient noise levels at adjacent sensitive receptors by 5 dBA; or
- Project-related off-site traffic generated during Project operations increases ambient noise levels along roadway segments with sensitive receptors by 3 dBA (CNEL) or more resulting in a change in the community noise classification or by 5 dBA (CNEL) or more if Project operations do not degrade community noise levels beyond the "conditionally acceptable" category.

#### **Existing Noise Environment**

The Project Site is located in an urbanized area that is surrounded by a variety of commercial, institutional, and residential uses. The property north of and adjacent to the Project Site is an independent-living retirement community for persons with disabilities and individuals 62 years and older. The property east of the Project Site, across Hobart Boulevard, consists of a five-story apartment building. South of the Project Site, across Adams Boulevard, are commercial and community-serving retail uses. The property west of the Project Site, across Western Avenue, is a four-story independent, assisted-living and rehabilitation facility. While the Project Site is surrounded by a mix of residential and commercial uses, automobile traffic on local roadways is the primary source of existing noise within the Project area.

On March 31, 2010, a series of short-term (15-minute minimum) noise measurements were conducted at four selected noise sensitive locations for the purpose of establishing the existing noise environment in the vicinity of the Project Site. The *City of Los Angeles CEQA Thresholds Guide* states that residences, schools, motels and hotels, libraries, religious institutions, hospitals, nursing homes, auditoriums, concert halls,

amphitheaters, and parks are generally more sensitive to noise than commercial and industrial land uses. Noise-sensitive receptors were selected based on their relative distance from the Project site (i.e., within 500 feet), in accordance with the City's CEQA Thresholds Guide screening criteria.

The ambient noise measurements were conducted using a Quest Technologies Model 2900 Integrated Sound Level Meter (SLM). The SLM is a Type 1 standard instrument as defined in the American National Standard Institute [ANSI] S1.4. Measurement instruments were calibrated and operated according to the manufacturer's written specifications. A microphone was placed at five feet above the local grade. The sound level meters were strategically placed to collect the average ( $L_{eq}$ ) levels over a cumulative 15-minute period. In accordance with the Noise Regulation, the ambient noise measurements were conducted continuously for a period of a minimum of 15 minutes.

The results of the sound measurement data are summarized in Table IV-8 on page IV-100. As indicated in Table IV-8, the existing ambient noise environment in the vicinity of the Project site ranged from 60.1 dBA (Lea) along the east boundary along Hobart Boulevard (R2) to 73.4 dBA (L<sub>eq</sub>) along the southwest boundary (R4) along Western Avenue near Adams Boulevard. Field observations indicate that the current ambient noise environment at the measurement locations is affected primarily by automobile traffic on local streets (e.g., Western Avenue and Adams Boulevard) and to a lesser extent by parking lot activities (e.g., vehicles traversing the site, vehicle doors and vehicle theft alarms) and other typical urban noise. The existing ambient noise environment at all measurement locations currently exceeds the City's presumed daytime ambient noise standard of 50 dBA (Leg). Based on the actual ambient noise measurements, the residential receptors along Hobart Boulevard are within noise environments that are considered to be "normally acceptable", whereas the residential receptors along Western Avenue are within noise environments that are considered "conditionally acceptable" and "normally unacceptable" based on the City's Land Use Compatibility for Community Noise Sources.

#### Short-Term Construction Noise

The Project would be developed over an approximately 14 month time period in stages, commencing with the demolition of the existing parking lot, followed by excavation for the Project's subterranean parking structure. Approximately 45,200 cubic yards of export would be required during the excavation stage. The building structure would subsequently be constructed through building foundation and building erection stages.

Noise from the construction activities would be generated by vehicles and equipment during various stages of construction including demolition, site grading and

Table IV-8
Measured Ambient Noise Levels

Measurement Location Description	Measurement Time on March 31, 2010	Measured Ambient Noise Levels, L <sub>eq</sub> (dBA)
<ul> <li>R1 – On Western Avenue (east sidewalk and northwest corner of Project site), approximately 390 feet north of Adams Boulevard, representing nearest residential uses north of the Project Site.</li> </ul>	8:53 A.M. to 9:08 A.M. 4:01 P.M. to 4:16 P.M.	72.9 72.0
R2 – On Hobart Boulevard, east sidewalk), approximately 260 feet north of Adams Boulevard, representing nearest residential use east of Project site.	8:04 A.M. to 8:19 A.M. 4:40 P.M. to 4:55 P.M.	60.1 62.7
R3 – On Adams Boulevard (south sidewalk), approximately 70 feet west of Hobart Boulevard, representing commercial/office uses south of the Project Site.	8:33 A.M. to 8:48 A.M. 4:23 P.M. to 4:38 P.M.	72.1 71.8
R4 – On Western Avenue (west sidewalk), approximately 125 feet north of Adams Boulevard, representing nearest residential uses west of the Project Site.	9:10 A.M. to 9:25 A.M. 4:57 P.M. to 5:12 P.M.	73.3 73.4

Source: AES, April 1, 2010.

excavation, and building foundation and construction. The noise levels created by construction equipment would vary depending on factors such as the type of equipment, the specific model, operating characteristics, and the condition of the equipment.

The Project's construction noise model is based on construction equipment noise levels as published in the Federal Highway Administration (FHWA) Road Construction Noise Model. Construction noise associated with the Project was analyzed using a typical construction equipment inventory consistent with the type of construction planned for the Project. The hourly average (Leq) noise levels associated with each construction stage were calculated for the nearest noise-sensitive receptors surrounding the Project site. These average noise levels are based on the quantity, type, and usage factors for each type of equipment that would be used during each construction stage and are typically attributable to multiple pieces of equipment operating simultaneously. The construction noise level at each of the receptor locations was calculated based on the standard point source noise-distance attenuation factor of 6.0 dBA for each doubling of distance.

Table IV-9 on page IV-102 provides the estimated construction noise levels at nearby noise sensitive receptors and a comparison with the noise impact criteria. Construction activity with the most noise generation would occur during site grading, when heavy construction equipment (i.e., an excavator, drilling rig, loader, backhoe, and haul trucks) would likely be used. The estimated noise levels represent a worst case scenario since construction activities are analyzed as if they were occurring along the perimeter of the Project site, while, in actuality, construction would occur in a limited area and at a further distance from surrounding properties. As indicated in Table IV-9, noise sensitive land uses in close proximity to the Project Site would be exposed to construction-related noise levels that would exceed the significance threshold. As such, noise mitigation measures would be required to reduce the construction related noise levels to a less than significant level.

In addition to on-site construction noise, mobile noise from delivery/haul trucks and construction workers requiring access to the site during the Project's construction phase would occur. However, noise from construction worker-related traffic would be limited to certain daytime hours (early morning arrival at the site and early evening departure from the site). It is anticipated that approximately 45,200 cubic yards of soil would be excavated and exported, which would require approximately 44 daily hauls in and 44 daily hauls out during the excavation phase. Delivery and haul trucks would generally access the site via Western Avenue, connecting to the regional freeway system (i.e., I-10 Freeway). As there are residential uses along Western Avenue which have direct line-of-sight to the truck route, these receptors would experience temporary, instantaneous noise levels up to 76 dBA at 50 feet from the roadway due to truck movement (FHWA 2006). This noise impact would be temporary and instantaneous as trucks pass by these receptors, and the truck noise would rapidly diminish as the trucks travel away from the receptors. For the noise analysis, a maximum of 20 truck trips per hour on a peak day was assumed as a worst case scenario. Noise generated by construction trucks along the roadways leading to the Project site would be approximately 62 dBA (hourly L<sub>ea</sub>), which would be quite a bit below the existing daytime ambient noise levels of 72.0 to 73.4 dBA (L<sub>eq</sub>) in the vicinity of the Project site. In addition, construction truck traffic would not occur during the noise-sensitive late evening and nighttime hours. As such, less than significant noise impacts would not be expected from off-site construction traffic, and as a result, no mitigation measures are required.

#### Long-Term Operational Noise

The existing noise environment in the Project vicinity is dominated by traffic noise from adjacent roadways, as well as nearby commercial and residential activities. Long-term operation of the Project would have a minimal effect on the noise environment in proximity to the Project site. Noise generated by the Project would result primarily from typical office use activities, including normal operation of building mechanical equipment

Table IV-9
Construction Noise Impacts—New Construction

	Nearest Distance to Ambient			Estimated Construction Noise Levels by Project Construction Phase, L <sub>eq</sub> (dBA)				
Location	Project Construction Site (feet)	Noise Levels, L <sub>eq</sub> (dBA)	Demolition	Site Grading/ Excavation	Building Construction	Significance Threshold <sup>b</sup> (dBA)		
R1 <sup>a</sup>	50	72.0	76.4	74.2	79.4	77.0		
R2	85	60.1	79.8	77.6	82.8	65.1		
R3	85	71.8	79.8	77.6	82.8	76.8		
R4	100	73.3	78.4	76.2	81.4	78.3		

Includes a barrier insertion loss of 8 dBA to account for the existing wall along the northern perimeter of the Project Site.

Source: Matrix Environmental, 2010.

33and off-site traffic. Activities associated with loading docks, recycling, and refuse collection would occur near existing facilities and any increase in noise that may occur from these facilities would be offset by eliminating the noise from existing parking lot activities on the Project Site.

#### Fixed Mechanical Equipment

The operation of mechanical equipment such as air conditioners, fans, and related equipment may generate audible noise levels. However, the Project's mechanical equipment would be located towards the center of the Project Site on the building's rooftop or in the interior of the building, shielded from nearby land uses to attenuate noise and avoid conflicts with adjacent uses. In addition, all mechanical equipment would be designed with appropriate noise control devices, such as sound screen/parapet walls, to comply with the noise limitation requirements set forth in the LAMC. Therefore, the operation of mechanical equipment would not exceed the Project thresholds of significance and impacts would be less than significant. As such, no mitigation measures are required.

#### Off-Site Traffic Noise

The Project is forecasted to generate a total of 826 daily trips, based on the Project's traffic analysis. This change in roadway traffic volumes was analyzed to determine if traffic-related noise impacts would result from Project development. The Project-generated traffic noise impact is determined by comparing the increase in noise levels from the "future

b Ambient plus 5 dBA.

without project" to "future with project" conditions against the Project's significance threshold.

The off-site traffic noise level was calculated using a spreadsheet noise model based on equations provided in the Caltrans Technical Noise Supplement (TeNS) document and traffic volume data from the Project's traffic impact assessment. The traffic noise prediction model calculates the 24-hour CNEL noise levels based on specific information including average daily traffic volumes (ADT); percentages of day, evening and nighttime traffic volumes relative to ADT; vehicle speed; and distance between the noise receptor and the roadway.

Table IV-10 on page IV-104 provides a summary of the off-site roadway noise analysis. This table includes calculated CNEL noise levels at a reference distance of 25 feet for the roadway segments with noise-sensitive uses for "existing," "future without project," and "future with project" conditions. As shown in Table IV-10, the Project would result in a maximum 0.2 dBA increase in traffic noise along Adams Boulevard, west of Normandie Avenue. This increase in noise level is considered negligible in the context of the community noise environment. Typically, a minimum 3 dBA change in the community noise environment (increase and/or decrease) is considered as the threshold of human perception. At all other analyzed roadway segments, the increase due to Project-related traffic would be lower (less than 0.2 dBA), as Project-related traffic would disperse to various nearby roadways away from the Project site. The cumulative traffic noise impacts, which take into account noise associated with ambient growth and related projects, would be a maximum of 0.3 dBA along the same roadway segment. The cumulative impacts along other roadways would be lower. The incremental change for both Project-level and cumulative level would be well below the 3 dBA CNEL significance threshold. Therefore, off-site traffic noise impacts associated with the Proposed Project would be less than significant, and no mitigation measures are required.

#### Noise/Land Use Compatibility Impacts

The Proposed Project would include office land uses which would be exposed to existing and future ambient noise surrounding the Project site. Based on the estimated future traffic noise levels provided in Table IV-10 on page IV-104, the Project would introduce office land uses to an ambient noise environment of 67.8 to 69.6 CNEL.<sup>32</sup>

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When accounting for distance attenuation, calculated traffic noise levels provided in Table IV-9 on page IV-101 are consistent with measured ambient noise levels provided in Table IV-8 on page IV-100. As an example, noise levels along Western Avenue were measured at a distance of 10 feet and traffic noise (Footnote continued on next page)

Table IV-10
Off-Site Roadway Traffic Noise Impacts

	Calculated	Traffic Noise Le				
Roadway Segment	Existing (A)	Future No Project (B)	Future With Project (C)	Project Impacts (C – B)	Cumulative Impacts (C – A)	
Adams Boulevard						
East of Western Avenue	67.6	67.7	67.8	0.1	0.2	
West of Normandie Avenue	67.5	67.6	67.8	0.2	0.3	
Western Avenue						
South of Interstate 10 Eastbound Ramps	69.5	69.6	69.6	0.0	0.1	
North of Adams Boulevard	69.2	69.3	69.4	0.1	0.2	
Normandie Avenue						
South of Interstate 10 Eastbound Ramps	69.1	69.2	69.3	0.1	0.2	
North of Adams Boulevard	68.7	68.8	68.8	0.0	0.1	

<sup>&</sup>lt;sup>a</sup> Calculated noise level at 25 feet from roadway traffic only. Detailed calculation worksheets are included in Appendix F.

Source: Matrix Environmental, 2010.

According to the City guidelines for Noise/Land Use Compatibility, the Project site is considered to be exposed to "normally acceptable" noise levels for office buildings, as well as business commercial and professional land uses. As a result, land use compatibility impacts with regard to community noise levels would be less than significant, and no mitigation measures are required.

#### **Mitigation Measures**

**Mitigation Measure XII-1:** The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.

levels were calculated based on a distance of 25 feet from the roadway segment (doubling of distance decrease traffic noise levels by approximately 3 dBA).

- **Mitigation Measure XII-2:** Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- **Mitigation Measure XII-3:** Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- **Mitigation Measure XII-4:** The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.
- **Mitigation Measure XII-5:** A 6-foot-high solid decorative masonry wall adjacent to residential use and/or zones shall be constructed if no such wall exists.
- **Mitigation Measure XII-6:** Concrete, not metal, shall be used for construction of parking ramps.
- **Mitigation Measure XII-7:** The interior ramps shall be textured to prevent tire squeal at turning areas.
- Mitigation Measure XII-8: Parking lots located adjacent to residential buildings shall have a solid decorative wall adjacent to the residential.

With implementation of the mitigation measures provided above, potential impacts associated with construction and operation of the Project would be less than significant.

# b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

**No Impact.** The City does not address vibration in the LAMC or in the Noise Element of the General Plan. According to the Federal Transit Administration (FTA), ground vibrations from construction activities very rarely reach the level capable of damaging structures.<sup>33</sup> The construction activities that typically generate the most severe vibrations are blasting and impact pile driving. As the Project would be constructed using standard construction techniques, no blasting or impact pile driving would be necessary. Heavy construction equipment (e.g., loader and excavator) would generate a limited

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U.S. Department of Transportation, Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 1995.

amount of ground-borne vibration during construction activities at short distances away from the source, but not enough to cause a significant impact. In addition, post-construction on-site activities would be limited to office land use activities that would not generate excessive groundborne noise or vibration. As such, no ground-borne vibration and noise levels associated with the Proposed Project would occur, and no mitigation measures would be required.

# c. Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. The existing noise environment in the Project area is dominated by traffic noise from nearby roadways, as well as nearby commercial and residential activities. Long-term operation of the Project would not have a significant effect on the existing noise environment in proximity to the Project site. Noise sources that would have potential noise impacts include off-site vehicular traffic and outdoor mounted mechanical equipment (i.e., air conditioners). As discussed in Checklist Question XI(a), vehicular travel on local roadways attributable to the Project would have a less than significant impact on community noise levels. Noise levels associated with on-site operations (e.g., mechanical equipment) are also considered less than significant, as discussed in Checklist Question XI(a). As such, the Project would result in a less than significant permanent increase in ambient noise levels in the Project vicinity, and no mitigation measures would be required.

#### d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. Project construction activities would generate noise on a temporary basis and would increase the existing ambient noise in the immediate vicinity of the Project site. Construction-period noise impacts are discussed in Checklist Question XI(a). As described therein, noise generated by on-site construction activities would temporarily increase the existing ambient noise in close vicinity of the Project site, but would have a less than significant impact on surrounding sensitive uses with implementation of Mitigation Measures XI-1 through XI-4 discussed in Checklist Question XI(a) above. Please refer to Checklist Question XI(a) for a list of the proposed mitigation measures.

e. Would the project result in a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The Project site is located approximately eight miles east of the Santa Monica Airport and is outside of the airport 65 CNEL noise contours. Therefore, the Project would be compatible with noise due to aircraft experienced at the Project site and the Project would not expose people to excessive noise levels from airport activities. No impacts would occur and no mitigation measures would be required.

f. Would the project result in a project within the vicinity of a private airstrip, heliport or helistop, would the project expose people residing or working in the project area to excessive noise levels?

**No Impact.** The Project site is not located within the vicinity of a private airstrip, heliport or helistop. Therefore, the Project would not expose people to excessive noise levels associated with such operation, and no mitigation measures would be required.

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<sup>34</sup> City of Santa Monica, Calendar Year 2007 CNEL Contours for Santa Monica Municipal Airport, April 2007.

<sup>&</sup>lt;sup>35</sup> City of Los Angeles, Noise Element of the Los Angeles City General Plan, Exhibit E Santa Monica Airport Noise Exposure Contours, February 1999.

#### XIII. Population and Housing

a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**No Impact.** A significant impact may occur if a project were to locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing population growth that would otherwise not have occurred as rapidly or in as great a magnitude. As part of its comprehensive planning process for the Southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project Site is located within the City of Los Angeles Subregion, which includes all areas within the boundaries of the City of Los Angeles, as well as the City of San Fernando and small unincorporated portions of Los Angeles County. In 2010, the City of Los Angeles Subregion had an estimated permanent population of approximately 4,140,516 persons and approximately 1,386,358 residences.<sup>36</sup> By the year 2015, SCAG forecasts an increase to 4,214,083 persons, a 1.8 percent increase, and 1,445,177 residences, a 4.2 percent increase. The Proposed Project's impacts with respect to population and housing in the Community Plan Area are discussed below.

#### **Population**

In 2008, the estimated population in the Community Plan Area was approximately 275,358 persons. If the population growth experienced during the 2000-2008 time period continues, the estimated population for the South Central Los Angeles Community Plan area in 2015 would be 289,683 persons.<sup>37</sup> This translates to an increase of 14,325 persons or a 0.5 percent increase from the 2008 population estimate. As the Proposed Project would not result in the construction of any residential units, the Proposed Project would not directly contribute to population growth within the Community Plan Area.

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<sup>&</sup>lt;sup>36</sup> SCAG Forecast 2004 (the most current forecast adopted by SCAG).

<sup>&</sup>lt;sup>37</sup> South Central Los Angeles Community Plan, Local Population and Housing Profile, available at http://cityplanning.lacity.org, accessed March 10, 2010.

The construction of the Proposed Project would create temporary construction-related jobs. However, 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 Proposed Project and, therefore, no new permanent residents would be generated during construction of the Proposed Project.

The proposed office building is anticipated to generate up to 262 additional employees. While some new employment opportunities may be created within the Project, most of the employees would be drawn from the existing labor force in the region and would not require the need to relocate or place a demand for housing in the area. It is possible that some of the future employees would be new residents to the area; however, it is unlikely that this growth would be substantial in the context of the growth forecasted for the City of Los Angeles. Thus, no impacts on area population growth would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### Housing

In 2008, the estimated housing inventory in the Community Plan Area was 82,978 residential units.<sup>38</sup> If the housing growth experienced during the 2000-2008 time period continues, the expected number of housing units for the Community Plan Area in 2015 would be 83,258 residential units. This represents a 280 housing unit, or 0.33 percent, increase above the 2008 housing inventory. The Proposed Project does not involve the construction of residential dwelling units. As mentioned above, the Proposed Project would generate up to approximately 262 additional jobs at the Project Site; however, most of the employees are anticipated to be drawn from the existing labor force and employees are not anticipated to relocate to the Community Plan Area as a result of taking a job at the Project Site. This is especially true since the anticipated tenant for the new building is the South Central Los Angeles Regional Center, which currently has its headquarters located in the Community Plan Area, approximately two miles east of the Project Site. Therefore, the Proposed Project would not result in a notable increase in demand for new housing, and any new demand should it occur, would be very minor in the context of forecasted growth. As such, the addition of these new units is within the City's housing projection for the Community Plan Area, and no impact would occur. No mitigation

<sup>38</sup> Ibid.

measures are required and no further analysis of this issue in an environmental impact report is necessary.

# b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

**No Impact.** A significant impact may occur if a project would result in the displacement of existing housing, necessitating construction of replacement housing elsewhere. The Project Site is currently occupied by surface parking and the five-story Golden State Building. No housing currently exists on the Project Site. Therefore, no residential displacement would be associated with the Proposed Project and no impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

## c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

**No Impact.** A significant impact may occur if a project would result in the displacement of existing residents, necessitating the construction of replacement housing elsewhere. Based on the existing on-site uses (see above), no people currently reside on the Project Site. Therefore, no people would be displaced by the construction of the Proposed Project and no impact would occur. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Assuming that growth trends experienced during the 2000-2008 timeframe continue into the near future, the Community Plan Area population and housing projections for 2015 are 289,683 residents and 83,258 total residential units.<sup>39</sup> Construction of the related projects within the Community Plan Area would result in approximately 66 condominium units (see Section II, Project Description,

<sup>&</sup>lt;sup>39</sup> South Central Los Angeles Community Plan, Local Population and Housing Profile, available at http://cityplanning.lacity.org, accessed March 10, 2010.

Table II-2, Related Projects). Thus, as the Project would not provide any permanent dwelling units, the cumulative total in the Community Plan Area is estimated to be 66 new residences. As such, it is anticipated that the Project and the related projects would not exceed the projected 2015 population and housing levels. Further, as mentioned, the Project would not contribute any residential units to this total. Therefore, cumulative development would be consistent with the Community Plan's growth projections and the Proposed Project would have less than significant cumulative population and housing impacts. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### XIV. Public Services

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the could construction of which cause significant maintain environmental in order impacts, to acceptable service ratios, response times or other performance objective for any of the following public services: Fire protection?

Less Than Significant Impact. A significant impact may occur if a project exceeded the capability of existing fire stations and emergency personnel to serve the project site to such an extent that new or physically altered facilities would be required, the construction of which would result in substantial adverse physical impacts. The 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. Pursuant to Section 57.09.07A of the LAMC, the maximum response distance between commercial land uses and an LAFD station that houses an engine is 1.0 mile and for a truck company is 1.5 miles. If either of these distances is exceeded, all structures located on a Project Site would require automatic fire sprinklers. The Project Site is served by Fire Station

Angeles Community Plan Area.

In Table II-1, Related Project No. 11 contains residential units and is located within the South Central Los Angeles Community Plan Area. Related Project No. 6 is also located in the Community Plan Area and contains residential units; however, these units would be college dormitory rooms and would not provide permanent residences. The remaining residential projects are located outside of the South Central Los

No. 26 at 2009 South Western Avenue, which is located less than 1 mile (0.3 mile) north of the Project Site. Equipment at Fire Station No. 26 consists of a light force company (i.e., an engine company and truck company that respond as one unit) and an additional engine company. Under LAMC criteria, the existing fire response distance and equipment provisions would be adequate. Nonetheless, the proposed office building would be constructed with a fire sprinkler system to reduce the potential for fire impacts at the Project Site.

The Proposed Project is anticipated to generate up to approximately 262 new employees at the Project Site. The Proposed Project could therefore potentially increase the demand for LAFD services. The Proposed Project would comply with all applicable provisions in the City of Los Angeles Fire and Building Codes. In addition, the LAFD would be consulted during final building design to ensure adequate Code compliance prior to the issuance of any construction permits. Any necessary improvements to ensure that fire flows would be adequate to serve the Project would be undertaken as part of the Project. In general, City water mains are designed to meet fire flow requirements established by the LAFD. Further, the LAFD would confirm the adequacy of existing water mains and fire hydrants during the Project's site plan review. If existing water mains and/or existing hydrants along the Project frontage are determined to be inadequate, the LAFD would recommend improvements as part of Project development. Fire truck access would be available along Western Avenue, Hobart Boulevard, and West Adams Boulevard. Standard LAFD regulations, including access, fire flow and fire prevention measures would be applied to the Project as standard conditions of approval by the LAFD and the City Planning Department. Although the Project would increase demand on existing fire services and facilities, the Project is not anticipated to increase service ratios, response times, or other performance objectives to the extent that new or physically altered fire facilities would be required. Construction staging for the Project is not anticipated to block adjacent roadways and would not interfere with LAFD access to the site or surrounding properties. Since the Project would be within a one-mile fire response distance of a station with an adequate equipment roster (i.e., a light force company and an additional truck company), provide adequate fire flow and access, and meet building fire safety regulations, impacts with respect to fire services are concluded to be less than significant. In addition, with compliance with all LAMC and fire code requirements, no mitigation measures are required. Furthermore, the increased demands for additional LAFD staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding), to which the Proposed Project would contribute. No further analysis of this issue in an environmental impact report is necessary.

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Telephone correspondence between Fire Station No. 26 and Matrix Environmental, April 9, 2010.

#### **Cumulative Impacts**

Less Than Significant Impact. The Proposed Project, in combination with the related projects would result in a further infilling of the already urbanized South Central Los Angeles area, and as a result would increase the demand for fire protection services. Specifically, there would be increased demands for additional LAFD staffing, equipment, and facilities over time. At present, there are no known plans to build a new fire station in the surrounding service area. Nevertheless, similar to the Proposed Project, each of the related projects would be individually subject to LAFD review, and would be required to comply with response distance criteria and all applicable fire safety regulations and standard conditions imposed by the LAFD and the City Planning Department. On this basis, it is anticipated that cumulative impacts to fire protection would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

b. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which significant could cause impacts, maintain environmental in order to acceptable service ratios, response times or other performance objective for any of the following public services: Police protection?

Less Than Significant Impact. A significant impact may occur if a project exceeded the capability of the City of Los Angeles Police Department (LAPD) to adequately serve a project, necessitating new or physically altered facilities. Police protection is provided to the Project Site and the surrounding area by the LAPD. The Southwest Community Police Station, which serves the Project area, is located at 1546 West Martin Luther King Jr. Boulevard, approximately 1.5 miles south of the Project Site. This station is under the jurisdiction of the LAPD's South Bureau. The Southwest Community Police Station serves a population over 165,000 people. The Community Police Stations maintains 352 sworn personnel and 32 civilian personnel.<sup>42</sup> The station's

Los Angeles Police Department, LAPD website www.lapdonline.org/southwest\_community\_police\_station/content basic view/1639, accessed March 10, 2010.

352 sworn officers translate to an officer-to-population ratio of approximately 469 residents per officer. 43

Implementation of the Proposed Project would result in an increase of employees and visitors within the Project Site, thereby generating a potential increase in the number of service calls from the Project Site. The LAPD establishes an officer-to-resident ratio to determine adequate staffing levels, at one sworn officer to every one thousand residents. As mentioned above, the Southwest Community Police Station far exceeds this established ratio, with one officer for every 469 residents. Since the Project does not propose any residential units, the existing officer-to-resident ratio would remain unchanged by the Proposed Project. Nevertheless, the Project's employees and visitors could create additional demand for police services.

To help reduce any on-site increase in demand for police services, the Proposed Project would implement comprehensive safety and security features to enhance public safety and reduce the demand for police services, including: on-site security personnel, adequate and strategically positioned functional and thematic lighting; video surveillance; designing public and semi-public spaces with a minimum of dead space to eliminate areas of concealment, and access control to the building and parking garage. The Project would also be equipped with an alarm system which would be monitored, and police would be dispatched as needed. These preventative and proactive security measures would decrease the amount of service calls the LAPD would receive. Lighting would be designed to contain light on-site to ensure the safety of visitors and employees, while eliminating off-site glare.

Additionally, the Proposed Project would be subject to LAPD review and would be required to comply with all applicable safety requirements of the LAPD and the City of Los Angeles in order to adequately address police protection service demands. Overall, no new or expanded police facility would be expected to be required as a result of the Proposed Project and a less than significant impact would result. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

<sup>&</sup>lt;sup>13</sup> Ibid.

#### **Cumulative Impacts**

Less Than Significant Impact. The Proposed Project, in combination with the related projects would result in a further infilling of the already urbanized South Central Los Angeles area, and as a result would increase the demand for police protection services. At present, there are no known plans to build new police stations in the area. Nevertheless, as with the Proposed Project, some of the increased demand for police protection services would be met through security features designed into future projects, and individual project review by both the City Planning Department and the City Police Department. In addition, any required additional staffing, equipment, and facilities would be funded via existing mechanisms (e.g., property taxes and government funding), to which the Proposed Project and related projects would contribute by generating additional revenue for the City. Notwithstanding, the Proposed Project would not increase the residential population in the station's service area. Therefore, the Project's cumulative impact with respect to police services would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

c. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the construction of which could significant cause impacts, maintain environmental in order to acceptable service ratios, response times or other performance objective for any of the following public services: Schools?

Potentially Significant Unless Mitigation Incorporated. 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 LAUSD. The Project includes the development of office uses and not development of new residential land uses, which directly generate school-aged children and a demand for school services. As mentioned above, the Proposed Project's up to 262 net new employees would not be anticipated to relocate to the area for employment, particularly should the Proposed Project be occupied by the existing SCLARC headquarters which is located within the Project area. As a result, the Proposed Project is not anticipated to increase the number of students at LAUSD serving the Project Site.

Nonetheless, the California Education Code Section 17620(a)(1) states that 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 LAUSD School Facilities Fee Plan has been prepared to support the school district's levy of the fees authorized by Section 17620 of the California Education Code. Per Section 65995 of the Government Code, Level 2 residential developer fees have been imposed at a rate of \$0.47 per square foot of non-residential development and \$0.09 per square foot of new parking structure area (effective October 23, 2009 through October 22, 2010). Per the provisions of Government Code Section 65995, the payment of these fees constitutes full and complete mitigation of a project's impacts on school facilities. As a result, the Proposed Project would result in a less than significant impact with respect to school services. However, potential impacts to existing school facilities could occur which would be mitigated to a less than significant level via the following mitigation measures.

#### Mitigation Measures

- **Mitigation Measure XIV-1:** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- **Mitigation Measure XIV-2:** There shall be no staging or parking of construction vehicles, including vehicles to transport workers on any of the streets adjacent to the school.
- **Mitigation Measure XIV-3:** Due to noise impacts on the schools, no construction vehicles or haul trucks shall be staged or idled on these streets during school hours.
- Mitigation Measure XIV-4: The developer and contractors shall maintain ongoing contact with administrators of 24th Street Elementary, Pomeroy Widney High School, and Animo Pat Brown Charter High School. The administrative offices shall be contacted when demolition, grading and construction activity begin on the project site so that students and their parents will know when such activities are to occur. The developer shall obtain school walk and bus routes to the schools from either the administrators or from the LAUSD's Transportation Branch (323)342-1400 and guarantee that safe and convenient pedestrian and bus routes to the school be maintained.
- Mitigation Measure XIV-5: Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and

dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session especially when students are arriving or departing from the campus.

Mitigation Measure XIV-6: LADBS shall assign specific haul route hours of operation based upon 24th Street Elementary, Pomeroy Widney High School, and Animo Pat Brown Charter High School's hours of operation.

Mitigation Measure XIV-7: The applicant shall pay school fees to the Los Angeles
Unified School District to offset the impact of additional student
enrollment at schools serving the project area.

#### **Cumulative Impacts**

Less Than Significant Impact. Although the Proposed Project does not include the development of residential units, a cumulative increase in the demand for school services is anticipated to occur with the development of the related projects. It is likely that some of the students generated by the related projects would already reside in areas served by the LAUSD and would already be enrolled in LAUSD schools. Additionally, California Education Code Section 17620(a)(1) sets a maximum level of fees a developer may be required to pay to mitigate a project's impact on school facilities. As such, the applicants of the related commercial and residential projects, in addition to the Proposed Project, would be required to pay a school fee to the LAUSD to help reduce cumulative impacts that they may have on school services. Compliance with the provisions of California Education Code Section 17620(a)(1) is deemed to provide full and complete mitigation of school facilities impacts. Therefore, with the full payment of all applicable school fees, the proposed and related projects would reduce potential cumulative impacts to schools to less than significant levels. No mitigation measures or further analysis of this issue in an environmental impact report is necessary.

d. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the significant construction of which could cause environmental impacts. in order maintain to acceptable service ratios, response times or other performance objective for any of the following public services: Parks?

No Impact. A significant impact would occur if the available recreation and park services could not accommodate a project, necessitating new or physically altered facilities, the construction of which could cause significant environmental impacts. The City of Los Angeles Department of Recreation and Parks (LADRP) manages all municipally owned and operated recreation and park facilities within the City. The Project includes the development of an office building and not the development of new residential land uses, which typically create the greatest demand for parks and recreational services. While the Proposed Project would result in up to an additional 262 employees working on-site, most people tend to recreate near their place of residence and not their place of work. Additionally, Project employees would not typically enjoy large periods of time during a work shift to recreate. As such, the up to 262 additional employees generated by the Project would not create a substantial demand for parks and recreational services. As stated previously in Checklist Question XII(a), the type of employment offered by the Project would not cause a notable number of people, if any, to move to the Project area. Thus, the Proposed Project would not likely result in any measurable demand for parks and recreational services, and therefore, would not create the need for new or altered parks and recreational facilities. Thus, no impact on park and recreational facilities would occur. No mitigation measures or further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. The Project Site and related project sites are located in an urbanized area with limited recreational opportunities. Therefore, without proper mitigation, the construction of the related projects would further reduce the LADPR's ability to adequately serve the surrounding community, and a potentially significant impact could occur. Related projects that include residential development would be required to pay Quimby fees and/or incorporate park and recreational facilities on-site and comply with LAMC requirements. However, the Proposed Project does not include residential development, which typically creates demand on park services. Therefore, the Proposed

Project would not combine with the related projects to create a cumulatively considerable impact to parks or recreational facilities, and the Project's cumulative impact would be less than significant. No mitigation measures or further analysis of this issue in an environmental impact report is necessary.

e. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered governmental facilities, the significant construction of which could cause impacts, in maintain environmental order to acceptable service ratios, response times or other performance objective for any of the following public services: Other governmental facilities (including roads)?

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, necessitating a new or physically altered library, the construction of which would have significant physical impacts on the environment. The impact of a project on library services is based mainly on the future residential population that would be served by the library. The Project area is well-served by existing libraries, including the nearby Jefferson Branch Library, located at 2211 West Jefferson Boulevard. The library is open to the community six days and four nights a week. As the Project does not include residential development, which typically generates demand for library services, the Project is not anticipated to cause an increase in the community population that would exceed the service capacity of the Jefferson Branch Library. As such, impacts with respect to library services would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### Cumulative Impacts

Less Than Significant Impact. The related residential projects could potentially increase the service demand and usage of City libraries. However, as the Proposed Project would not include residential development, the Proposed Project would not contribute to any increase in demand at area libraries. Further, related residential developments would be required to consult with the City of Los Angeles Public Library and pay any required library use mitigation fees required, which would be used for the provision

of additional library space. Therefore, cumulative library impacts would be less than significant. No mitigation measures or further analysis of this issue in an environmental impact report is necessary.

#### XV. Recreation

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. A significant impact may occur if a project would include substantial employment or population growth which could generate an increased demand for public park facilities that exceeds the capacities of existing parks and causes premature deterioration of the park facilities. As discussed previously in Checklist Question XIII(a)(iv), the Project involves the construction of an office building, as opposed to the introduction of new residential land uses, which typically create the greatest demand for parks and recreational services (i.e., most people tend to recreate near their place of residence and not their place of work). The Project would result in up to an additional 262 employees working at the Project Site. Project employees do not typically enjoy large periods of time during a work shift to recreate. Furthermore, if employee were to leave the office during their lunch hour, they would likely utilize the tables in the terraced courtyard rather than travel to a nearby park. As such, the up to 262 additional employees generated by the Project would not create a substantial need for parks and recreational services. As stated previously in Checklist Question XII(a), the type of employment offered by the Project would not cause a notable number of people, if any, to move to the Project area. Thus, the Project would not result in any measurable demand for parks and recreational services and, therefore, would not increase the use of existing neighborhood and regional parks or other recreational facilities such that a substantial physical deterioration of the facility would occur or be accelerated. Therefore, Project development would result in no impact to existing neighborhood or regional parks, or other recreational facilities. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

**No Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities, the construction of which would have a significant adverse effect on the environment. As discussed in Checklist Question XIII(d), the Proposed Project includes landscaped open space. However, as analyzed throughout other sections of this Initial Study, the construction of these areas would not result in an adverse effect on the physical environment. Therefore, no impact would occur. No mitigation measures would be required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

**Less Than Significant Impact.** As discussed above, the Project Site and related project sites are located in an urbanized area with limited recreational opportunities. Therefore, without proper mitigation, the construction of the related projects would further reduce the LADPR's ability to adequately serve the surrounding community, and a potentially significant impact could occur. Related projects that include residential development would be required to pay Quimby fees and/or incorporate park and recreational facilities on-site and comply with LAMC requirements. However, the Proposed Project does not include residential development, which typically creates demand on park services. If any of the related projects includes the construction of recreational facilities, the impacts of such facilities would be required to be reduced to a less than significant level through the incorporation of project design features or appropriate mitigation measures. Therefore, the Proposed Project would not combine with the related projects to create a cumulatively considerable impact to parks or recreational facilities, and the Project's cumulative impact would be less than significant. No mitigation measures or further analysis of this issue in an environmental impact report is necessary.

#### XVI. Transportation/Circulation

The analysis provided below is based, in part, on the information presented in the *Traffic Study for the 2500 S. Western Avenue Office Project* (the Traffic Study) prepared by Gibson Transportation, Inc., March 2011. A copy of this report is included as Appendix G to this Initial Study.

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number or vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

**Potentially Significant Unless Mitigation Incorporated.** A significant impact may occur where a project would contribute a substantial amount of traffic to existing roadways and intersections. The potential impacts of the Project were evaluated in accordance with the assumptions, methodology, and procedures required by the Los Angeles Department of Transportation (LADOT) pursuant to a memorandum of understanding (MOU) dated February 24, 2010.

#### **Existing Street System**

The existing street system in the Project area consists of a regional roadway system including freeways, principal and secondary arterials, and collector and local streets. The secondary arterials, collectors, and selected local streets in the Project area offer subregional and local access and circulation opportunities. These roadways generally provide two to four travel lanes and allow parking on either side of the street. Typically, the speed limits on the arterials, collector, and local streets range between 25 and 35 miles per hour (mph). The local and regional transportation facilities serving the Project Site and surrounding area are described in more detail below.

#### Freeways

Primary regional access to the Project Site is provided by the I-10 and I-110 Freeways. The Project Site is approximately 0.25 miles south of the I-10 Freeway and 2.1 miles west of the I-110 Freeway.

#### Arterial Streets

The major arterials providing regional and sub-regional access to the Project Site include: Crenshaw Boulevard, Arlington Avenue, Western Avenue, Normandie Avenue, Vermont Avenue, Olympic Boulevard, Pico Boulevard, Venice Boulevard, Washington Boulevard, Adams Boulevard, Jefferson Boulevard, and Exposition Boulevard.

#### Study Intersections

The Traffic Study analyzes potential traffic impacts on the street system surrounding the Project Site. The study intersections were selected based on Project traffic patterns and in consultation with LADOT. A study area was defined to ensure that all potentially significantly impacted intersections, were analyzed and that no impacts would be found outside the boundary of the study area. As a result, a total of 10 intersections are analyzed. Each of the 10 study intersections is located in the City of Los Angeles. Four of the study intersections are freeway ramp locations and, thus, also fall under Caltrans jurisdiction.

Intersection traffic impacts were evaluated for typical weekday morning (7:00 A.M. to 10:00 A.M.) and afternoon (3:30 P.M. to 6:30 P.M.) peak periods. The Traffic Study included an analysis of existing (2010) and future (2012) traffic conditions before and after completion of the Proposed Project at the following 10 study intersections:

- 1. Western Avenue & Venice Boulevard;
- Western Avenue & Washington Boulevard;
- Western Avenue & I-10 Westbound Ramps;
- Western Avenue & I-10 Eastbound Ramps;
- 5. Normandie Avenue & I-10 Westbound Ramps;
- Normandie Avenue & I-10 Eastbound Ramps;
- 7. Arlington Avenue & Adams Boulevard;
- 8. Western Avenue & Adams Boulevard;
- 9. Normandie Avenue & Adams Boulevard; and
- 10. Western Avenue & Jefferson Boulevard.

These intersections are along the primary access routes to and from the Project Site and are those expected to be most directly impacted by Project traffic. The ten study intersections are shown in Figure IV-1 on page IV-124.

#### Methodology and Level of Service

Following the selection of the study intersections, a traffic analysis was performed using LADOT-approved methodologies which are based on procedures outlined in Circular

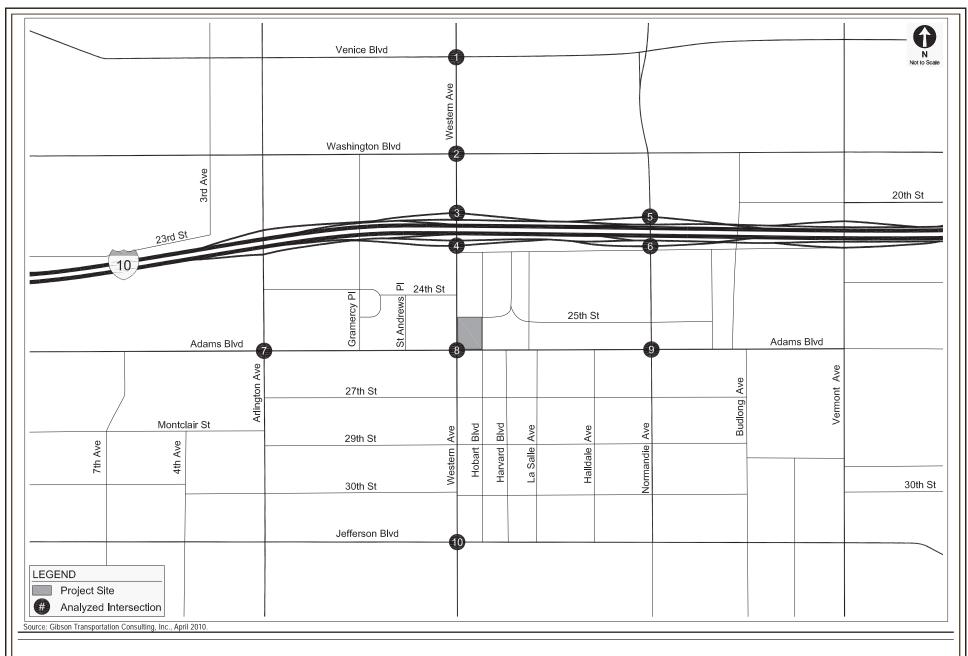




Figure IV-1
Traffic Study Intersections

Number 212 of the Transportation Research Board, also known as the Critical Movement Analysis (CMA) methodology. The CMA methodology determines the intersection volume-to-capacity (V/C) ratio and assigns a corresponding level of service (LOS) for the turning movements and intersection characteristics at signalized intersections. The V/C ratio is described as the highest combination of conflicting traffic volumes (V) at an intersection divided by the intersection capacity (C) that has a reasonable expectation of passing through an intersection in one (1) hour under typical traffic flow conditions. V/C ratios provide an appropriate measure for quantifying intersection operating characteristics. For example, if an intersection has a V/C value of 0.70, the intersection is operating at 70 percent capacity with 30 percent unused capacity. Once the V/C ratio has been calculated, operating characteristics are assigned a LOS grade (A through F) to estimate the level of traffic flow and congestion, based on the definitions set forth in Table IV-11 on page IV-126.

#### Traffic Impact Criteria

LADOT defines a significant traffic impact attributable to a project based on a "stepped scale", with intersections experiencing high V/C ratios being more sensitive to additional traffic than those operating with more available capacity. According to LADOT policy, a project is considered to have a significant traffic impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific standard depending on the final intersection LOS, as defined in Table IV-12 on page IV-126. No significant impacts are deemed to occur at intersections operating at LOS A or B, as these operating conditions exhibit sufficient surplus capacities to accommodate large traffic increases with little effect on traffic delays.

#### Existing (2010) Traffic Volumes

Existing traffic volumes at the 10 intersections were determined by taking traffic counts at each of the intersections during the A.M. and P.M. peak periods for typical weekdays, in accordance with LADOT's Traffic Study Policies and Procedures. Traffic counts were collected on Thursday, October 15, 2009, and Tuesday, October 20, 2009 for the 10 analyzed intersections.

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<sup>&</sup>lt;sup>14</sup> <u>Interim Materials on Highway Capacity</u>, Circular Number 212, Transportation Research Board, Washington, D.C., 1980.

Table IV-11
Level of Service Definitions for Signalized Intersection (CMA Method)

Level of Service	Intersection Capacity Utilization	Definition				
А	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.				
В	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.				
С	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.				
D	0.801-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.				
E	0.901–1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.				
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.				
		accommodate; may be long lines of waiting vehicles through se signal cycles.  FAILURE. Backups from nearby locations or on cross streets restrict or prevent movement of vehicles out of the interse approaches. Tremendous delays with continuously increasing of				

Source: Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

Table IV-12
LADOT Criteria for Significant Traffic Impact

Level of Service	Final CMA	Project-Related Increase in CMA					
С	0.701-0.800	> 0.040					
D	0.801-0.900	> 0.020					
E, F	> 0.900	> 0.010					
Source: Gibson Transportation Consulting, Inc., April 2010.							

The existing LOS values for the study intersections are summarized in Table IV-13 on page IV-127. As shown therein, all study area intersections currently operate at an acceptable LOS (LOS A to LOS D). In addition, with the exception of two intersections, all

Table IV-13
Existing (2010) and Future (2012) Traffic Conditions

		Peak	Existing Conditions (Year 2010)		Future Without Project Conditions (Year 2012)		Future With Project Conditions (Year 2012)		Project Increase in V/C	Significant	
	Intersection	Hour	V/C	LOS	V/C	LOS	V/C	LOS	Ratio	Impact?	
1	Western Avenue & Venice Boulevard	A.M. P.M.	0.731 0.692	C B	0.748 0.716	υu	0.749 0.717	υu	0.001 0.001	No No	
2	Western Avenue & Washington Boulevard	A.M. P.M.	0.843 0.787	D C	0.862 0.818	D D	0.862 0.820	D D	0.000 0.002	No No	
3	Western Avenue & I-10 Westbound Ramps	A.M. P.M.	0.753 0.555	C A	0.770 0.580	C A	0.772 0.582	C A	0.002 0.002	No No	
4	Western Avenue & I-10 Eastbound Ramps	A.M. P.M.	0.503 0.441	A A	0.515 0.459	A A	0.518 0.462	A A	0.003 0.003	No No	
5	Normandie Avenue & I-10 Westbound Ramps	A.M. P.M.	0.694 0.705	B C	0.709 0.722	СС	0.727 0.725	СС	0.018 0.003	No No	
6	Normandie Avenue & I-10 Eastbound Ramps	A.M. P.M.	0.785 0.605	C B	0.802 0.619	D B	0.802 0.619	D B	0.000 0.000	No No	
7	Arlington Avenue & Adams Boulevard	A.M. P.M.	0.753 0.764	C	0.775 0.784	CC	0.777 0.787	CC	0.002 0.003	No No	
8	Western Avenue & Adams Boulevard	A.M. P.M.	0.770 0.683	C B	0.789 0.701	CC	0.805 0.708	D C	0.016 0.007	No No	
9	Normandie Avenue & Adams Boulevard	A.M. P.M.	0.840 0.793	D C	0.859 0.812	D D	0.868 0.830	D D	0.009 0.018	No No	
10	Western Avenue & Jefferson Boulevard	A.M. P.M.	0.636 0.629	B B	0.655 0.646	B B	0.657 0.648	B B	0.002 0.002	No No	

Note: All intersections include the 0.10 V/C credit for intersection under ATSAC/ATCS control.

Source: Gibson Transportation Consulting, Inc., April 2010.

intersections were found to be operating at a LOS C or better. Intersection No. 2 (Western Avenue & Washington) and Intersection No. 9 (Normandie & Adams) were determined to be operating at LOS D during the A.M. peak hour.

#### **Project Trip Generation**

Traffic-generating characteristics of many land uses, including the office use proposed by the Project, have been surveyed and documented in studies conducted under the auspices of the Institute of Transportation Engineers (ITE). This information is available in the ITE Manual, Trip Generation, 8<sup>th</sup> Edition, 2008, a national standard used by the traffic engineering profession and approved by LADOT. Office developments in urban Los Angeles areas typically use an adjusted trip generation rate that applies a credit for non-automotive modes of travel such as walking and transit, but in order to present a more conservative analysis, no such reductions were made to the trip generation rates for the Proposed Project.

Table IV-14 on page IV-129 provides a summary of the trip generation rates and trip estimates for the Proposed Project. As shown therein, the Project would generate a total of 826 daily trips on a typical weekday, including approximately 116 morning peak hour trips (102 inbound, 14 outbound) and 112 afternoon peak hour trips (19 inbound, 93 outbound).

#### **Project Trip Distribution**

The geographic distribution of trips generated by the Proposed Project is dependent on the locations of the residential and employment centers from which the patrons of the Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site. Because the future occupants of the Project currently operate two miles away from the Project Site, data regarding the residential distribution of the current employees was used to accurately distribute Project traffic to and from the Project Site. Table IV-15 on page IV-129 details the Project trip distribution.

#### Future (2012) Traffic Conditions Without The Project

#### Future Transportation System Improvements

Metro is currently constructing Phase I of the Expo Light Rail Transit system connecting downtown Los Angeles to Culver City. This 8.5-mile rail system will run along Exposition Boulevard from Robertson Boulevard to downtown Los Angeles and should help to alleviate congestion along parallel east-west routes in the vicinity, including Adams Boulevard and the I-10 Freeway. The light rail line is scheduled to open in 2011. It is important to note that construction and operation of the Expo Line would not affect the configuration or operation of any of the analyzed intersections. No other transportation improvements are planned within the study area.

Table IV-14
ITE Project Traffic Generation

	Daily Trip	Daily	а.м. Peak Hour			Р.м. Peak Hour		
Land Use	Generation <sup>a</sup>	Traffic	Total	ln	Out	Total	In	Out
70,000 sf Office Building (75,000 gross sf)	11.01 per 1,000 sf	826	116	102	14	112	19	93
	Total Net New Trips	826	116	102	14	112	19	93

<sup>&</sup>lt;sup>a</sup> Trip Generation, 8<sup>th</sup> Edition, ITE, December 2008.

Source: Gibson Transportation Consulting, Inc., April 2010.

Table IV-15
Directional Trip Distribution

Direction (To / From)	Percentages
North	5%
South	8%
East	75%
West	12%
Total	100%

Source: Gibson Transportation Consulting, Inc., April 2010.

#### Ambient Traffic Growth

Existing traffic is expected to increase as a result of regional growth and development. Based on historical trends and standard LADOT procedures, an ambient growth factor of 1 percent per year was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the year 2012. The total adjustment applied over the two-year period to Project completion was therefore 2 percent.

#### **Related Projects**

In accordance with CEQA requirements, the Traffic Study considered the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals ("related projects") are expected to be implemented in the vicinity of the Project Site prior to, or concurrent with, the buildout date of the Project. The list of related projects was obtained from LADOT (please refer to Section II, Project Description, Table II-1).

A total of 14 related projects have been identified in relation to the Project by way of location with completion dates occurring in the same time frame as the Proposed Project. Table II-1 on p. II-25 provides information on the land use, location, size, status, and trip generation estimates of these related projects. Other known developments outside the Study Area have been determined to be geographically too far from the Project Site to add materially to the cumulative effects within the Study Area.

Trip generation estimates for the related projects were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation*, 8<sup>th</sup> *Edition* (Institute of Transportation Engineers, 2008). The related projects are expected to generate a total of approximately 12,864 daily trips on a typical weekday, including 1,159 morning peak hour trips and 1,144 afternoon peak hour trips. These projections are conservative in that they do not always account for either the existing uses to be removed as a result of the new development or the likely use of non-motorized travel modes (transit, walk, etc.)

#### Conclusion

Table IV-13 on page IV-127 indicates that the LOS at four of the study intersections would not decrease from existing conditions as a result of the related projects and ambient growth. However, the remaining six study intersections would experience a decreased LOS. Specifically, Intersection No. 1 (Western Avenue & Venice Boulevard) would operate at LOS C (from LOS B) during the P.M. peak hour only; Intersection No. 2 (Western Avenue & Washington Boulevard) would operate at LOS D (from LOS C) during the P.M. peak hour. Intersection No. 5 (Normandie Avenue & I-10 Westbound Ramps) would operate at LOS C (from LOS B) during the A.M. peak hour. Similarly, Intersection No. 6 (Normandie Avenue & I-10 Eastbound Ramps) would operate at LOS D (from LOS C) during the A.M. peak hour. Intersection No. 8 (Western Avenue & Adams Boulevard) would operate at LOS C (from LOS B) during the P.M. peak hour. Lastly, Intersection No. 9 (Normandie Avenue & Adams Boulevard) would operate at LOS D (from LOS C) during the P.M. peak hour.

#### Future (2012) Traffic Conditions With Project

Table IV-13 on page IV-127 summarizes the resulting LOS values at the study intersections after the addition of the Project, in combination with the other related projects. Under future conditions (2012) with the Project, nine of the ten intersections would remain at the same LOS as future base conditions without the addition of the Project. The one

exception is Intersection No. 8 (Western Avenue & Adams Boulevard), where the LOS would operate at LOS D (from LOS C) during the A.M. peak hour. Although Intersection No. 8 would experience a decrease in LOS, based on the criteria established by LADOT, none of the 10 signalized intersections would experience a V/C increase during the A.M. and/or P.M. peak hours that is considered significant. Therefore, the Proposed Project would not cause an increase in traffic that is substantial in relation to existing traffic levels and the capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).

It is important to note that all Project traffic is expected to use the intersection of Hobart Boulevard & Adams Boulevard to access the Project driveway on Hobart Boulevard. As a result, the Traffic Study evaluated where this unsignalized intersection meets all the criteria LADOT put forth in a March 2009 memo regarding a signal warrant analysis. Final determination on the need for a signal control at this location resides with LADOT and no signal is proposed at this intersection at this time.

Therefore, as the Project would not cause an increase in traffic at area intersections that would be considered significant based on LADOT criteria, impacts related to this issue would be less than significant. No mitigation measures or further evaluation of this topic in an environmental impact report is required. LADOT issued a Traffic Impact Study Analysis dated June 24, 2011 with findings and requirements that mitigate impacts to a less than significant level. These requirements are incorporated herein by reference.

#### **Construction Traffic Impacts**

In addition to the operational impacts of the Proposed Project described above, an assessment of potential traffic impacts during the Project's construction were also analyzed. Construction of the Project would occur during the following three phases: demolition of existing site uses; excavation (including site grading and import and/or export hauling of earth or other materials); and construction.

The Project would require the export of approximately 45,200 cubic yards of material from the site. Typical construction activity usually consists of workers arriving and departing the Project Site outside of the A.M. and P.M. peak traffic hours, thereby avoiding generating trips during the morning and afternoon peak periods. It is anticipated that construction worker trips would be relatively constant throughout the Project's construction period. Truck trips are expected to be greater during the demolition phase of the construction, during excavation and grading, and during concrete pour/delivery. Truck trips would be dispersed throughout the day and could be concentrated from 9:00 A.M. to 3:00 P.M. to avoid the peak hours. Further, these trips would occur during excavation only, and are less than the trips on-site during operations. As such, the Proposed Project would result in less

than significant construction traffic impacts from construction worker and construction truck trips. To address potential impacts related to the haul route, the following mitigation measures are recommended.

#### Mitigation Measures

- **Mitigation Measure XVI-1:** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.
- Mitigation Measure XVI-2: Projects involving the import/export of 20,000 cubic yards or more of dirt shall obtain haul route approval by the Department of Building and Safety.
- **Mitigation Measure XVI-3:** All haul route hours shall be limited to off-peak hours as determined by Board of Building and Safety Commissioners.
- Mitigation Measure XVI-4: The Department of Transportation shall recommend to the Building and Safety Commission Office the appropriate size of trucks allowed for hauling, best route of travel, the appropriate number of flag people.
- Mitigation Measure XVI-5: The Department of Building and Safety shall stagger haul trucks based upon a specific area's capacity, as determined by the Department of Transportation, and the amount of soil proposed to be hauled to minimize cumulative traffic and congestion impacts.
- **Mitigation Measure XVI-6:** The applicant shall be limited to no more than two trucks at any given time within the site's staging area.
- b. Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if adopted Metro thresholds are exceeded. To address increasing public concern that traffic congestion is impacting the quality of life and the economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The Los Angeles County CMP is a State-mandated program that serves as the monitoring

and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. If the LOS standard deteriorates on the CMP network, then local jurisdictions must prepare a deficiency plan to be in conformance with the CMP program. Metro requires an analysis of potential traffic impacts on CMP-designated intersections and freeway locations for projects if the following would occur:

- At CMP arterial monitoring intersections, including freeway on-ramps or offramps, where a project will add 50 or more vehicle trips during either morning or afternoon weekday peak hours; or
- At CMP mainline freeway-monitoring locations, where a project will add 150 or more trips, in either direction, during either the morning or afternoon weekday peak hours.

The Los Angeles County CMP does not have any designated arterial monitoring stations within the Study Area. The designated arterial monitoring station closest to the Project Site is the intersection of Western Avenue & 9<sup>th</sup> Street, approximately 1.5 miles north of the Project Site. The nearest study intersection to this arterial monitoring station is Intersection No.1 (Western Avenue & Venice Boulevard), nearly one mile south of the arterial monitoring station. As noted in the Traffic Study, approximately three percent of the Project's traffic is expected to travel to and from the Project Site from north of Venice Boulevard on Western Avenue. With 116 trips generated in the morning peak hour, it is not expected that more than three trips would pass through the arterial monitoring station further north. This is below the threshold of 50 trips and therefore the Project is not expected to result in a significant impact at any CMP arterial monitoring station.

The nearest CMP freeway monitoring station to the Project is located on I-10 Freeway at Budlong Avenue, approximately 0.75 mile east of the Project Site. The Proposed Project would generate 103 inbound trips during the morning peak hour, of which 62 are expected to travel west across the freeway monitoring location at Budlong Avenue. This is below the threshold of 150 trips and therefore the Project is not expected to result in a significant impact at any CMP freeway monitoring station and no further analysis is required. With implementation of mitigation measures XVI-1 through XVI-8, all impacts would be less than significant and further analysis of this issue in an environmental impact report is not required. In addition, LADOT issued a Traffic Impact Study Analysis dated June 24, 2011 with findings and requirements that mitigate impacts to a less than significant level. These requirements are incorporated herein by reference.

### c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels

### or a change in location that results in substantial safety risks?

**No Impact.** A significant impact may occur if a Project included an aviation-related use and would result in safety risks associated with such use. The Federal Aviation Administration (FAA) has established minimum standards to ensure air safety by regulating the construction or alteration of buildings or structures that may affect airport operations. The Project Site is not located near any airports. Additionally, the proposed office building would be less than 200 feet tall (approximately 60 feet at its tallest location) and would not exceed the height of existing multi-story buildings in the area. Further, although the Project would generate employees and increase the population, this increase would not substantially increase air traffic levels or result in a change in location. As such, no impact would occur with regard to air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. No mitigation measures or further analysis of this issue in an environmental impact report is required.

# d. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. A significant impact may occur if a proposed project were to include a new roadway design or introduce new land uses or project features into an area with specific transportation requirements and characteristics that have not been previously experienced in that area. Proposed curb cuts associated with the Project's driveway and drop-off lane would be reviewed and approved by LADOT. Through review by the LADOT and compliance with applicable recommendations, no significant traffic safety hazard impacts are expected to be associated with Project driveways or other project features and, as such, a less than significant impact would occur with respect to design hazards. To further reduce potential impacts, the following mitigation measures are required.

#### Mitigation Measures

**Mitigation Measure XVI-7:** The developer shall install appropriate traffic signs around the site to ensure pedestrian and vehicle safety.

Mitigation Measure XVI-8: The applicant shall submit a parking and driveway plan that incorporates design features that reduce accidents, to the

Bureau of Engineering and the Department of Transportation for approval.

### e. Would the project result in inadequate emergency access?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a proposed project design would not provide emergency access meeting the requirements of the LAFD and LAPD, or in any other way threatened the ability of emergency vehicles to access and serve the Project Site or adjacent uses. As described in Checklist Question VII(g), the Proposed Project would not impact existing emergency routes. As discussed above in Checklist Question XVI(d), there are no hazardous design features included in the access design or site plan for the Proposed Project that could impede emergency access. The Project proposes only minimal changes to the existing access and circulation patterns in the Project area; primary access to the Project Site would continue to be provided along Hobart Boulevard at the location of the existing driveway. The service driveway along Western Avenue would be abandoned. Proposed 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. In addition, Project construction is not anticipated to impede emergency access to any off-site locations. As a result, the Proposed Project would result in a less than significant impact related to emergency To further reduce Project impacts the following mitigation measure is access. recommended. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### Mitigation Measures

**Mitigation Measure XVI-9:** The applicant shall submit a parking and driveway plan to the Bureau of Engineering and the Department of Transportation for approval that provides code-required emergency access.

# f. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Less Than Significant Impact. A significant impact may occur if a project would conflict with adopted policies or involve modification of existing alternative transportation facilities located onsite or offsite. A number of public transportation options are available in the Project vicinity. Public transportation in and adjacent to the Project Site includes a

number of Metro bus stops. Bus lines that serve the Project Site include Metro Lines 37, 207, 550, and 575. Neither the construction nor operation of the Proposed Project would involve the relocation, replacement, or hinder the function of any of these public transportation facilities. Moreover, as discussed in Checklist Question IX(b) above, the Proposed Project would be consistent with the City's Walkability Checklist, which is intended to help make the City and new developments more pedestrian-friendly and "walkable". Further, the Proposed Project would provide bicycle racks and showers for employees and guests who bicycle to the building. Therefore, the Proposed Project's impacts on alternative transportation facilities would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### **Cumulative Impacts**

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects identified in Section II (Project Description) would increase the amount of traffic and parking required in the Project area. Questions XV(a) and XV(b) above address cumulative traffic impacts by comparing existing conditions to future traffic conditions with the Proposed Project in combination with ambient and related project growth. As discussed in Checklist Question XV(a), the Proposed Project would not result in a significant traffic contribution to any of the study intersections. As a result, the Proposed Project would not result in a significant impact at any of the analyzed intersections in the study area and would not result in a significant impact with respect to CMP intersections or freeway segments. With respect to traffic from each of the related projects, mitigation measures for each related project would be implemented individually in coordination with LADOT. The Proposed Project would not result in a significant impact related to air traffic, emergency access, design hazards, or alternative transportation. With respect to each of these areas, the design of each related project would be evaluated individually in coordination with LADOT, LAFD, and LAPD to minimize any potential impacts. As the Proposed Project would provide an adequate parking supply, the Proposed Project would not combine with the related projects to result in a cumulatively significant parking impact. Overall, the Proposed Project's cumulative transportation and traffic impacts would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

#### XVII. Utilities and Service Systems

The analysis provided below is based, in part, on the results of the *Domestic and Fire Water Service Technical Report* (the "Water Report") and the *Sanitary Sewer Service Technical Report* (the "Sewer Report"), both prepared by David Evans and Associates,

Inc., in February 2010. A copy of these reports are included as Appendices H and I of this Initial Study.

# a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

**No Impact.** A significant impact would occur if a project exceeds the wastewater treatment requirements of the LARWQCB. 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 RWQCB. The Regional Water Quality Control Board (RWQCB) then authorizes a NPDES permit that ensures compliance with wastewater treatment and discharge requirements. The LARWQCB enforces wastewater treatment and discharge requirements for properties in the Project area.

Wastewater from the Project Site is conveyed via municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant (HTP). (For further discussion of the sewage system that serves the Project Site, see Checklist Question XVI(b).) The HTP, which is a public facility and subject to the State's wastewater treatment requirements, is currently fully operational and is anticipated to continue to be fully operational, consistent with the requirements imposed by the RWQCB. The proposed office building is not anticipated to generate sewer flows that would contain constituents that would jeopardize the ability of the HTP to operate within its established wastewater treatment requirements. As detailed in the Response to Checklist Question XVI(b), the Proposed Project would generate 0.012 million gallons per day (mgd) and the HTP has available capacity to handle an additional 88 mgd of flows per day. As such, sufficient capacity exists at the HTP to serve the Proposed Project. As with all wastewater treated by HTP, wastewater from the Proposed Project would be treated according to the treatment requirements enforced by the NPDES permit authorized by the RWQCB. As a result, the Proposed Project would not exceed the requirements of the LARWQCB. As no impact would occur, no mitigation measures or further evaluation of this topic in an environmental impact report is required.

**Cumulative Impacts** 

See Checklist Question XVI(b), below.

# b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**Less than Significant Impact.** A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the site would be exceeded.

# Wastewater Treatment Facilities and Existing Infrastructure

The Project Site would continue to be served by existing water and wastewater utility lines along Western Avenue and Hobart Boulevard. Along Western Avenue, there is an existing 8-inch sewer main with eight, four-inch wyes to serve the Project Site. Along Hobart Boulevard, there is an 8-inch sewer main with three, 4-inch wyes to serve the Project Site. As shown in Table IV-16 on page IV-139, the Proposed Project would generate an approximately 12,250 gallons per day (gpd) net increase in the amount of wastewater generated on-site. Based on currently available information, adequate capacity exists in the water and sewer lines between the Project Site and the existing mains (see Appendix I for additional analysis in support of this conclusion).

The existing wastewater infrastructure serving the Project Site has adequate capacity to serve the Proposed Project. As such, wastewater treatment and water demands generated by the Project are not expected to result in the need to construct new water and wastewater treatment facilities. While substandard lines are not anticipated, during development, the capacity of utility lines would be confirmed an if any found to be substandard or in deteriorated condition, the Applicant would be required to make necessary improvements to achieve adequate service, under City of Los Angeles Building and Safety Code and Los Angeles Department of Public Work (LADPW's) requirements. The construction of the Project would include all necessary on- and off-site sewer and water pipe improvements and connections to adequately link the Project to the existing City of Los Angeles water and wastewater systems. The design of these connections would be developed by a registered engineer and approved by the Los Angeles Bureau of Engineering. Where any utility line construction encroaches into public right-of-way, review and approval by LADOT would be required. Although adequate capacity is anticipated, before the Department of Building and Safety formally accepts a set of plans and specifications for a project for plan check, the LADPW must first determine if there is allotted sewer capacity available for the Project. The issuance of all applicable building permits would ensure that adequate sewer capacity is available prior to the start of construction. The construction of water and wastewater infrastructure would be localized to

Table IV-16
Proposed Project Wastewater Generation

Type of Use	Unit	Sewage Generation Rate (gpd) <sup>a</sup>	Total Sewage Generated (gpd)
Administration Office	75,000 sf	150 / 1,000 sf	11,250
Subterranean Parking Garage <sup>a</sup>	1	1,000 sf	1,000
		Total	12,250

<sup>&</sup>lt;sup>a</sup> Allows for miscellaneous floor drains and sinks.

Source: Matrix Environmental, April 2010.

the Project Site and immediate vicinity, and would not result in the construction of new water or wastewater treatment facilities or major utility lines.

As mentioned in Checklist Question XVI(a) above, wastewater from the Project Site is conveyed via municipal sewage infrastructure to the HTP. Existing flow levels at the HTP are approximately 362 million gallons per day (mgd). The HTP currently has an operating capacity of approximately 450 mgd. As such, the HTP is currently operating at approximately 80 percent of its capacity, with an available capacity of approximately 88 mgd. As shown in Table IV-16 above, the Proposed Project is forecasted to generate approximately 12,250 gpd. As a result, the Project represents a very small percentage of the available capacity at the HTP. Additionally, the Project would also be required to adhere to the City's Sewer Allocation Ordinance, which ensures that Project construction would not be approved until scheduled treatment capacity is available. As such, the Proposed Project would not exceed the capacity of the HTP and a less than significant impact would result.

Overall, the Proposed Project would be expected to have a less than significant impact with respect to wastewater treatment and infrastructure. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

<sup>&</sup>lt;sup>45</sup> City of Los Angeles Bureau of Sanitation. "About Wastewater—Treatment Plants." Website www.lacity.org/san/wastewater/factsfigures.htm, accessed March 18, 2010.

# Water Treatment Facilities and Existing Infrastructure

The Project Site is served by the Los Angeles Aqueduct Filtration Plant, located in Sylmar, owned and operated by the Los Angeles Department of Water and Power (LADWP), which treats City water prior to distribution throughout the LADWP's Central Water Service Area. The current designed treatment capacity for the plant is 600 mgd. The average plant flow is approximately 450 mgd during the non-summer months and 550 mgd during the summer months, and thus operates at between 75 and 92 percent capacity.

The Proposed Project would consume 14,700 gpd of water. The LADWP's Central Water Service Area has an excess capacity of 50 mgd. Thus, the Proposed Project would consume 0.03 percent of the LADWP's Central Water Service Area's remaining capacity. As such, implementation of the Proposed Project would result in a negligible reduction of this facility's capacity. It is important to note that this rate is conservative in that it does not take into account City-required water conservation features. Specifically, the Proposed Project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, has reduced the rate of water demand in recent years. Further, water-wise irrigation practices would be employed and monitored with respect to the on-site landscaping to deliver required amounts of water only when needed. Seasonal adjustments would be made to the watering schedule as needed. The LADWP's growth projections are based on conservation measures and adequate treatment capacity that is, or will be, available to treat the LADWP's projected water supply, as well as the LADWP's expected water sources. The construction of, as yet, unplanned treatment facilities would not be required to meet the Project's water demand.

Sections 10910-10915 of the State Water Code requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the Project is below the established thresholds, no WSA is required for this Project.

Within the Project vicinity, the Project Site is directly served by an existing 30-inch water main along the west side of Western Avenue and an existing 8-inch water main along the west side of Hobart Boulevard. The Project's site plans review process would confirm that the existing water mains are adequate to serve the Proposed Project. If improvements are determined to be warranted, these improvements would be completed as part of Project development. Construction of the Proposed Project would include all necessary on- and off-site water line improvements to adequately connect the Project site to the City's

David Evans and Associates, Inc., Domestic and Fire Water Service Technical Report, February 2010.

existing water delivery systems. The LAFD requires a water flow of 4,000 gpm (i.e., 1,000 gpm from four fire hydrants flowing simultaneously). As mentioned above, water lines in the Project vicinity include a 30-inch water main along Western Avenue and a eight-inch main along Hobart Boulevard. These water lines maintain a static water pressure of between 46 and 59 pounds per square inch (psi) and can provide up to 500 gpm for domestic demand and 5,000 gpm for fire flow. As such, fire flow would be adequate to serve the Proposed Project. However, a final determination as to the adequacy of water supply would be made by the LAFD during the building permit process. Project approval by the LAFD would ensure adequate fire flow to the Proposed Project.

Overall, the Proposed Project would be expected to have a less than significant impact with respect to wastewater and water treatment and infrastructure. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# Cumulative Impacts

Wastewater Treatment Facilities and Existing Infrastructure

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects would result in an increase in the demand for sewer service in the Los Angeles Bureau of Sanitation's service area and could result in a decrease in the HTP's daily effluent capacity. Similar to the Proposed Project, related projects would be required to improve or replace substandard or deteriorated utility lines per City of Los Angeles Building and Safety Code and Department of Public Works requirements. Furthermore, similar to the Proposed Project, each related project would be required to comply with City and State water conservation programs and City ordinances, which would not allow HTP treatment capacity to be exceeded. Therefore, cumulative impacts on sewer service would be less than significant. No mitigation measures or further analysis of this issue in an environmental impact report is required.

# Water Treatment Facilities and Existing Infrastructure

**Less Than Significant Impact.** Development of the Proposed Project in conjunction with the related projects would result in an increase in the demand for water service in LADWP's service area and would further increase the regional demand for water

David Evans and Associates, Inc., Domestic and Fire Water Service Technical Report, February 2010.

supplies. However, the cumulative water demand of the related projects in combination with the Proposed Project would make up a small increase in water demand over existing conditions. Moreover, as the Proposed Project would represent only 0.03 percent of available treatment capacity at the Los Angeles Aqueduct Filtration Plant, the Proposed Project's increase in water demand is not cumulatively considerable. As a result, the Proposed Project is anticipated to have a less than significant cumulative impact related to water service. No mitigation measures or further analysis of this issue in an environmental impact report is required.

# c. Would the project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

**No Impact.** A significant impact would occur if the volume of stormwater runoff were to increase to a level exceeding the capacity of the storm drain system serving the Project Site. The Project Site is currently served by existing storm drains in the surrounding streets. As discussed in Checklist Question VIII(e), the Project Site is almost entirely covered with impervious surface. As the Project would essentially replace one impervious surface (i.e., a surface parking lot) with another impervious surface (i.e., an office building), it would not result in a substantial increase in the amount of impervious surface on the Project Site. As a result, the Proposed Project would not result in a measurable change in the amount of stormwater flows from the Project Site. Project runoff would continue to drain into existing City storm drain infrastructure and runoff from the Project Site would not exceed the capacity of existing or planned stormwater drainage systems. Since stormwater runoff is expected to be comparable to existing conditions, no impact to existing or planned drainage systems would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# **Cumulative Impacts**

Less Than Significant Impact. Future development of the related projects could affect the amount and the rate of runoff within their respective drainage areas. Whether the effects would be positive or adverse would depend on a number of factors including the amount of pervious/impervious surfaces that would change, the drainage improvements, etc. for each of those projects. It is anticipated that, since the entire study area containing the related projects is heavily urbanized, the great majority of the related projects sites are also impervious. In addition, under current open space and streetscape requirements, new development is more likely to incorporate more landscaped open space than under existing

conditions. Nonetheless, similar to the Proposed Project, each of the related projects would be required to comply with City requirements that the storm drain capacity of the system serving each of the related projects is adequate. Therefore, cumulative impacts to stormwater drainage facilities would be less than significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# d. Would the project have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project were to increase water consumption to such a degree that new water sources would need to be identified, or that existing resources would be consumed at a pace greater than planned for by purveyors, distributors, and service providers. The LADWP is responsible for providing water service to the Project Site. The City of Los Angeles' water supply comes from local groundwater sources, the Los Angeles-Owens River Aqueduct and the State Water Project, and water purchased from the Metropolitan Water District of Southern California (MWD) (obtained from the Colorado River Aqueduct).

In accordance with the Urban Water Management Planning Act (Act) of 1984, all urban water suppliers that provide municipal and industrial water to more than 3,000 customers, or supply more than 3,000 acre-feet per year of water, are required to prepare and adopt an urban water management plan (UWMP). LADWP, which provides over 700,000 water service connections, most recently updated its UWMP in December 2005. According to the 2005 UWMP, water use in the City of Los Angeles in 2005 was approximately equal to water use 20 years ago (e.g., approximately 600,000 acre-feet of water), although the City population has increased by over 750,000 people during this period. LADWP projects water demand within its service area to reach approximately 776,000 acre-feet by 2030, assuming an average year, and approximately 813,000 acre-feet by 2030, assuming a single-dry year. Based on existing and potential water supplies from local groundwater basins, the Los Angeles Aqueduct system, water purchased from the MWD, and other planned sources, as well as existing

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<sup>&</sup>lt;sup>48</sup> City of Los Angeles, Department of Water and Power, 2005 Urban Water Management Plan, page ES-3, website www.ladwp.com/ladwp/cms/ladwp001354.jsp, accessed March 19, 2010.

<sup>&</sup>lt;sup>49</sup> *Ibid, pages 6-6 and 6-7.* 

and planned conservation and recycled water efforts, LADWP expects to be able to provide approximately 897,200 acre-feet of water in 2030 assuming an average year, or approximately 934,200 acre-feet of water in 2030, assuming a single-dry year. <sup>50</sup> As such, the LADWP would have excess water supplies to meet the growth in demand within the City.

As mentioned above, the Proposed Project's anticipated average water demand would be approximately 14,700 gpd, which does not take into account any water conservation measures and the benefits therefrom. Due to statewide drought conditions in the mid-1970s and late 1980s, there is a need for water conservation in periods of water shortage. The LADWP recommends that water should be conserved at all times, because efficient use of water allows increased water for use in dry years and makes water available for beneficial environmental uses. The Project would comply with water conservation measures, including Titles 20 and 24 of the California Administrative Code and Chapter XII of the LAMC, to reduce the projected water demand.

Sections 10910-10915 of the State Water Code requires the preparation of a water supply assessment (WSA) demonstrating sufficient water supplies for any subdivision that involves the construction of more than 500 dwelling units, or the equivalent thereof. As the Proposed Project is below the established thresholds, no WSA is required for this project. Therefore, for the reasons listed above, the Project would have a less than significant impact with respect to water entitlements and supply. To further reduce Project impacts the following mitigation measure is required. No additional mitigation measures would be required and no further evaluation of this issue in an environmental impact report is necessary.

# Mitigation Measures

Mitigation Measure XVII-5: All restroom faucets shall be of a self-closing design.

# **Cumulative Impacts**

Less Than Significant Impact. Development of the Proposed Project in conjunction with the related projects identified in Section II (Project Description) would result in an increase in the demand for water service in LADWP's service area and would

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<sup>&</sup>lt;sup>50</sup> Ibid, page 6-5. Potential future water supply sources include seawater desalination, water transfer, recycled water, and beneficial use of urban runoff.

further increase the regional demand for water supplies. However, the 2005 UWMP concluded that the LADWP has adequate water supplies to meet cumulative growth within its service area. Furthermore, all related projects would be required to implement water conservation measures required under Titles 20 and 24 of the California Administrative Code and Chapter XII of the LAMC. For projects that exceed a maximum size established under SB 610 and SB 221 (Sections 10910-10915 of the State Water Code), a water availability assessment demonstrating sufficient water supply is required on a project-by-project basis. Water supplies to serve projects that are not of sufficient size to trigger SB 610 and SB 221 would be addressed through the LADWP's UWMP. As adequate water supplies are available for the Proposed Project and the cumulative water demands of related projects are already taken into account in the 2005 UWMP or would be evaluated on a project-by-project basis, the Proposed Project and related projects would have a less than significant cumulative impact related to water service. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. A significant impact may occur if a project would increase wastewater generation to such a degree that the capacity of facilities currently serving a Project Site would be exceeded. In addition, in order to comply with the City's water conservation and sewer allocation ordinances, the Proposed Project would be equipped with water conservation devices (i.e., toilets, faucets, etc.). As discussed in Checklist Question XVI(b), the Sewer Allocation Ordinance assures that no project may connect to the City's sewer conveyance or treatment system until scheduled treatment capacity at HTP is available. A major expansion and upgrade of the HTP was completed in 1999, which increased the HTP's capacity to 450 mgd. Since the Project would not connect to the City's wastewater conveyance and treatment system until scheduled capacity is available, the Project would not exceed the scheduled capacity of the HTP. Therefore, the Project would have a less than significant impact with respect to wastewater treatment capacity. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# **Cumulative Impacts**

Less Than Significant Impact. As with the Proposed Project, related projects would be located within the HTP service area. Also, as with the Proposed Project, each related project would be required to comply with City and State water conservation programs and the City's Sewer Allocation Ordinance. No related project would be allowed to connect to the City's wastewater conveyance or treatment system until scheduled capacity is available at HTP. Therefore, related projects would not be permitted to exceed HTP's scheduled treatment capacity and cumulative impacts with respect to wastewater treatment capacity would be less than significant.

# f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

**No 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. Solid waste management services in the City of Los Angeles are provided by various public agencies and private companies. Private collectors, which are not limited to disposal of their collection at City landfills, service commercial development. Over 75 percent of City solid waste in 2008 was disposed of at two facilities, the Sunshine Canyon Landfill (both the City and County portions) and the Chiquita Canyon Landfill.<sup>51</sup> As Class III landfills, these two landfills accept all types of non-hazardous solid waste. As of 2008, these two landfills have a remaining daily permitted intake of 6,151 tons per day (tpd).<sup>52</sup>

# Construction-Related Impacts

A variety of scraps and wastes would be generated during grading and construction activities. Based on a generation rate of 4.34 pounds per square foot for non-residential construction, the Proposed Project would generate approximately 163 tons of construction

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County of Los Angeles Department of Public Works, County of Los Angeles Countywide Integrated Waste Management Plan, 2008 Annual Report, Appendix E-5: Map of Disposal by Jurisdiction of Origin. October 2009

Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2008 Annual Report, October 2009.

waste over the course of Project construction.<sup>53</sup> Inert construction waste generated within the City of Los Angeles is typically disposed of at the Peck Road Gravel Pit. The daily permitted intake at the Peck Road Gravel Pit is 1,210 tpd.<sup>54</sup> Project construction is anticipated to occur over a period of 13 months. Assuming work occurs over a five-day work week, there would be approximately 250 working days during Project construction, resulting in an average construction waste of approximately 1.1 tpd. As a result, Project construction would account for only 0.09 percent of the daily permitted intake at the Peck Road Gravel Pit. Therefore, Project construction would result in no material impact with respect to construction debris. No mitigation measures or further evaluation of this issue in an environmental impact report is required.

# Operational Impacts

Based on a generation rate of 10.53 pounds per day per employee, the Proposed Project's up to 262 net new employees would generate a net increase of approximately 2,759 pounds (1.38 tons) of solid waste per day during operation.<sup>55</sup> As mentioned above, the combined remaining permitted daily intake of the Sunshine Canyon and Chiquita Canyon Landfills is 6,151 tpd. As such, the Proposed Project would represent approximately 0.02 percent of the remaining daily permitted intake the landfills. As a result, the two landfills would have adequate capacity to accommodate the daily operational waste generated by the Proposed Project. It is important to note that this estimate is conservative, in that the amount of solid waste that would need to be landfilled would likely be less than this forecast based on successful City implementation of AB 939 and the City's objective to achieve a 70 percent diversion goal by 2020 and eventually to a zero waste scenario as envisioned in the Los Angeles Solid Waste Integrated Resources Plan. Therefore, no material impact associated with operational solid waste would occur. No mitigation measures or further analysis of this topic in an environmental impact report is required.

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US EPA, Estimating 2003 Building-Related Construction and Demolition Materials Amounts, March 2009, page 11. Based on a total of 75,000 gross square feet of non-residential development; see Section II (Project Description) of this Draft Initial Study.

Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2008 Annual Report, October 2009.

<sup>&</sup>lt;sup>55</sup> City of Los Angeles CEQA Thresholds Guide, 2006, page M.3-2.

# **Cumulative Impacts**

Less Than Significant Impact. The Project in conjunction with related projects would increase the need for solid waste disposal during their respective construction periods. However, since unclassified landfills in the County do not generally have capacity concerns, inert landfills serving the related projects would have sufficient capacity to accommodate construction waste disposal needs. With regard to operational waste disposal needs, the Project and related projects would generate an increased amount of solid waste in the City of Los Angeles. However, this increase is anticipated to represent a negligible fraction of the total waste generated Citywide. Further, the Project's operational contribution to solid waste would represent less than 0.01 percent of the available remaining capacity of landfills serving the City, and as such, the Project's contribution would not be considered cumulatively considerable. Furthermore, the County of Los Angeles conducts ongoing evaluations to ensure that landfill capacity is adequate to serve the forecasted disposal needs of the region. Therefore, cumulative impacts with regards to solid waste are concluded to be less than significant.

# g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Potentially Significant Unless Mitigation Incorporated. A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. Solid waste generated on-site by the Proposed Project would be disposed of in accordance with all applicable federal, State, and local regulations related to solid waste, such as City of Los Angeles Solid Waste Integrated Resources Plan, City of Los Angeles Solid Waste Management Policy Plan, the General Plan Framework Element, the Curbside Recycling Program. The Proposed Project would provide adequate storage areas in accordance with the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687), which requires that developments include a recycling area or room of specified size on the Project site.<sup>57</sup> The Project would also promote compliance with AB 939 and City waste diversion goals by providing clearly marked, source sorted receptacles to facilitate recycling. Therefore, since the Proposed Project would comply with federal, State, and local regulations a less than significant impact with respect to these

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The City of Los Angeles disposed of approximately 3.32 million tons of waste in 2008 at Class III landfills yielding an average daily disposal of approximately 9,095 tons or 18,191,780 lbs/day. Source: Los Angeles County Department of Public Works, Environmental Programs Division, Los Angeles County Integrated Waste Management Plan, 2008 Annual Report, October 2009.

Ordinance No. 171687 adopted by the Los Angeles City Council on August 6, 1997.

regulations would occur. To further reduce Project impacts, the following mitigation measures are recommended. No additional mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# Mitigation Measures

**Mitigation Measure XVII-6:** Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department of Building and Safety. The demolition and construction contractor(s) shall only contract for waste disposal services with a company that recycles demolition and/or construction-related wastes.

**Mitigation Measure XVII-7:** To facilitate on-site separation and recycling of demolition- and construction-related wastes, the contractor(s) shall provide temporary waste separation bins on-site during demolition and construction. These bins shall be emptied and the contents recycled accordingly as a part of the project's regular solid waste disposal program.

**Mitigation Measure XVII-8:** All waste shall be disposed of properly. Use appropriately labeled recycling bins to recycle demolition and construction materials including: solvents, water-based paints, vehicle fluids, broken asphalt and concrete, bricks, metals, wood, and vegetation. Non recyclable materials/wastes shall be taken to an appropriate landfill. Toxic wastes must be discarded at a licensed regulated disposal site.

# Cumulative Impacts

Less Than Significant Impact. Development of the Project and related projects would generate solid waste during their respective construction periods, and on an ongoing basis following the completion of construction. Solid waste generation is expected to increase over existing conditions throughout the Project study area. It is anticipated that the Proposed Project and other related projects would not conflict with solid waste policies and objectives in the City of Los Angeles Solid Waste Integrated Resources Plan, City of Los Angeles Solid Waste Management Policy Plan, the General Plan Framework Element or the Curbside Recycling Program, and the City of Los Angeles Space Allocation Ordinance (Ordinance No. 171,687). With the implementation of solid waste policies and objectives intended to help achieve the requirements of AB 939 and the City's 70 percent diversion goal, it is expected that the Project and related projects would not substantially reduce the projected timeline for landfills within the region to reach capacity. Therefore, the Proposed Project and related projects, with respect to solid waste disposal capacity, would

not be cumulatively significant. No mitigation measures are required and no further analysis of this issue in an environmental impact report is necessary.

# XVIII. Mandatory Findings of Significance

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. The preceding analyses conclude that no significant unmitigated impacts to the environment would occur. Based on these findings, the Project is not expected to degrade the quality of the environment. In its existing state, the site is developed with surface parking, the five-story Golden State Building, a guard structure, and a small grassy area, and as such, the areas where improvements are proposed do not support sensitive species. Because the proposed improvements associated with the Project would not result in site disturbance beyond the Project Site boundaries and right-of-way work, the Project would not have the potential to substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Therefore, impacts would be less than significant, and no mitigation measures are necessary.

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)?

**Potentially Significant Unless Mitigation Incorporated.** The potential for cumulative impacts occurs when the independent impacts of the Project are combined with the impacts of related projects in proximity to the Project Site such that impacts occur that are greater than the impacts of the Project alone.

Potential cumulative impacts would be mitigated to a less than significant level through compliance with the above mitigation measures. The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as conditions of approval by the decision-making body, except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this Project's implementation.

c. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

**No Impact.** Based on the analyses provided above, implementation of the Proposed Project would not have environmental impacts that cause direct or indirect substantial adverse effects on human beings.

# **Section V. Preparers and Persons Consulted**

# A. Initial Study Preparation

# **Environmental Consultant**

Matrix Environmental 6701 Center Drive West, Suite 900 Los Angeles, California 90045 (424) 207-5333

Bruce Lackow, President

# **Architects**

# **RAW International**

801 S. Grand Avenue, Suite 502 Los Angeles, California 90017 (213) 622-4993

• Roland A. Wiley, Principal

# LRM Landscape Architecture 10950 Washington Boulevard Culver City, California 90232-4028 (310) 568-8900

• David Kenneth Larkins, Registered Landscape Architect

# **Technical Subconsultants**

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Michael A Cazeneuve, R.C.E., Registered Engineer

# Gibson Transportation Consulting, Inc.

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- Sean Mohn, Principal
- Jonathan Chambers, Associate

# SCS Engineers

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- Julio A Nuno, R.E.A., Vice President
- J. Rodney Marsh R.E.A., Project Manager

# **Acoustical Engineering Services**

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Amir Yazdanniyaz, P.E., Principal

# David Evans and Associates, Inc.

4200 Concours Drive, Suite 200 Ontario, California 91764 (909) 481-5750

- Wagner Hawthorne, P.E., Registered Engineer
- Tom Molina, Associate

# B. CEQA Lead Agency

City of Los Angeles, Department of City Planning 200 North Spring Street Los Angeles, California 90012 (213) 978-1275

# C. Project Applicant

Community Impact Development II, LLC 1968 W. Adams Blvd., Suite 209 Los Angeles, CA 90018





# **Appendix A**

# South Central Los Angeles Regional Center

Air Quality Worksheets May 2011

- A-1 Project Construction Emissions Analysis
- A-2 Project Operational Emissions Analysis
- A-3 Greenhouse Gas Emissions Analysis

# **Appendix A-1**

# **Construction Emissions Analysis**

- Regional Construction Emissions (URBEMIS 2007 Output)
- Localized Significance Threshold Calculation

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Urbemis 2007 Version 9.2.4

Detail Report for Summer Construction Mitigated Emissions (Pounds/Day)

File Name: L:\AQNOISE DIVISION\Active Projects\FAME\FAME URBEMIS.urb924

Project Name: FAME Office Buildong

Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

# CONSTRUCTION EMISSION ESTIMATES (Summer Pounds Per Day, Mitigated)

PM2.5 Total	1.08	1.08	0.39	0.61	0.08	00.00	3.87	3.87	0.59	1.00	2.27	0.01	1.87	1.87	0.00	1.22	0.64	0.01	1.75	1.75	0.00	1.16	0.57	0.01	1.74	1.74
PM2.5 Exhaust	0.69	0.69	0.00	0.61	0.08	0.00	3.19	3.19	0.00	1.00	2.19	0.00	1.84	1.84	0.00	1.22	0.62	0.01	1.72	1.72	0.00	1.16	0.55	0.01	1.62	1.62
PM2.5 Dust	0.39	0.39	0.39	00.00	00.00	0.00	0.67	0.67	0.59	0.00	0.08	0.00	0.03	0.03	00.00	00.00	0.02	0.00	0.03	0.03	0.00	0.00	0.02	0.00	0.12	0.12
PM10 Total	2.62	2.62	1.86	99.0	0.00	0.01	6.55	6.55	2.83	1.09	2.63	0.01	2.09	2.09	0.00	1.32	0.74	0.02	1.95	1.95	0.00	1.27	29.0	0.02	2.11	2.11
PM10 Exhaust	0.75	0.75	0.00	99.0	0.08	0.00	3.47	3.47	0.00	1.09	2.38	0.00	2.00	2.00	0.00	1.32	0.67	0.01	1.87	1.87	0.00	1.27	09'0	0.01	1.77	1.77
PM10 Dust	1.88	1.88	1.86	0.00	0.01	0.01	3.08	3.08	2.83	0.00	0.25	0.01	0.08	0.08	0.00	0.00	0.07	0.01	0.08	0.08	0.00	0.00	0.07	0.01	0.34	0.34
<u>802</u>	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.00	0.07	0.00	0.02	0.02	0.00	0.00	0.02	0.00	0.02	0.02	0.00	0.00	0.02	0.00	0.08	0.08
8	8.16	8.16	0.00	6.28	0.79	1.09	34.68	34.68	0.00	10.71	22.61	1.36	19.17	19.17	0.00	10.59	6.40	2.17	18.06	18.06	0.00	10.24	5.79	2.03	65.64	65.64
XON	14.14	14.14	0.00	12.11	1.96	90.0	78.38	78.38	0.00	22.22	56.08	0.08	37.12	37.12	0.00	21.11	15.88	0.13	34.22	34.22	0.00	19.77	14.33	0.12	30.94	30.94
ROG	1.73	1.73	0.00	1.54	0.16	0.03	7.25	7.25	0.00	2.69	4.52	0.04	4.39	4.39	0.00	3.05	1.28	0.07	4.07	4.07	0.00	2.83	1.18	90.0	5.18	5.18
	Time Slice 11/1/2010-11/10/2010	Demolition 11/01/2010-11/10/2010	Fugitive Dust	Demo Off Road Diesel	Demo On Road Diesel	Demo Worker Trips	Time Slice 11/11/2010-12/24/2010	Mass Grading 11/11/2010-	Mass Grading Dust	Mass Grading Off Road Diesel	Mass Grading On Road Diesel	Mass Grading Worker Trips	Time Slice 12/27/2010-12/31/2010	. Fine Grading 12/27/2010-	Fine Grading Dust	Fine Grading Off Road Diesel	Fine Grading On Road Diesel	Fine Grading Worker Trips	Time Slice 1/3/2011-3/18/2011 Active	_ Fine Grading 12/27/2010-	Fine Grading Dust	Fine Grading Off Road Diesel	Fine Grading On Road Diesel	Fine Grading Worker Trips	Time Slice 3/21/2011-9/2/2011 Active	_ Building 03/21/2011-12/14/2011

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Building Off Road Diesel	2.96	20.65	10.58	0.00	00.00	1.29	1.29	0.00	1.19	1.19
Building Vendor Trips	0.70	7.44	6.37	0.01	0.05	0.32	0.37	0.02	0.29	0.31
Building Worker Trips	1.53	2.85	48.69	90.0	0.28	0.16	0.44	0.10	0.14	0.24
Time Slice 9/5/2011-12/14/2011 Active	25.27	30.96	65.88	0.08	0.34	1.78	2.11	0.12	1.62	1.74
_ Building 03/21/2011-12/14/2011	5.18	30.94	65.64	0.08	0.34	1.77	2.11	0.12	1.62	1.74
Building Off Road Diesel	2.96	20.65	10.58	00.00	0.00	1.29	1.29	00.00	1.19	1.19
Building Vendor Trips	0.70	7.44	6.37	0.01	0.05	0.32	0.37	0.02	0.29	0.31
Building Worker Trips	1.53	2.85	48.69	90.0	0.28	0.16	0.44	0.10	0.14	0.24
Coating 09/05/2011-12/23/2011	20.09	0.01	0.24	0.00	0.00	00.0	0.00	0.00	0.00	00:00
Architectural Coating	20.08	00.00	0.00	00.00	0.00	0.00	0.00	00.00	0.00	00.00
Coating Worker Trips	0.01	0.01	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Slice 12/15/2011-12/23/2011	22.58	16.75	9.92	0.00	0.01	1.15	1.16	0.00	1.06	1.06
Asphalt 12/15/2011-12/23/2011	2.49	16.73	9.68	0.00	0.01	1.15	1.16	0.00	1.06	1.06
Paving Off-Gas	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving Off Road Diesel	2.20	15.92	8.11	0.00	0.00	1.11	1.11	0.00	1.02	1.02
Paving On Road Diesel	90.0	0.74	0.30	0.00	0.00	0.03	0.03	0.00	0.03	0.03
Paving Worker Trips	0.04	0.07	1.27	0.00	0.01	0.00	0.01	0.00	0.00	0.01
Coating 09/05/2011-12/23/2011	20.09	0.01	0.24	0.00	0.00	0.00	0.00	0.00	0.00	00:00
Architectural Coating	20.08	00.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	00.00
Coating Worker Trips	0.01	0.01	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00

# Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Mass Grading 11/11/2010 - 12/24/2010 - Default Mass Site Grading/Excavation Description

For Soil Stablizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

# Phase Assumptions

Phase: Demolition 11/1/2010 - 11/10/2010 - Default Demolition Description

Building Volume Total (cubic feet): 44370

Building Volume Daily (cubic feet): 4437

On Road Truck Travel (VMT): 61.62

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

2 Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

Phase: Fine Grading 12/27/2010 - 3/18/2011 - Default Fine Site Grading/Excavation Description

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Fotal Acres Disturbed: 1

Maximum Daily Acreage Disturbed: 1

Fugitive Dust Level of Detail: Default

0 lbs per acre-day

On Road Truck Travel (VMT): 500

Off-Road Equipment:

1 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day

Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 8 hours per day

Cranes (399 hp) operating at a 0.43 load factor for 8 hours per day

Other Equipment (190 hp) operating at a 0.62 load factor for 4 hours per day

Plate Compactors (8 hp) operating at a 0.43 load factor for 8 hours per day

Pumps (53 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Mass Grading 11/11/2010 - 12/24/2010 - Default Mass Site Grading/Excavation Description

Fotal Acres Disturbed: 1

Maximum Daily Acreage Disturbed: 0.5

-ugitive Dust Level of Detail: Default

10 lbs per acre-day

On Road Truck Travel (VMT): 1765.62

Off-Road Equipment:

Bore/Drill Rigs (291 hp) operating at a 0.75 load factor for 8 hours per day

Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

Rubber Tired Loaders (164 hp) operating at a 0.54 load factor for 8 hours per day

Skid Steer Loaders (44 hp) operating at a 0.55 load factor for 8 hours per day

Water Trucks (189 hp) operating at a 0.5 load factor for 2 hours per day

Phase: Paving 12/15/2011 - 12/23/2011 - Default Paving Description

Acres to be Paved: 0.5

Off-Road Equipment:

1 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day

I Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

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1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 3/21/2011 - 12/14/2011 - Default Building Construction Description Off-Road Equipment:

- 2 Aerial Lifts (60 hp) operating at a 0.46 load factor for 8 hours per day
- 2 Air Compressors (106 hp) operating at a 0.48 load factor for 8 hours per day
- 1 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 8 hours per day
  - Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day
- 1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day
- 2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day
- 1 Other Equipment (190 hp) operating at a 0.62 load factor for 8 hours per day
- 1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 9/5/2011 - 12/23/2011 - Default Architectural Coating Description Rule: Residential Interior Coatings begins 1/1/2005 ends 6/30/2008 specifies a VOC of 100 Rule: Residential Interior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 50 Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100 Rule: Residential Exterior Coatings begins 7/1/2008 ends 12/31/2040 specifies a VOC of 100 Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

South Central Los Angeles Regional Center Construction Localized Significance Threshold Calculation (Interpolation)

# Step 1. Determine Allowable Increase using 98th percentile NO2 and Max NO2 data Central LA NO2 Monitoring Data

	Allowable Increase (ppb)	16	Allowable Increase (ppb)		09
	Threshold (ppb)	100	Threshold (ppb)		180
	2008	82		2008	120
98th percentile, ppb	2007	87	Max Hourly, ppb	2007	100
98th perce	2006	83	Мах Ног	2006	110
	2002	18		2002	
Design Value	2006-2008	84	Design Value	2006-2008	120
	City	CELA		City	CELA
	Stn#	87		Stn#	87

ercentile Ratio
-----------------

Step 2. Use ration for project area	Use ratic ect area	in Step 1 to det	termine	LST lool	kup value	. Extrap	Step 2. Use ratio in Step 1 to determine LST lookup value. Extrapolate/Interpolate LST look-up value for project area
LST Thre	shold (SR,	LST Threshold (SRA 1, 25 meter receptor)	tor)				
				Construction		Operations	
Project	N02	98th Percentile	8	PM10	PM2.5	PM10	PM2.5
_	74	20	089	2	က	2	_
7	108	29	1048	∞	2	7	2
2	161	43	1861	16	∞	4	2
1.5	06	24	858	9	4	8	1 <interpolated td="" value<=""></interpolated>

# **Appendix A-2**

# **Operational Emissions Analysis**

Regional Operational Emissions (URBEMIS 2007 Output)
 Mobile Source Emissions
 Electricity Generation
 Natural Gas Consumption
 URBEMIS2007 Outputs (Summer and Winter)

# South Central Los Angeles Regional Center Office (SCLARC) Regional Operational Emissions May 2011

					Particulate Matter	te Matter
	Volatile Organic	Nitrogen	Carbon	Sulfur Oxides	<10 Microns	<2.5 Microns
	Compounds (VOCs)	Oxides (NOx)	Monoxide (CO)	(SOx)	(PM10)	(PM2.5)
Future Emissions (Project Buildout)						
Regional Mobile Emissions (Car/Truck Trips) 1	2	80	61	0	12	2
Stationary Emissions (On-site Natural Gas Usage, Painting, Consumer Products) <sup>2</sup>		^	2	^	۲ ۲	^
Electricity Consumption (Powerplant emissions) 3		က	⊽	^	<u>۸</u>	^
Emergency Generator Emissions	<1	^	7	^	^	^
Total	9	12	63	<1	12	2
SCAQMD Regional Operational Threshold	55	55	220	150	150	22
Exceed Threshold?	No	No	No	No	No	No

<sup>&</sup>lt;sup>1</sup> Emissions from vehicle trips to and from project site. Based on ITE trip generation and EMFAC2007. See attached URBEMIS2007 outputs for detail:

Numbers may not add up exactly due to rounding.

<sup>&</sup>lt;sup>2</sup> Emissions from on-site uses such as architectural coatings (painting), natural gas combustion (water heaters), consumer products and landscaping emission:
<sup>3</sup> Includes emissions as a result of electricity generation for use at the project site. Based on SCAQMD electricity generation factors (Appendix A9-C11 CEQA Handbook). See attached electricity usage worksheet.

# South Central Los Angeles Regional Center Office (SCLARC) Electricity Usage Emissions

May 2011

<b>Future Buidout Emissions</b>	missions						Emis	ssion Ra	Emission Rate (Ibs/day	lay)	
						NOC	×ON	္ပ	SOx	PM10	PM2.5
Future Buildout			SCAQMD Electricity Usage	Project Electricity	Rate						
Land Uses	Amount	Units	Amount Units Factor (kWh/Sq. Ft./Year)	Usage (MWh/Day) (Ibs/Mwh)>	(lbs/Mwh)>	0.01 1.15	1.15	0.2	0.12	0.2 0.12 0.04 0.04	0.04
Office	75.00 KSF	KSF	12.95	2.7		0	3	7	0	0	0
Total Future Buildout Emissions	out Emissic	ons				0	3	7	0	0	0

a Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

b Emission Factors from Table A9-11-B, CEQA Air Quality Handbook, SCAQMD, 1993.

c Natural Gas Usage Rates from Table A9-12-A, CEQA Air Quality Handbook, SCAQMD, 1993.

d Emission Factors from URBEMIS2002 Version 8.7 (US EPA 1995)

e The emission factors for NOx in lbs per million cuft of natural gas are 100 for nonresidential uses and 94 for residential uses.

# South Central Los Angeles Regional Center Office (SCLARC) Back-Up Diesel Generator Usage

	2
Hours per Year	1)
Horespower	009
Number of Generators	1

Pollutant	Emission Factor (lbs/hp- Emissions (lbs/Hr)	Emissions (lbs/Hr)	Emissions (lbs/Yr)   Emissions (lbs/Day	<b>Emissions (lbs/Day)</b>
NOX	0.0310	15.5	186.0	0.5
00	2900:0	3.3	40.1	0.1
SOx	0.0021	1.0	12.3	0.0
voc	0.0025	1.3	15.1	0.0
PM10	0.0022	1.1	13.2	0.0
PM2.5	0.0020	1.0	11.7	0.0
C02	1.1500	275.0	0.0069	18.9

# Notes:

Operation of proposed generators would typically include hourly test once per month for a total annual usage of 12 hours.

**Source:** http://www.epa.gov/ttn/chief/ap42/ch03/final/c03s03.pdf

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# Urbemis 2007 Version 9.2.4

# Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Users\Everest\Desktop\FAME\Construction\FAME URBEMIS.urb924

Project Name: FAME Office Buildong Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

# Area Source Unmitigated Detail Report:

## AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	<u>NOx</u>	<u>co</u>	<u>SO2</u>	PM10	PM2.5	<u>CO2</u>
Natural Gas	0.04	0.50	0.42	0.00	0.00	0.00	600.00
Hearth - No Summer Emissions							
Landscape	0.12	0.02	1.55	0.00	0.01	0.01	2.81
Consumer Products	0.00						
Architectural Coatings	0.44						
TOTALS (lbs/day, unmitigated)	0.60	0.52	1.97	0.00	0.01	0.01	602.81

# Area Source Changes to Defaults

## Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

<u>Source</u>	ROG	NOX	СО	SO2	PM10	PM25	CO2
General office building	4.88	6.69	60.59	0.07	11.95	2.32	7,118.29
TOTALS (lbs/day, mitigated)	4.88	6.69	60.59	0.07	11.95	2.32	7,118.29

# Operational Mitigation Options Selected

# Residential Mitigation Measures

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

-----

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 10.91%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 1416

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 178

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

\_\_\_\_\_

Percent Reduction in Trips is 4.1%

Inputs Selected:

The Number of Intersections per Square Mile is 475

The Percent of Streets with Sidewalks on One Side is 0%

Page: 1 4/13/2010 02:34:33 PM

The Percent of Streets with Sidewalks on Both Sides is 100%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 0%

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 1.75%

Note that the above percent is applied ONLY to worker trips.

The 'Secure Bike Parking' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 80 Season: Summer

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Summary of Land Uses									
Land Use Type		Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT		
General office building			11.01	1000 sq ft	75.00	825.75	8,404.07		
						825.75	8,404.07		
		<u>V</u>	ehicle Fleet M	<u>lix</u>					
Vehicle Type		Percent Ty	уре	Non-Catalys	st	Catalyst	Diesel		
Light Auto		5	3.4	0.	6	99.2	0.2		
Light Truck < 3750 lbs			6.8	1.	5	97.0	1.5		
Light Truck 3751-5750 lbs		2	2.9	0.	4	99.6	0.0		
Med Truck 5751-8500 lbs		1	0.1	1.	0	99.0	0.0		
Lite-Heavy Truck 8501-10,000 lbs			1.5	0.	0	86.7	13.3		
Lite-Heavy Truck 10,001-14,000 lbs			0.5	0.	0	60.0	40.0		
Med-Heavy Truck 14,001-33,000 lbs			0.9	0.	0	22.2	77.8		
Heavy-Heavy Truck 33,001-60,000 lbs			0.5	0.	0	0.0	100.0		
Other Bus			0.1	0.	0	0.0	100.0		
Urban Bus			0.1	0.	0	0.0	100.0		
Motorcycle			2.3	60.	9	39.1	0.0		
School Bus			0.1	0.	0	0.0	100.0		
Motor Home			0.8	0.	0	87.5	12.5		
		I	ravel Condition	ons .					
		Resident	ial			Commercial			
	Home-Work	Home	e-Shop	Home-Other	Commute	Non-Work	Customer		
Urban Trip Length (miles)	12.7		7.0	9.5	13.3	7.4	8.9		
Rural Trip Length (miles)	17.6		12.1	14.9	15.4	9.6	12.6		
Trip speeds (mph)	30.0		30.0	30.0	30.0	30.0	30.0		
% of Trips - Residential	32.9		18.0	49.1					
% of Trips - Commercial (by land use)									
General office building					35.0	17.5	47.5		

Operational Changes to Defaults

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## Urbemis 2007 Version 9.2.4

# Combined Winter Emissions Reports (Pounds/Day)

File Name: C:\Users\Everest\Desktop\FAME\Construction\FAME URBEMIS.urb924

Project Name: FAME Office Buildong Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

# Area Source Unmitigated Detail Report:

## AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	<u>NOx</u>	CO	<u>SO2</u>	PM10	PM2.5
Natural Gas	0.04	0.50	0.42	0.00	0.00	0.00
Hearth	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping - No Winter Emissions						
Consumer Products	0.00					
Architectural Coatings	0.44					
TOTALS (lbs/day, unmitigated)	0.48	0.50	0.42	0.00	0.00	0.00

# Area Source Changes to Defaults

## Operational Mitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Mitigated

<u>Source</u>	ROG	NOX	CO	SO2	PM10	PM25
General office building	5.25	8.06	57.40	0.06	11.95	2.32
TOTALS (lbs/day, mitigated)	5.25	8.06	57.40	0.06	11.95	2.32

# Operational Mitigation Options Selected

# Residential Mitigation Measures

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

-----

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

Percent Reduction in Trips is 10.91%

Innuta Calcatada

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 1416

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 178

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

\_\_\_\_\_

Percent Reduction in Trips is 4.1%

Inputs Selected:

The Number of Intersections per Square Mile is 475

The Percent of Streets with Sidewalks on One Side is 0%

## 4/13/2010 02:34:54 PM

The Percent of Streets with Sidewalks on Both Sides is 100%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 0%

Non-Residential Other Transportation Demand Measures Mitigation

Percent Reduction in Trips is 1.75%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Secure Bike Parking' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

# Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Temperature (F): 60 Season: Winter

Emfac: Version: Emfac2007 V2.3 Nov 1 2006

Summar	y of	Land	Uses
--------	------	------	------

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips Total
General office building		11.01	1000 sq ft	75.00	VMT 825.75 #####
					825.75 ######
	Vehicle F	Fleet Mix			

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.4	0.6	99.2	0.2
Light Truck < 3750 lbs	6.8	1.5	97.0	1.5
Light Truck 3751-5750 lbs	22.9	0.4	99.6	0.0
Med Truck 5751-8500 lbs	10.1	1.0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.5	0.0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs	0.5	0.0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs	0.9	0.0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.5	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	2.3	60.9	39.1	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.8	0.0	87.5	12.5

# Travel Conditions

		Residential		Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work C	
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4 #	
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6 #	
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0 #	
% of Trips - Residential	32 9	18.0	49 1			

% of Trips - Commercial (by land use)

General office building 35.0 17.5 #

Operational Changes to Defaults

South Central Los Angeles Regional Center (SCLARC) / FAME LOS Analysis

		A	WP			3	Criteria 1			Criteria 2		
				Project Increase in	Significant Project							
	Peak Hour V/C		TOS N/C TOS	V/C or Delay	Impact	V/C Increase	LOS > C?	Analyze?	LOS >=C?	LOS >=C? LOS >=C Drop?	Analyze?	Analyze in Report?
Intersection	ΑM	0.748 C	C 0.749 C	0.001	ON	0.1%	No	No	Yes	No	No	No
Venice Boulevard	δ	0.716 C	0.717 C	0.001	ON	0.1%	No	8	Yes	No	No	No
Western Avenue &	ΑM	0.862 D	0.862 D	0.000	ON	%0.0	Yes	N <sub>0</sub>	Yes	No	No	No
Washington Boulevard	δ	0.818 D	0.820 D	0.002	ON	0.2%	Yes	No	Yes	No	No	No
Western Avenue &	ΑM	0.770 C	0.772 C	0.002	ON	0.3%	No	N <sub>o</sub>	Yes	No	No	No
I-10 Westbound Ramps	δ	0.580 A	0.582 A	0.002	ON	0.3%	No	N <sub>o</sub>	No		No	No
Western Avenue &	ΑM	0.515 A	0.518 A	0.003	ON	%9.0	No	8	No		No	No
I-10 Eastbound Ramps	PΜ	0.459 A	0.462 A	0.003	ON	0.7%	No	No	No		No	No
Normandie Avenue &	ΑM	0.709 C	0.727 C	0.018	ON	2.5%	No	No	Yes	No	No	No
I-10 Westbound Ramps	PΜ	0.722 C	0.725 C	0.003	ON	0.4%	No	N <sub>0</sub>	Yes	No	No	No
Normandie Avenue &	AM	0.802 D	0.802 D	0.000	ON	%0.0	Yes	N <sub>o</sub>	Yes	No	No	No
I-10 Eastbound Ramps	P	0.619 B	0.619 B	0.000	ON	%0.0	No	N <sub>o</sub>	No		No	No
Arlington Avenue &	ΑM	0.775 C	0.777 C	0.002	ON	0.3%	No	8	Yes	No	No	No
Adams Boulevard	PM	0.784 C	0.787 C	0.003	ON	0.4%	No	No	Yes	No	No	No
Western Avenue &	ΑM	0.789 C	0.805 D	0.016	ON	2.0%	Yes	Yes	Yes	Yes	Yes	Yes
Adams Boulevard	PM	0.701 C	0.708 C	0.007	NO	1.0%	No	N <sub>o</sub>	Yes	No	No	No
Normandie Avenue &	ΑM	0.859 D	0.868 D	0.009	ON	1.0%	Yes	N <sub>o</sub>	Yes	No	No	No
Adams Boulevard	₽	0.812 D	0.830 D	0.018	ON	2.2%	Yes	Yes	Yes	No	No	Yes
10 Western Avenue &	AM	0.655 B	0.657 B	0.002	ON	0.3%	No	8	No		No	No
10 Jefferson Boulevard	δ	0.646 B	0.648 B	0.002	ON	0.3%	No	8	No		No	No

# SCAQMD CO Hotspots Criteria

Criteria 1 - Future With Project LOS >= C , V/C increase >= 2% Criteria 2 - Future No Project LOS >=C drop

### South Central Los Angeles Regional Center (SCLARC) / FAME CO Hotspots Analysis

CALINE4 Modeling Results and Estimated Local 1-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 1-Hour CO Concentrations (ppm) <sup>a</sup>

Monitoring Station: Central LA

Year
2012

1-Hr Concentration
5.1

	Future With	nout Project		Future With Project	
Intersection and Receptor Locations	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Exceedance of Significance Threshold <sup>d</sup>
NORMANDIE AVENUE AND	ADAMS BOULEVAR	RD AM			
NE SE SW NW	1.3 1.4 1.3 1.3	6.4 6.5 6.4 6.4	1.4 1.4 1.3 1.3	6.5 6.5 6.4 6.4	NO NO NO
NORMANDIE AVENUE AND	ADAMS BOULEVAR	RD PM			
NE SE SW NW	1.3 1.4 1.3 1.5	6.4 6.5 6.4 6.6	1.3 1.4 1.3 1.5	6.4 6.5 6.4 6.6	NO NO NO
WESTERN AVENUE AND A	DAMS BOULEVARD	AM			
NE SE SW NW	1.5 1.4 1.4 1.4	6.6 6.5 6.5 6.5	1.5 1.4 1.4 1.4	6.6 6.5 6.5 6.5	NO NO NO
WESTERN AVENUE AND A	DAMS BOULEVARD	PM			
NE SE SW NW	1.2 1.2 1.3 1.3	6.3 6.3 6.4 6.4	1.2 1.3 1.3 1.3	6.3 6.4 6.4 6.4	NO NO NO

a Based on guidance provided by the  $\underline{\mathsf{AQMD}}$  Air Quality Analysis Guidance Handbook.

b The 1-hour traffic contribution (ppm) is determined by inputing total traffic volumes into the CALINE4 model.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 1-hour CO concentrations is 20 ppm.

### South Central Los Angeles Regional Center (SCLARC) / FAME CO Hotspots Analysis

CALINE4 Modeling Results and Estimated Local 8-Hour Carbon Monoxide Concentrations (ppm)

Projected Background 8-Hour CO Concentrations (ppm) a

Monitoring Station: Central LA

Year
2012

8-Hr Concentration
4.6

Average Persistence Factor = 0.70

	Future With	out Project		Future With Project	
Intersection and Receptor Locations	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Traffic CO Contribution <sup>b</sup>	Estimated Local CO Concentration <sup>c</sup>	Exceedance of Significance Threshold <sup>d</sup>
NORMANDIE AVENUE	AND ADAMS BOULE	EVARD AM			
NE SE SW NW	0.8 0.8 0.8 0.7	5.4 5.4 5.4 5.3	0.8 0.8 0.8 0.7	5.4 5.4 5.4 5.3	NO NO NO NO
NORMANDIE AVENUE	AND ADAMS BOULE	EVARD PM			
NE SE SW NW	0.8 0.7 0.8 0.8	5.4 5.3 5.4 5.4	0.8 0.8 0.8 0.8	5.4 5.4 5.4 5.4	NO NO NO
WESTERN AVENUE AN	ND ADAMS BOULEV	ARD AM			
NE SE SW NW	0.8 0.8 0.8 0.8	5.4 5.4 5.4 5.4	0.8 0.8 0.8 0.8	5.4 5.4 5.4 5.4	NO NO NO
WESTERN AVENUE AN	ND ADAMS BOULEV	ARD PM			
NE SE SW NW	0.7 0.7 0.7 0.7	5.3 5.3 5.3 5.3	0.7 0.7 0.7 0.7	5.3 5.3 5.3 5.3	NO NO NO NO

a Based on guidance provided by the AQMD Air Quality Analysis Guidance Handbook.

b The persistence factor is calculated as recommended in Table B.15 in the <u>Transportation Project-Level Carbon Monoxide Protocol</u> (Institute of Transportation Studies, UC Davis, Revised 1997). This is a generalized persistence factor likely to provide a conservative estimate in most situations.

c The estimated local concentration is the traffic contribution + the background concentration.

d The California Ambient Air Quality Standard for 8-hour CO concentrations is 9 ppm.

# Appendix A-3 Greenhouse Gas Emissions Analysis

# **FAME Office Building**

# Operational Greenhouse Gas Emissions Inventory April 2010

Business as Usual	mtons/yr
	CO₂e
Mobile Source	1,709
Electricity Usage	320
Natural Gas Usage	98
Water Usage / Wastewater Generation	22
Solid Waste	20
Construction	27
Total	2,196
Comparison to 2006 Statewide Total of 483,870,000	0.0005%

Project with Project Features and State Mandates4	mtons/yr
	CO <sub>2</sub> e
Mobile Source	1,099
Electricity Usage	162
Natural Gas Usage	80
Water Usage / Wastewater Generation	17
Solid Waste	20
Construction	27
Total with GHG Reducing Features	1,405
Comparison to 2006 Statewide Total of 483,870,000	0.0003%

Increase/Decrease	
	CO <sub>2</sub> e
Mobile Source	(610)
Electricity Usage	(159)
Natural Gas Usage	(18)
Water Usage / Wastewater Generation	(4)
Solid Waste	0
Construction	0
Total with GHG Reducing Features	(791)
	-36.0%

-36% -50% -18% -20% 0% #DIV/0!

2010								
	Co	mbustion Sources		W	later (Dust Con	itrol)		
Construction Activity	URBEMIS Output (tons CO <sub>2</sub> /year) <sup>1</sup>	Tons CO₂/year²	Metric Tons CO2e per Year <sup>3</sup>	Average Daily Acreage Disturbed	Million Gallons Per Year <sup>4</sup>	MWh/Year <sup>5</sup>	Metric Tons CO2e <sup>6</sup>	Total Metric Tons CO2e per Year
Diesel Sources (On-road and Off- Road)	187	131	119					119
Water (Dust Control)				1.0	0.4	3.8	1.4	1
Total:	187	131	119					121

2011								
	Co	mbustion Sources		W	later (Dust Con	itrol)		
Construction Activity	URBEMIS Output (tons CO₂/year)¹	Tons CO₂/year²	Metric Tons CO2e per Year <sup>3</sup>	Average Daily Acreage Disturbed	Million Gallons Per Year <sup>4</sup>	MWh/Year <sup>5</sup>	Metric Tons CO2e <sup>6</sup>	Total Metric Tons CO2e per Year
Diesel Sources (On-road and Off- Road)	1,068	748	681					681
Water (Dust Control)				1.0	0.4	3.8	1.4	1
Total:	1,068	748	681					682

Summary			
Construction Year	Total Metric Tons CO2e per Year	Total Metric Tons CO2e Amortized over 30 years	% Statewide Emissions CO2e
2011	121	4	0.0000%
2012	682	23	0.0001%
Total:	803	27	0.0002%

- Notes:
  1. Consistent with the criteria pollutant analysis, CQ, emissions from construction sources were calculated using URBEMIS2007.
  2. Annual construction emissions are based on maximum daily emissions for each phase and then corrected to account for an average annual daily rate (70%).
  3. The conversion from CQ, to CO2e for diesel is based on the following information: One gallon of diesel fuel burned produces 22.384 pounds of CQ<sub>2</sub>, 0.000534 pounds of CH<sub>4</sub>, and 0.0001928 pounds N<sub>2</sub>O (USEPA, Office of Transportation and Air Quality, Emission Facts: Average Carbon Dioxide Resulting from Gasoline and Disele Fuel, 2005 and California Climate Action Registry General Reporting Protocol, v3.1, Table C.6 (January 2009). Based on the global warning potential of 21 for CH<sub>4</sub>, and 310 for N<sub>2</sub>O relative to CQ<sub>2</sub>, the total pounds of CO2e from disease fuel is 22.455 CO2e/gallon, which is 99.6 percent of the total emissions. Therefore, the CQ<sub>2</sub> estimate was multiplied by 100/99.5 to incorporate the contribution of the other greenhouse gases.
  4. Gallons per year of water usage for dust control is calculated based on a minimum control efficiency of 60% with an application rate of 1,703 gal/acre/day (Air & Waste Management Association Air Pollution Engineering Manual (1992 Edition)) and average of 22 construction days per month.
  5. California Energy Commission, California & Water-Energy Relationship, November 2005 (Each gallon of delivered potable water in Southern California is associated with 0.0085 kWhr of electricity).
  6. CO2e/MWh; greenhouse gas emission factor (727.18 lbs of CO2e/MWh) is from the California Climate Action Registry General Reporting Protocol, v3.1 (January 2009). The emission factor is based on 724.12 lbs of CO<sub>3</sub>/MWh, 0.03 lbs of CH<sub>3</sub>/MWh, and 0.008 lbs of N<sub>3</sub>O/MWh with a CO2e factor of 23 for CH<sub>4</sub> and 296 for N<sub>3</sub>O.

	o watering Control Efficiency (%)
Desired Efficiency (%)	Daily Water Application Rate (gal/acre)
50	1703
60	2390
70	3396
80	5083
85	6506
90	8892
95	14279

Scalar: 0.7

### **FAME Office Building**

### Mobile Source (Vehicular) Emissions

April 2010

Business as Usual			Emiss	sion Factor fo	r CO <sub>2</sub>	CO <sub>2</sub>	CO₂e³
Land Use	Daily Trips <sup>1</sup>	VMT <sup>2</sup>	Run (gram/mile)	Idle (gram/trip)	Start (gram/trip)	(tons/yr)	(mtons/yr)
Office	826	8,404	521	8	76	1,790	1,709
Total Future Buildout:	826	8,404				1,790	1,709
Project with Project Feature	es and State Mand	dates <sup>4</sup>	Emiss	sion Factor fo	r CO <sub>2</sub>	CO <sub>2</sub>	CO <sub>2</sub> e <sup>3</sup>
Land Use	Daily Trips <sup>1</sup>	VMT <sup>2</sup>	(gram/mile)	(gram/trip)	(gram/trip)	(tons/yr)	(mtons/yr)
Office	685	6,919	407	7	58	1,151	1,099
Total Future Buildout:	685	6,919				1,151	1,099

- Notes:

  1. Average daily trips are based on the traffic study.
  2. Vehicle miles traveled were calculated using URBEMIS2007 consistent with the criteria pollutant analysis.
  3. It is assumed that methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), and hydrofluocarbons (HFCs) account for five percent of the global warming potential, and therefore, the CO<sub>2</sub> estimate was multiplied by 100/95 to incorporate the contribution of the other greenhouse gases (CO<sub>2</sub>e). United States Environmental Protection Agency, Emission Facts--Greenhouse Gas Emissions from a Typical Passenger Vehicle, 2005 (http://www.epa.gov/otaq/climate/420f05004.pdf).
  4. The URBEMIS mitigation measure algorithms were used to calculate the reduction in trips and VMT associated with ttransit service, bike and pedestrian access, and implemenation of transportation demand measures (e.g., bike parking and preferential carpool parking).

		- 1			*	% of Total	-		CH4 (tons/day)	ay)			CO2 (tons/day)	ns/day)			CH4			C05	
Vehicle Class Catalyst Vehicles	Catalyst		VMT/1000	Trips	Vehicles	Vehicles VMT/1000 Trips	+	Run Exh	Idle Exh	Idle Exh Start Ex Total Ex		Run Exh	Idle Exh	Start Ex	Total Ex	Run (g/mi)	Idle (g/trip)	Run (g/mi) Idle (g/trip) Start (g/trip)	Run (g/mi)	Run (g/mi) Idle (g/trip) Start (g/trip)	Start (g/trip)
				i			i				_		Exh	Ë	ă	CH4 - Run	CH4 - Idle	CH4 - Start	CO2 - Run	CO2 - Idle	CO2 - Start
/ehicle Class	Catalyst		VMI/1000	Trips	S	VMI/1000	Trips (	2	(tons/day)	_	-	8	(tons/1000)	(tons/1000)	(tons/1000)	(g/mi)	(g/trip)	(g/trip)	(g/m/)	(g/trip)	(g/trip)
DA	E E	3537860	117695	22270100	55.0%	52.7%	%6.05	2.85		0.03	3.32	52.01		177	53.77	2.2F-02	0.0E+00	1.4F-01	4.0E+02	0.05+00	7.2F+01
	DSL	6075	127	31380	0.1%	0.1%	0.1%	0	0			0.05	0	0	0.05	0.0E+00	0.0E+00	0.0E+00	3.6E+02	0.0E+00	0.0E+00
	TOT	3564370	118147	22381600	55.4%	52.9%	51.2%	2.98	0		3.48	52.25	0	1.79	54.04	2.3E-02	0.0E+00	1.4E-01	4.0E+02	0.0E+00	7.3E+01
1	NCAT	7838	181	30805	0.1%	0.1%	0.1%	0.07	0		60.0	0.11	0	0.01	0.12	3.5E-01	0.0E+00	2.7E+00	5.5E+02	0.0E+00	2.9E+02
1	CAT	424814	15054	2661040	%9'9	6.7%	6.1%	0.46	0	10	7.52	8.29	0	0.26	8.56	2.8E-02	0.0E+00	1.8E-01	5.0E+02	0.0E+00	8.9E+01
1	DSL	8982	274	53916	0.1%	0.1%	0.1%	0	0		0	0.11	0	0	0.11	0.0E+00	0.0E+00	0.0E+00	3.6E+02	0.0E+00	0.0E+00
1	TOT	441633	15509	2745760	%6.9	%6.9	6.3%	0.53	0		9.0	8.51	0	0.27	8.78	3.1E-02	0.0E+00	2.0E-01	5.0E+02	0.0E+00	8.9E+01
2	NCAT	2553	129	22061	0.1%	0.1%	0.1%	0.05	0		90'0	90.0	0	0	80.0	3.5E-01	0.0E+00	2.5E+00	5.6E+02	0.0E+00	0.0E+00
2	Ş	1396140	50346	8797340	21.7%	22.5%	20.1%	1.67	0	_	1.9	27.87	0	0.87	28.74	3.0E-02	0.0E+00	2.0E-01	5.0E+02	0.0E+00	9.0E+01
2	DSL	1598	46	9130	%0.0	%0.0	%0.0	0	0		0	0.02	0	0	0.02	0.0E+00	0.0E+00	0.0E+00	3.9E+02	0.0E+00	0.0E+00
2	101	1403290	50521	8828530	21.8%	22.6%	20.2%	1.73	•		1.96	27.96	0	0.88	28.84	3.1E-02	0.0E+00	2.0E-01	5.0E+02	0.0E+00	9.0E+01
	NCAT	4995	102	21014	0.1%	%0.0	%0.0	0.05	0		90'0	90.0	0	0.01	80.0	4.4E-01	0.0E+00	2.6E+00	7.1E+02	0.0E+00	4.3E+02
	E E	610235	21901	3837220	9.5%	80.0	%8.0	0.95	0			16.56	0	0.52	17.08	3.9E-02	0.0E+00	2.6E-01	6.9E+0Z	0.0E+00	1.2E+02
>	DSL	1602	48	9208	%0.0	%0.0	%0.0	0	0		0	0.02	0	0	0.02	0.0E+00	0.0E+00	0.0E+00	3.8E+02	0.0E+00	0.0E+00
_	T01	616832	22050	3867940	%9.6	%6.6	8.8%	-	0		1.16	16.65	0	0.53	17.18	4.1E-02	0.0E+00	2.7E-01	6.9E+02	0.0E+00	1.2E+02
11	NCAT	629	18	22437	%0.0	%0.0	0.1%	0	0		7.02	0.01	0	0	0.02	0.0E+00	0.0E+00	8.1E-01	5.0E+02	0.0E+00	0.0E+00
11	₽ S	75297	3621	2489830	1.2%	1.6%	2.7%	0.16	0	_	0.27	2.78	0.02	0.11	2.91	4.0E-02	0.0E+00	9.8E-02	7.0E+02	7.3E+00	4.0E+01
11	DSL	14120	761	177609	0.2%	0.3%	0.4%	0.01	0		10.0	0.44	0	0	0.44	1.2E-02	0.0E+00	5.1E-02	5.2E+02	0.0E+00	0.0E+00
I	T0T	96006	4401	2689880	1.4%	2.0%	6.2%	0.17	0		0.29	3.23	0.02	0.11	3.37	3.5E-02	0.0E+00	9.8E-02	6.7E+02	6.7E+00	3.7E+01
2	NCAT	126	m	4164	%0:0	%0.0	%0.0	0	0		0	0	0	0	0		0.0E+00	0.0E+00		0.0E+00	0.0E+00
12	Ŗ	16350	922	540632	0.3%	0.3%	1.2%	0.02	0		0.05	9.0	0	0.02	0.62	2.3E-02	0.0E+00	8.4E-02	7.0E+02	0.0E+00	3.4E+01
2	DSL	11412	248	143552	0.5%	0.5%	0.3%	0.01	0		0.01	0.32	0	0	0.32	1.7E-02	0.0E+00	6.3E-02	5.3E+02	0.0E+00	0.0E+00
2 !	101	27888	1328	688349	0.4%	0.6%	1.6%	0.03	0 0		0.05	0.92	0.01	0.02	0.95	2.0E-02	0.0E+00	6.6E-02	6.3E+02	1.3E+01	2.6E+01
<u> </u>	NCAT	872	·	39804	0.0%	0.0%	0.1%	0	0 0		0.03	0.01	0	0.01	0.02		0.0E+00	6.8E-01		0.0E+00	2.3E+02
= !	<u> </u>	11231	283	512914	0.2%	0.3%	1.2%	0.04	0 0		80.0	0.44	0.01	0.02	0.47	6.2E-02	0.05+00	1.46-01	6.8E+02	1.8E+01	3.5E+01
- 5	3 2	42813	1682	1200470	0.7%	1.3%	2.7%	0.03			50.03	7	70.0	0 00	4.72	9.05-03	0.05+00	2.35-02	1.5E+03	1.55+01	0.0E+00
- t	101	213	3477	1/53190	0.9%	1.5%	4.0%	0.0		0.0	0.13	5.14 c	70.0	0.03	7.5	1.95-02	0.05+00	1 05+00	1.4E+03	1.05+01	1.0E+01
- 5	3 5	717	0 0	9009	0.0%	0.0%	8 20.0	0 0			70.0						0.05+00	1.9E+00	00.100	0.05+00	0.05+00
	5 2	ACC.	101	424233	0.0%	0.1%	2 20 0	0.0	9 6		200	10.15	5		11.33	2.35-01	0.000	7.35-01	1.05.02	0.05-00	0.05-00
1401	3 5	20000	5333	131322	0.4%	2.4%	0.3%	0.31	0.03	- 8	0.34	5 1 1	0.32	0 6	11.53	5.35-02	1.2E-01	2.3E+00	1.9E+03	2.2E+U3	0.0E+00
- 4	- FV	20002	2250	1533	0.4%	2.3%	800	0.30	600		7 0		25.0	100	4	3.35.02	0.05100	0.05+00	T-01-103	0.05400	4.05100
	E E	27.7.2	801	112955	0.0%	0.0%	20.0	, 60			, ,	800			000	8 4E-02	0.05+00	8 OF-02	6.7E±02	0.05+00	0.0E+00
, ,	3 2	36.30	216	101507	0.0%	0.0%	26.0					98.0			0.36	0.05+00	0.05+00	0.0E+00	1.5E±03	0.05+00	0.0E+00
, ,	101	6133	332	215004	2 6	2 2 2	2 9 0	, 5	•		, 5	800			9 0	2 00.00	00000	4 25 03	135.03	0.05.00	0.05:00
CBIG	TAZN	30	1	151	0.1%	0.1%	0.0%	100			1 0				1	2.95.02	0.05+00	4.2E-02	1.25.403	0.05+00	0.05+00
	ΤĀ	9 99	25	2675	%0.0	%0.0	%000					000			000	0.06+00	0.05+00	0.0F+00	7.35+02	0 0E+00	0 OF+00
	2	4796	178	19183	0.1%	0.1%	%000					0.70	000		0.31	0 OF+00	0.05+00	0.0F+00	1 5F+03	4 7F+02	0 OF+00
	T01	2205	204	22009	0.1%	0.1%	0.1%	0.01			0.0	0.32	0.0		0.33	4.4F-02	0.0F+00	4.1F-01	1.4E+03	4.1F+02	0.0E+00
	NCAT	88	m	114	0.0%	0.0%	0.0%	0	0		0	o	0	0	0				!		
	Ą	1102	120	4406	%0'0	0.1%	%0.0	0.01	0	0	7.02	0.1	0	0	0.1	7.6E-02	0.0E+00	4.1E+00	7.6E+02	0.0E+00	0.0E+00
	DSL	3305	360	13222	0.1%	0.2%	%0.0	0.01	0		0.01	1.12	0	0	1.12	2.5E-02	0.0E+00	6.9E-01	2.8E+03	0.0E+00	0.0E+00
	TOT	4436	484	17742	0.1%	0.2%	0.0%	0.03	0		0.03	1.22	0	0	1.22	5.6E-02	0.0E+00	1.5E+00	2.3E+03	0.0E+00	0.0E+00
Σ	NCAT	1434	13	143	%0.0	%0.0	%0.0	0	0	0	0	0.01	0	0	0.01		0.0E+00	0.0E+00		0.0E+00	0.0E+00
	ÇĀ	41436	487	4145	%9:0	0.2%	%0.0	0.02	0	0	0.02	0.36	0	0	0.36	3.7E-02	0.0E+00	4.4E+00	6.7E+02	0.0E+00	0.0E+00
	DSL	4138	49	414	0.1%	%0.0	%0.0	0	0	0	0	90.0	0	0	80.0	0.0E+00	0.0E+00	0.0E+00	1.5E+03	0.0E+00	0.0E+00
	TOT	47008	549	4703	0.7%	0.2%	%0.0	0.03	0		0.03	0.45	0	0	0.45	5.0E-02	0.0E+00	5.8E+00	7.4E+02	0.0E+00	0.0E+00
	NCAT	82838	292	171658	1.3%	0.3%	0.4%	0.16	0	0.03	0.2	90'0	0	0.01	60'0	2.6E-01	0.0E+00	1.1E+00	1.3E+02	0.0E+00	5.3E+01
_	CAT	57176	491	114340	%6.0	0.2%	0.3%	0.1	0	_	0.12	0.1	0	0	0.11	1.8E-01	0.0E+00	9.5E-01	1.8E+02	0.0E+00	0.0E+00
_	DSL	0	0	0	%0.0	%0.0	%0.0	0	0		0	0	0	0	0						
MCY	TOT	143014	1056	285999	2.2%	0.5%	0.7%	0.27	c	0.05	100	0.18	•	200	00	2 3F.01	0.0F±00	9.8F-01	1 SE+02	0.054.00	6 35 04
							2		,		1	2	•	700	1	Z.3E-01	0.05400	2.01-01	T.3E+02	0.05400	0.35401

# Mitigation Measures / Rulemaking Reductions

		Emission	<b>Emission Reduction Percentages</b>			Total
Vehicle Class	Measure T-1	Measure T-2	Measures T-4&7	Misc 2	Misc 3	
Light Duty Auto	19.7%	7.2%	%6:0	0.0%	%0'0	27.8%
Light Duty Truck 1	19.7%	7.2%	%6:0	0.0%	%0'0	27.8%
Light Duty Truck 2	19.7%	7.2%	%6:0	0.0%	%0'0	27.8%
Medium Duty Truck	%0'0	7.2%	%0:0	0.0%	%0'0	7.2%
Light Heavy Duty Truck 1	%0'0	7.2%	2.8%	0.0%	%0'0	10.0%
Light Heavy Duty Truck 2	%0'0	7.2%	2.8%	0.0%	%0'0	10.0%
Medium Heavy Duty Truck	%0'0	7.2%	2.8%	0.0%	%0'0	10.0%
Heavy-Heavy Duty Truck	%0'0	7.2%	2.8%	0.0%	%0'0	10.0%
Other Bus	%0'0	7.2%	%0:0	0.0%	%0'0	7.2%
School Bus	%0'0	7.2%	%0:0	0.0%	%0'0	7.2%
Urban Bus	%0'0	7.2%	%0:0	0.0%	%0'0	7.2%
Motor Home	%0'0	7.2%	%0:0	0.0%	%0'0	7.2%
Motorcycle	%0'0	%0:0	%0:0	%0:0	%0.0	%0:0

Scoping Plan

Seasure 7.1: Payley I & II (AB 1433), page C-57, Approved Spetimeber 2004, Implementation date of 2016 and 2017, Reduction of 27.7-4.1 MMTCO2e.

Measure 7.2: Low Carbon Fuel Standard, page C-64, Approved April 2009, Implementation date of 2010, Reduction of 16 MMTCO2e of which 0.4 MMTCO2e is from HDT.

Measure 7.4: The Pressure Program, page C-83, Approved March 2009, Implementation date of 2010, Reduction of 0.74 MMTCO2e of which 0.4 MMTCO2e is from HDT.

Measure 7.4: The Vehicle Emisson Reduction (Aerodynamic Efficiency), page C-73, Approved December 2008, Implementation date 20010-2013, Reduction of 0.93 MMTCO2e

Emission Factor Calculations
BURDEN Summary - Totals by Vehicle Class[b]

DONDEN SUITINGLY - LOCALS DY	Velicle Classinj					OIIIIIII	ed scellal lo		
					CH4			C02	
Vehicle Class	Vehicles	VMT/1000	Trips	Run (g/mi)	Idle (g/trip)	Start (g/trip)	Run (g/mi)	Idle (g/trip)	Start (g/trip)
Light Duty Auto	3,564,370	118,147	22,381,600	2.29E-02	0.00E+00	1.41E-01	401	0	73
Light Dut Truck 1	441,633	15,509	2,745,760	3.10E-02	0.00E+00	1.98E-01	498	0	68
Light Duty Truck 2	1,403,290	50,521	8,828,530	3.11E-02	0.00E+00	2.01E-01	502	0	06
Medium Duty Truck	616,832	22,050	3,867,940	4.11E-02	0.00E+00	2.72E-01	685	0	124
Light Heavy Duty Truck 1	960'06	4,401	2,689,880	3.50E-02	0.00E+00	9.78E-02	999	7	37
Light Heavy Duty Truck 2	27,888	1,328	688,349	2.05E-02	0.00E+00	6.59E-02	628	13	26
Medium Heavy Duty Truck	54,916	3,422	1,753,190	1.86E-02	0.00E+00	6.73E-02	1363	10	16
Heavy-Heavy Duty Truck	28,069	5,520	228,086	5.92E-02	1.19E-01	1.67E+00	1832	1273	40
Other Bus	6,127	325	215,994	2.79E-02	0.00E+00	4.20E-02	1228	0	0
School Bus	5,502	204	22,009	4.45E-02	0.00E+00	4.12E-01	1423	412	0
Urban Bus	4,436	484	17,742	5.62E-02	0.00E+00	1.53E+00	2287	0	0
Motor Home	47,008	549	4,703	4.96E-02	0.00E+00	5.79E+00	744	0	0
Motorcycle	143,014	1,056	285,999	2.32E-01	0.00E+00	9.83E-01	155	0	63
All	6,433,190	223,514	43,729,800	2.92E-02	6.22E-04	1.76E-01	521	00	76

SUKDEN Summary - Totals by	Vehicle Class					Wittigated Scenari	a scellal lo		
					CH4			CO2	
/ehicle Class	Vehicles	VMT/1000	Trips	Run (g/mi)	Idle (g/trip)	Start (g/trip)	Run (g/mi)	Idle (g/trip)	Start (g/trip)
ight Duty Auto	3,564,370	118,147	22,381,600	8.73E-03	0.00E+00	5.21E-02	1.53E+02	0.00E+00	2.68E+01
ight Dut Truck 1	441,633	15,509	2,745,760	1.55E-03	0.00E+00	8.98E-03	2.49E+01	0.00E+00	4.04E+00
ight Duty Truck 2	1,403,290	50,521	8,828,530	5.07E-03	0.00E+00	2.93E-02	8.19E+01	0.00E+00	1.32E+01
Aedium Duty Truck	616,832	22,050	3,867,940	3.77E-03	0.00E+00	2.23E-02	6.27E+01	0.00E+00	1.02E+01
ight Heavy Duty Truck 1	960'06	4,401	2,689,880	6.21E-04	0.00E+00	5.42E-03	1.18E+01	3.74E-01	2.05E+00
ight Heavy Duty Truck 2	27,888	1,328	688,349	1.10E-04	0.00E+00	9.34E-04	3.36E+00	1.87E-01	3.74E-01
Aedium Heavy Duty Truck	54,916	3,422	1,753,190	2.56E-04	0.00E+00	2.43E-03	1.88E+01	3.74E-01	5.60E-01
leavy-Heavy Duty Truck	28,069	5,520	228,086	1.32E-03	5.60E-04	7.85E-03	4.08E+01	5.98E+00	1.87E-01
ther Bus	6,127	325	215,994	3.77E-05	0.00E+00	1.93E-04	1.66E+00	0.00E+00	0.00E+00
chool Bus	5,502	204	22,009	3.77E-05	0.00E+00	1.93E-04	1.21E+00	1.93E-01	0.00E+00
rban Bus	4,436	484	17,742	1.13E-04	0.00E+00	5.78E-04	4.60E+00	0.00E+00	0.00E+00
Notor Home	47,008	549	4,703	1.13E-04	0.00E+00	5.78E-04	1.69E+00	0.00E+00	0.00E+00
Aotorcycle	143,014	1,056	285,999	1.10E-03	0.00E+00	6.43E-03	7.31E-01	0.00E+00	4.15E-01
=	6,433,190	223,514	43,729,800	2.28E-02	5.60E-04	1.37E-01	4.07E+02	7.10E+00	5.78E+01

 Entission
 Percentage of Total Reduction(%) VMM7/1000
 Trips

 27.8%
 52.9%
 6.3%

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[a] Pavely Standard.... [b] EMFAC2007, Los Angeles County BURDEN Mode, Year 2012.

Page: 1

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### Urbemis 2007 Version 9.2.4

### Combined Annual Emissions Reports (Tons/Year)

File Name: L:\AQNOISE DIVISION\Active Projects\FAME\FAME URBEMIS.urb924

Project Name: FAME Office Buildong
Project Location: Los Angeles County

On-Road Vehicle Emissions Based on: Version: Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

### Summary Report:

CONSTRUCTION EMISSION ESTIMATES

2010 TOTALS (tons/year unmitigated)186.402010 TOTALS (tons/year mitigated)186.40Percent Reduction0.00

CO2

1,067.91

1,067.91

0.00

2011 TOTALS (tons/year unmitigated)
2011 TOTALS (tons/year mitigated)

Percent Reduction

### Operational Mitigation Options Selected

Residential Mitigation Measures

Nonresidential Mitigation Measures

Non-Residential Local-Serving Retail Mitigation

Percent Reduction in Trips is 2%

Inputs Selected:

The Presence of Local-Serving Retail checkbox was selected.

Non-Residential Transit Service Mitigation

-----

Percent Reduction in Trips is 10.91%

Inputs Selected:

The Number of Daily Weekday Buses Stopping Within 1/4 Mile of Site is 1416

The Number of Daily Rail or Bus Rapid Transit Stops Within 1/2 Mile of Site is 178

The Number of Dedicated Daily Shuttle Trips is 0

Non-Residential Pedestrian/Bicycle Friendliness Mitigation

-----

Percent Reduction in Trips is 4.1%

Inputs Selected:

The Number of Intersections per Square Mile is 475

The Percent of Streets with Sidewalks on One Side is 0%

The Percent of Streets with Sidewalks on Both Sides is 100%

The Percent of Arterials/Collectors with Bike Lanes or where Suitable,

Direct Parallel Routes Exist is 0%

Non-Residential Other Transportation Demand Measures Mitigation

### Page: 1

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-----

Percent Reduction in Trips is 1.75%

Note that the above percent is applied ONLY to worker trips.

Inputs Selected:

The 'Secure Bike Parking' measure was selected

The 'Information provided on Transportation Alternatives' measure was selected

The 'Carpool Matching Programs' measure was selected

The 'Preferential Carpool/Vanpool Parking' measure was selected

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2012 Season: Annual

Emfac: Version: Emfac2007 V2.3 Nov 1 2006						
		Summary of Land U	<u>ses</u>			
Land Use Type	Ad	creage Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
General office building		11.01	1000 sq ft	75.00	825.75	8,404.07
					825.75	8,404.07
		Vehicle Fleet	Mix			
Vehicle Type		Percent Type	Non-Cataly	st	Catalyst	Diesel
Light Auto		53.4	0.	6	99.2	0.2
Light Truck < 3750 lbs		6.8	1.	5	97.0	1.5
Light Truck 3751-5750 lbs		22.9	0.	4	99.6	0.0
Med Truck 5751-8500 lbs		10.1	1.	0	99.0	0.0
Lite-Heavy Truck 8501-10,000 lbs		1.5	0.	0	86.7	13.3
Lite-Heavy Truck 10,001-14,000 lbs		0.5	0.	0	60.0	40.0
Med-Heavy Truck 14,001-33,000 lbs		0.9	0.	0	22.2	77.8
Heavy-Heavy Truck 33,001-60,000 lbs		0.5	0.	0	0.0	100.0
Other Bus		0.1	0.	0	0.0	100.0
Urban Bus		0.1	0.	0	0.0	100.0
Motorcycle		2.3	60.	9	39.1	0.0
School Bus		0.1	0.	0	0.0	100.0
Motor Home		8.0	0.	0	87.5	12.5
		Travel Condit	<u>ions</u>			
		Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	12.7	7.0	9.5	13.3	7.4	8.9
Rural Trip Length (miles)	17.6	12.1	14.9	15.4	9.6	12.6
Trip speeds (mph)	30.0	30.0	30.0	30.0	30.0	30.0
% of Trips - Residential	32.9	18.0	49.1			
% of Trips - Commercial (by land use)						
General office building				35.0	17.5	47.5
		Operational Changes	to Defaults			

Trancit Time	Tracet	Direction of	Number of Trips	Number of Bus Stops within	Number of Bus Loadings/Off-loadings
וומוואר ואשב	i alisit ivallibel	Travel	Monday to Friday	0.5 (rapid /rail) or 0.25 (daily)	Monday to Friday
	7.6	east	96	4	384
	37	west	96	4	384
LOCAL COLL	200	north	118	2	236
IVIE I NO LOCAI	707	south	118	2	236
	Office Smothing H3vd	north	22	4	88
	DASH Milatowii Roate	south	22	4	88
	CEE	north	20	1	20
Liaca Catava	330	south	20	1	20
MET NO Napid	757	north	69	1	69
	/5/	south	69	1	69
				Total Local	1416
				Total Rapid	178
				Total	1594

Comments:

Intersection Type	Number of Intersections Per	Number of Valences Per
	Square Mile	Square Mile
3-way	25	75
4-way	100	400

Total: 125 475

### **FAME Office Building Electricity Usage Emissions** April 2010

Business as U	sual					Emis	ssion Rate	(mtons/y	ear) <sup>3</sup>
						CO <sub>2</sub>	CH₄	NO <sub>2</sub>	CO₂e
Land Use	Amount	Units	SCAQMD Electricity Usage Factor (kWh/Sq. Ft./Year) <sup>1</sup>	Electricity Usage (MWh/Year)	Emission Rate <sup>2</sup> (lbs/Mwh)>	724.12	0.0302	0.0081	
Office	75.00	KSF	12.95	971		319	0.01	0.00	320
Total Future Bi	uildout:			971		319	0.01	0.00	320
Project with Project Features and State Mandates Em						Emis	ssion Rate	(mtons/y	ear) <sup>3</sup>
Project with Pr	oject Features	and St	ate Mandates			Emis CO <sub>2</sub>	ssion Rate CH <sub>4</sub>	(mtons/y	ear) <sup>3</sup> CO <sub>2</sub> e
Land Use	Amount	Units	SCAQMD Electricity Usage Factor (kWh/Sq. Ft./Year) <sup>1</sup>	Electricity Usage (MWh/Year)	Emission Rate <sup>2</sup> (lbs/Mwh)>	724.12	0.0302	0.0081	CO₂€
Office	75.00	KSF	12.95	490		161	0.01	0.00	162
Total Future Bu	uildout:			490		161	0.01	0.00	162

- <u>Notes:</u>
  1. Electricity Usage Rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.
  2. Electricity Usage Rates from California Energy Commission Staff Report: California's Water Energy Relationship. 2005
- 3. Emission factors for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O were derived from the California Climate Action Registry General Reporting Protocol; Version 3.1, January 2009
  4. Reduction from State Mandates: In 2004, LADWP indicated that 6 percent of its electricity came from renewable resources. Therefore, LADWP will increase its electricity from renewable resources by an additional 27 percent to comply with the Renewables Portfolio Standard of 33 percent (California Energy Commission,

Accelerated Renewable Energy Development, July 30, 2004). Title 24 2005 Standard resulted in a 8.5 percent electric demand saving compared to Title 24 2001 Standard for non-residential new construction (California Energy Commission, Impact Analysis-2005 Update to the California Energy Efficiency Standards (Table 3), June 2003).

5. Reduction from project features: Construction of new buildings would exceed Title 24 energy requirements by 14 percent.

### **FAME Office Building** Natural Gas Usage Emissios April 2010

Business as Usu	ual					Emi	ssion Rate	e (mtons/y	ear)3
						CO2	CH₄	NO <sub>2</sub>	CO <sub>2</sub> e
Land Use	Amount Units	SCAQMD Natural Gas Usage Factor (cubic feet/sq. feet/month) <sup>1</sup>	Natural Gas Usage (kscf/year)	Natural Gas Usage (MMBTU/year)	Emission Rate <sup>2</sup> (kg/MMBTU)>	53	0.001	0.0001	
Office	75.00 KSI	2.00	1,800	1,836		97	0.00	0.00	98
Total Future Bui	Idout:		1,800	1,836		97	0.00	0.00	98
,	ct Features Percent			18.2%		Fmi	ssion Rate	e (mtons/y	ear) <sup>3</sup>
Land Use	Amount Units	SCAQMD Natural Gas Usage Factor (cubic feet/sq.	Natural Gas Usage (kscf/year)	Natural Gas Usage (MMBTU/year)	Emission Rate <sup>2</sup> (kg/MMBTU)>	CO <sub>2</sub>	CH₄ 0.001	NO <sub>2</sub>	CO₂e
Office	75.00 KSI	2.00	1,472	1,502		80	0.00	0.00	80
Total Future Bui	ldout:		1,472	1,502		80	0.00	0.00	80

- Notes:

  1. Natural gas usage rates from Table A9-11-A, CEQA Air Quality Handbook, SCAQMD, 1993.

  2. Natrual gas usage rates from California Energy Commission Staff Report: California's Water Energy Relationship. 2005

  3. Emission factors for CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O were derived from the California Climate Action Registry General Reporting Protocol; Version 3.1, January 2009.

  4. Reduction from State Mandates: Title 24 2005 Standard resulted in a 3.2 percent natural gas savings compared to Title 24 2001 Standard for non-residential new construction (California Energy Commission, Impact Analysis-2005 Update to the California Energy Efficiency Standards (Table 4), June 2003).

  5. Reduction from project features: Construction of new buildings would exceed Title 24 energy requirements by 14 percent.

# FAME Office Building Solid Waste April 2010

Electricity Usage from Water and Wastewater Trea	tment/Conveyance		Emission Rate
Land Use	Tons/Year <sup>1</sup>	Metric Tons/Year	CO <sub>2</sub> e <sup>2</sup>
Business as Usual			
Solid Waste	96.09	87	20.05
Project with Project Features and State Mandates4			
Solid Waste	96.09	87	20.05

Notes:

1. Solid waste generation rates provided in Section XVI of the MND. Generation rates were reduced to account for the LA regional solid waste diverseion rate of 50 percent (http://www.lacsd.org/info/waste\_by\_rail/default.asp).

2. The solid waste stream stream was converted to GHG emissions based on the generic emissions factor of 0.23 metric tons CO<sub>2</sub>e per metric tons of waste (U.S. EPA's Waste Reduction Model (WARM).

3.

# FAME Office Building Water Usage / Wastewater Generation April 2010

Electricity Usage from Water and Wastewater	Treatmen	nt/Conveyance <sup>1</sup>				Em	ission Rat	e (mtons/y	ear)
						CO <sub>2</sub>	CH,	NO <sub>2</sub>	CO <sub>2</sub> e <sup>c</sup>
Land Use		MG/Year <sup>1</sup>	Electricity Usage Factor (kWh/MG)	Electricity Usage (MWh/year)	Emission Rate <sup>2</sup> (lbs/Mwh)>	724.12	0.0302	0.0081	
Business as Usual									
Water Usage		5.37	10,200	54.73		17.98	0.00	0.00	18.05
Wastewater Genreation Rate		4.47	2,500	11.18		3.67	0.00	0.00	3.69
Total				65.91		21.65	0.00	0.00	21.74
Project with Project Features and State Mandates4									
Water Usage		4.29	10,200	43.78		14.38	0.00	0.00	14.44
Wastewater Genreation Rate		3.58	2,500	8.94		2.94	0.00	0.00	2.95
Total				52.72		17.32	0.00	0.00	17.39

Notes:

1. Water usage and wastester generation rates provided in Section. XVI of the MND.

2. Emission factors for Co<sub>2</sub>, Ch<sub>4</sub>, and N<sub>2</sub>O were derived from the California Climate Action Registry General Reporting Protocol; Version 3.1, January 2009.





TECHNICAL REPORT

Golden State Mutual Life Historic Resources Analysis January 13, 2011

HISTORIC RESOURCES GROUP

TABLE OF CONTENTS

- 3 1.0 Introduction
- 2.0 Proposed Project
- 3.0 Regulatory Review
- 4.0 Identification of Historic Resources
- <sub>26</sub> 5.0 Analysis of Potential Impacts
- 39 6.0 Recommended Mitigation Measures
- <sub>41</sub> 7.0 Summary of Impacts after Mitigation
- 42 References

### **APPENDICES**

Appendix A: Los Angeles County Tax Asssessor Map, Project Parcel Boundaries

Appendix B: Documentation of Exterior Existing Conditions, Golden State Mutual Life

Appendix C: Paul R. Williams Selected Chronology

Appendix D: Photographs of Adjacent Properties

### **TECHNICAL REPORT**

### 1.0 INTRODUCTION

The purpose of this technical report is to determine if historic resources as defined by the California Environmental Quality Act (CEQA) are located within or adjacent to the proposed Project ("the Project") site, and to identify potential impacts to historic resources caused by the proposed Project. This report is intended to inform environmental review of the proposed Project.

The purpose of CEQA is to evaluate whether a proposed project may have a significant adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures. Under CEQA the potential impacts of a project on a historic resource are considered environmental impacts:

A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.<sup>1</sup>

An evaluation of project impacts under CEQA requires a two-part inquiry: (1) a determination of whether the resource is historically significant and therefore a "historical resource," and (2) a

determination of whether the proposed project will result in a "substantial adverse change" in the significance of the resource.

This report investigates the proposed project area to determine if historical resources exist within its boundaries, and review the proposed project in accordance with CEQA.

The Project site is located on the same parcel as the Golden State Mutual Life Insurance building, which is located in the heart of the West Adams area of Los Angeles. Golden State Mutual Life is historically significant as an excellent example of the Late Moderne architectural style by master architect Paul R. Williams. In addition, Golden State Mutual Life is important in the context of the history of African-Americans in Los Angeles, as the headquarters of one of the most significant African-American owned businesses in both the community and the broader region.

The West Adams area has a rich history and contains numerous individually significant historic buildings, as well as a number of designated historic districts. The area surrounding the Project site is primarily residential, with some related commercial and office uses.

### This report contains:

 A review of the existing conditions of the Project site, including the Golden State Mutual Life Building.

### **TECHNICAL REPORT**

<sup>&</sup>lt;sup>1</sup> California PRC, Section 21084.1.

- A review of the history of Golden
   State Mutual Life Insurance, the
   physical development of the
   Golden State Mutual Life building,
   the work of architect Paul Williams,
   and an evaluation of the Golden
   State Mutual Life building as a
   historic resource.
- A review of significant or potentially significant historic resources adjacent to the Project site.
- A review of the required consideration of historic resources under the California Environmental Quality Act (CEQA).
- Analysis of potential adverse effects of the proposed Project to historic resources.

This report was prepared using primary and secondary sources related to the history of Golden State Mutual Life as a company, and within the context of African-American-owned companies in Los Angeles; architect Paul R. Williams; and the Late Moderne architectural style. Existing documentation of the Golden State Mutual Life building, historic photographs, and maps were reviewed, and previous environmental reviews, area planning information, and drawings and documentation related to the Project were also consulted.

Research, field inspection, and analysis were performed by Christy Johnson McAvoy, Principal; Peyton Hall, Principal; Avigail Charnov, Architectural

Conservator, and Christine Lazzaretto, Architectural Historian. All four are qualified professionals who meet or exceed the Secretary of the Interior's Professional Qualification Standards.

### **TECHNICAL REPORT**

### 2.0 PROPOSED PROJECT<sup>2</sup>

### 2.1 Project Location



Figure 1: Parcel which contains the Project site.

The Project site is located on the northeast corner of South Western Avenue and West Adams Boulevard, which is in the West Adams area of Los Angeles. The Project site is approximately one-half of an L-shaped parcel which contains the Golden State Mutual Life office building, a small retaining wall, guard shack, and associated surface parking lot. Western Avenue runs on a significant upward slope from Adams Boulevard.

Western Avenue and Adams Boulevard are designated Major Highways by the South Los Angeles Community Plan. The property is surrounded by a variety of commercial, institutional and residential uses in buildings ranging up to five stories in height.

The property borders a one-story commercial center to the southeast, a five story apartment building on the east side of Hobart Boulevard, the three story FAME Arms independent living and senior housing apartment building to the north, the Western headquarters of the Brothers of St. John of God and the St. John of God Retirement and Care Center located on the west side of Western Avenue, and the five story, former Golden State Mutual Life Insurance Company building located at the southwest portion of the property, with the FAME Assistance Corporation and Renaissance Center located beyond, on the south side of Adams Boulevard. See Figure 1, Site Plan.

### TECHNICAL REPORT

<sup>&</sup>lt;sup>2</sup> Information for Section 2 is derived from the Master Land Use Application form dated February 10, 2010 and Drawings dated May 21, 2010.

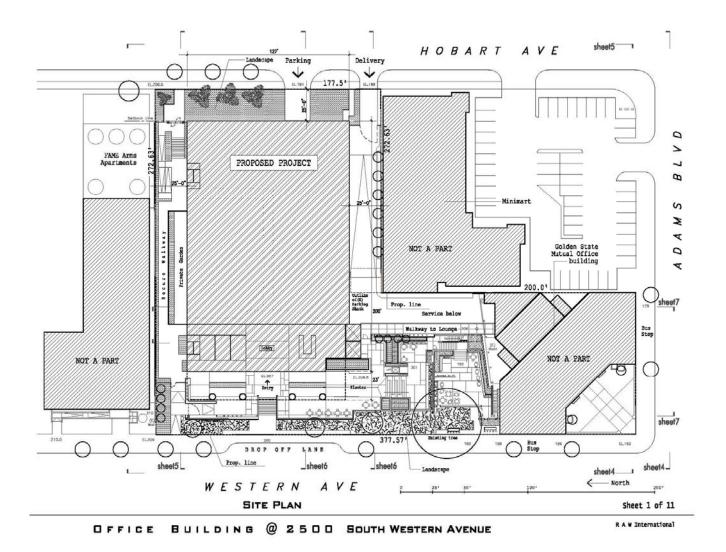


Figure 2: Site Plan.

### TECHNICAL REPORT

### 2.2 Project Characteristics

The proposed Project includes the construction of a new three-story, 70,000 square foot office building on the existing surface parking lot located to the north of the Golden State Mutual Life building. In addition, a 320 space parking structure would be constructed on three subterranean levels underneath the new building. Access to parking will continue to be from Hobart Avenue, as it is for the current

parking lot. The parking structure would provide parking for the new building and the existing building located on the property. The property will become the headquarters for the South Central Los Angeles Regional Center (SCLARC).

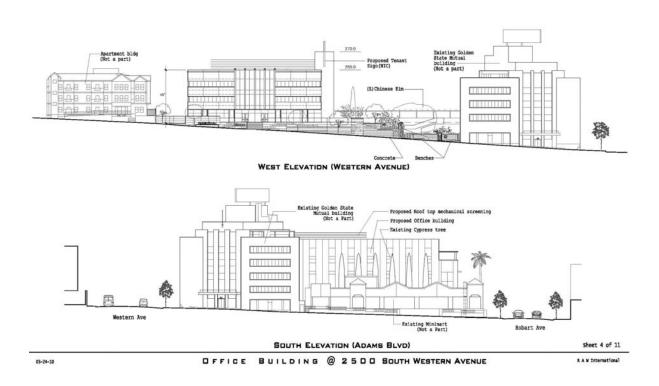


Figure 3: Proposed Project, West and South Elevation.

### **TECHNICAL REPORT**

The project would implement goals and objectives identified in the Normandie 5 Redevelopment Plan by contributing to the rehabilitation, renewal and redevelopment of the Project area and permitting the return of the Project area land to economic use and new construction.

The Redevelopment Plan designated the entire project site for commercial land uses. Section 607 of the Redevelopment Plan limits the floor area ratio to 2.0:1, lot coverage to 70%, and requires a minimum of 10% of the site area to be landscaped. Together with the existing building, the floor area ratio would not exceed 2.0:1 upon completion of the new building. The building coverage would be approximately 49% and the landscaped areas of the site would be approximately 14% in planted areas, with additional hardscape plazas and walks. Parking would be provided at a minimum rate of 2 spaces per 1,000 square feet of floor area, and two loading spaces would be provided, as required by Section 607. Accordingly, the project is consistent with the adopted Normandie 5 Redevelopment Plan.

A primary objective of the Project is to contribute to the rehabilitation, renewal and redevelopment of the neighborhood. In particular, the proposed Project would create an economically viable use for the

historically significant Golden State Mutual building.

### **TECHNICAL REPORT**

### 3.1 Historical Resources under CEQA

A resource is considered historically significant, and therefore an "historical resource" under CEQA, if it falls into one of the three following categories as defined by Section 21084.1 of the California Public Resources Code:

- Mandatory historical resources are resources "listed in, or determined to be eligible for listing in, the California Register of Historical Resources."
- Presumptive historical resources are resources "included in a local register of historical resources, as defined in subdivision (k) of Section 5020.1, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1" of the Public Resources Code, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant.
- Discretionary historical resources are those resources that are not listed but determined to be eligible under the criteria for the California Register of Historical Resources.<sup>3</sup>

The fact that a resource is not listed in, or determined eligible for listing in, the California Register, not included in a local register of historical resources, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining that the resource may be an "historical resource" for purposes of CEQA.

Properties formally determined eligible for listing in the National Register of Historic Places are automatically listed in the California Register. Properties designated by local municipalities can also be considered historical resources. A review of properties that are potentially affected by a project for historic eligibility is also required under CEQA.

### 3.2 Historic Designations

A property may be designated as historic by National, State, and local authorities. In order for a building to qualify for listing in the National Register or the California Register, it must meet one or more identified criteria of significance. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated.

**TECHNICAL REPORT** 

<sup>&</sup>lt;sup>3</sup> California PRC, Section 21084.1.

<sup>&</sup>lt;sup>4</sup> California PRC, Section 5024.1(c).

### National Register of Historic Places

The National Register of Historic Places is an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment.<sup>5</sup>

The National Park Service administers the National Register program. Listing in the National Register assists in preservation of historic properties in several ways including: recognition that a property is of significance to the nation, the state, or the community; consideration in the planning for federal or federally assisted projects; eligibility for federal tax benefits; and qualification for Federal assistance for historic preservation, when funds are available.

To be eligible for listing and/or listed in the National Register, a resource must possess significance in American history and culture, architecture, or archaeology. Listing in the National Register is primarily honorary and does not in and of itself provide protection of an historic resource. The primary effect of listing in the National Register on private owners of historic buildings is the availability of financial and tax incentives. In addition, for projects that

receive Federal funding, a clearance process must be completed in accordance with Section 106 of the National Historic Preservation Act. Furthermore, state and local regulations may apply to properties listed in the National Register.

The criteria for listing in the National Register follow established guidelines for determining the significance of properties. The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) That are associated with the lives of persons significant in our past; or
- c) That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

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<sup>&</sup>lt;sup>5</sup> 36CFR60, Section 60.2.

d) That have yielded, or may be likely to yield, information important in prehistory or history.<sup>6</sup>

In addition to meeting any or all of the criteria listed above, properties nominated must also possess integrity of *location, design, setting, materials, workmanship, feeling,* and *association.* (See section 3.3 below for more details.)

### <u>California Register of Historical</u> <u>Resources</u>

The California Register is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change.<sup>7</sup>

The criteria for eligibility for listing in the California Register are based upon National Register criteria. These criteria are:

 Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.

- 3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register includes the following:

- California properties formally determined eligible for (Category 2 in the State Inventory of Historical Resources), or listed in (Category 1 in the State Inventory), the National Register of Historic Places.
- State Historical Landmarks No. 770 and all consecutively numbered state historical landmarks following No. 770. For state historical landmarks preceding No. 770, the Office of Historic Preservation (OHP) shall review their eligibility for

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<sup>2.</sup> Associated with the lives of persons important to local, California or national history.

<sup>&</sup>lt;sup>6</sup> 36CFR60, Section 60.4.

<sup>&</sup>lt;sup>7</sup> California PRC, Section 5024.1(a).

- the California Register in accordance with procedures to be adopted by the State Historical Resources Commission (commission).
- Points of historical interest which have been reviewed by the OHP and recommended for listing by the commission for inclusion in the California Register in accordance with criteria adopted by the commission.<sup>8</sup>

Other resources which may be nominated for listing in the California Register include:

- Individual historical resources.
- Historical resources contributing to the significance of an historic district.
- Historical resources identified as significant in historical resources surveys, if the survey meets the criteria listed in subdivision (g).
- Historical resources and historic districts designated or listed as city or county landmarks or historic properties or districts pursuant to any city or county ordinance, if the criteria for designation or listing under the

- ordinance have been determined by the office to be consistent with California Register criteria.
- Local landmarks or historic properties designated under any municipal or county ordinance.<sup>9</sup>

### Local Designation Programs

### **Historic-Cultural Landmark**

The Cultural Heritage Ordinance was adopted by the Los Angeles City Council in 1962 and amended in 1985 (sections 22.120 et. seq. of the Administrative Code). The Ordinance created a Cultural Heritage Commission and criteria for designating Historic-Cultural Monuments. Section 22.130 defines the criteria for designation as any site, building, or structure of particular historical or cultural significance to the City of Los Angeles, such as historic structures or sites:<sup>10</sup>

- in which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified; or
- which are identified with historic personages or with

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<sup>&</sup>lt;sup>8</sup> California PRC, Section 5024.1(d).

Galifornia PRC, Section 5024.1(e).
 Cultural Heritage Ordinance: Section 22.120 et. seq. of the Administrative Code. Department of City Planning, Los Angeles, California.

important events in the main currents of national, state, or local history; or

- which embody the distinguishing characteristics of an architectural-type specimen, inherently valuable for a study of a period, style, or method of construction; or
- which are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Designation recognizes the unique historical, cultural, or architectural value of certain structures and helps to protect their distinctive qualities. Any interested individual or group may submit nominations for Historic-Cultural Monument status. Buildings may be eligible for historical cultural monument status if they meet at least one of the criteria in the Cultural Heritage Ordinance and retain their historic design characteristics and materials.

# Historic Preservation Overlay Zone

The City of Los Angeles developed the Historic Preservation Overlay Zone (HPOZ) program to recognize and protect neighborhoods with distinct architectural and cultural resources. HPOZs, commonly known as historic districts, provide for review of proposed exterior alterations and additions to

historic properties within designated districts.

The City Council adopted the ordinance enabling the creation of HPOZs in 1979; it was last updated in 2004. City of Los Angeles Ordinance Number 175891, found in Section 12.20.3 of the Los Angeles Municipal Code, describes the procedures for creation of new Historic Preservation Overlay Zones, the powers and duties of HPOZ Boards, and the review processes for projects within HPOZs. The Ordinance was adopted by the Los Angeles City Council on March 19, 2004, and became effective on May 12, 2004.

An area can be designated an HPOZ if it contains structures, landscaping, natural features, or sites with historic, architectural, cultural, or aesthetic significance. Once designated, areas have an HPOZ overlay added to their zoning, and are subject to special regulations under Section 12.20.3 of the Los Angeles Municipal Code

HPOZ areas range in size from neighborhoods of approximately 50 parcels to more than 3,000 properties. While most districts are primarily residential, many have a mix of single-family and multi-family housing, and some include commercial and industrial properties. HPOZs are established and administered by the Los Angeles City Planning Department (in concert with the City Council). Individual buildings

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in an HPOZ need not be of landmark quality on their own: it is the collection of a cohesive, unique, and intact collection of historic resources that qualifies a neighborhood for HPOZ status.

### 3.3 Historic Significance and Integrity

### Significance

The definition of historic significance used by the California Office of Historic Preservation (OHP) in its administration of the California Register is based upon the definition used by the National Park Service for the National Register:

Historic significance is defined as the importance of a property to the history, architecture, archaeology, engineering, or culture of a community, state, or the nation. <sup>11</sup> It is achieved in several ways:

- Association with important events, activities or patterns
- Association with important persons
- Distinctive physical characteristics of design, construction, or form
- Potential to yield important information

A property may be significant individually or as part of a grouping of properties.

### **Historic Integrity**

Historic integrity is the ability of a property to convey its significance and is defined as the "authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period." The National Park Service defines seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. These qualities are defines as follows:

- Design is the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting is the physical environment of a historic property.
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

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<sup>&</sup>lt;sup>11</sup> National Register Bulletin 16A. How to Complete the National Register Registration Form. Washington D.C.: National Park Service, U.S. Department of the Interior, 1997. (3)

<sup>&</sup>lt;sup>12</sup> National Register Bulletin 16A. How to Complete the National Register Registration Form. (4)

- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.
- Association is the direct link between an important historic event or person and a historic property. 13

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<sup>&</sup>lt;sup>13</sup> National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Washington D.C.: National Park Service, U.S. Department of Interior, 1995.



Figure 4: Golden State Mutual Life, South & East Elevations.

### 4.0 IDENTIFICATION OF HISTORIC RESOURCES

### 4.1 Historic Resources on the Parcel

### Golden State Mutual Life

There is a significant historic building located on the same parcel as the identified Project site. Golden State Mutual Life headquarters is located at 1999 West Adams Boulevard. It was completed in 1949 as the second home to the Golden State Mutual Life Insurance Company, and was designed by architect Paul R. Williams in the Late Moderne style.

### Architectural Description

The five-story (plus penthouse) building is an excellent example of the Late Moderne architectural style, which emerged in the immediate post World War II period as a modern adaptation of pre-war architectural styles. Golden

State Mutual Life is prominently located at the corner of Western Avenue and West Adams Boulevard, and has a strong iconic presence in the neighborhood.

Examples of the Late Moderne style in Los Angeles typically date from 1945 through the early 1950s, and represent a stylistic melding of the pre-war Streamline Moderne and International styles.

Golden State Mutual Life is composed of multiple volumes that give a sculptural quality and a strong visual scheme to the building. There are three main volumes, which consist of a center portion with a distinctly vertical emphasis, flanked by two horizontal wings set at angles from the main volume. The center portion rises one and one-half stories above the wings. The three volumes create a symmetrical composition on the front elevation. The first floor of each of the flanking wings was originally devoted to retail spaces that fronted Western Boulevard and Adams Avenue.

The construction method is concrete encased steel frame with poured-in-place concrete walls. The central volume has three vertical bands of louvered windows running from above the entrance canopy to just below the cornice line of the fifth floor. The windows on the front elevation of the two wings consist of bezeled window bands, which lend to the horizontal

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<sup>&</sup>lt;sup>14</sup> See Los Angeles County Tax Assessor Map in Appendix A.

emphasis of those portions of the building.

The windows on the rear of the central portion are flush with the building surface and maintain the horizontal band configuration, but without the decorative trim. All windows are aluminum sash. While some windows may have been replaced, the fenestration pattern and trim details are original.



Figure 5: Rear elevation, showing window

The main entry is set at an angle facing the corner of Western Avenue and Adams Boulevard and is clad in stone. There is a double set of aluminum frame doors in the center, and openings on either side that may have originally been glazed. All three openings are surmounted by metal grilles. The building is set back from the street, and there is a prominent painted concrete forecourt with raised planters and small walls along the side to define the space.



Figure 6: Detail of Front Entrance.

There is a metal cantilevered canopy over the front entrance. Above the canopy are the words Golden State Mutual Life and metal address numbers are above the front door. This signage is consistent with the period in both material and typography.

The exterior of the Golden State Mutual Life building is largely intact. There have been minor changes, including some window replacement, alterations to the front entry (possible replacement of doors; closing window openings), and closing the retail spaces on the first floor, but these do not substantially alter the building's original appearance. Photographs of the existing condition of the exterior of the building are included in Appendix B.

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### Corporate History

The Golden State Mutual Life Insurance Company was one of the largest African-American owned insurance companies in the United States. It was established by William Nickerson, Jr., Norman O. Houston, and George A. Beavers, prominent Los Angeles African-American entrepreneurs of the 1920s. The Golden State Guarantee Fund Insurance Company was founded in 1925 to address the critical lack of insurance available to African Americans in Los Angeles at the time. The name was changed to Golden State Mutual in 1931.

The company began operation in a second story office at 1435 Central Avenue, which was the center for Los Angeles' African-American community. In 1931 the company built its first permanent home office at 4621 Central Avenue.

By 1931 Golden State Mutual was ranked 19<sup>th</sup> among the 165 leading insurance companies in the state of California, and it was the largest African-American owned insurance company west of the Mississippi. The company made insurance available and affordable for African Americans, and hired and trained people from the community in the insurance business. The company had a continued tradition of service and support for the African-American community.

In 1949 Golden State Mutual moved into new headquarters at 1999 West Adams Boulevard. Paul R. Williams served as the architect for new headquarters, erected on the corner of Western and Adams Boulevards in 1949.

### Architect Paul R. Williams

Paul R. Williams was one of the most successful architects to practice in Los Angeles during the twentieth century. Certified as an architect in 1915, Williams was the only licensed African American architect working on the west coast during the 1920s. <sup>15</sup> Much of his work was residential and he was renowned for designing palatial homes for important figures in the entertainment industry including Lon Chaney, Lucille Ball, and Tyrone Power. He also designed a number of important buildings associated with the African American community including the Second Baptist Church (1926), the Hudson-Liddeli Building (1928; demolished), the Golden State Lodge for the Order of the Elks (1930, demolished), and the Angelus Funeral Home (1934).16

#### West Adams History

The Project site is located in the West Adams neighborhood of Los Angeles.

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<sup>&</sup>lt;sup>15</sup> See selected chronology of the life of Paul R. Williams in Appendix C.

<sup>&</sup>lt;sup>16</sup> Grimes, Teresa. Historic Resources Associated with African-Americans in Los Angeles. Multiple Property Submission. 2009.

West Adams is significant within the context of early twentieth century development, and the history of African-Americans in Los Angeles. West Adams encompasses the area bounded roughly by Figueroa Street to the east, Western Boulevard to the west, Pico Boulevard to the north, and Jefferson Boulevard on the south. It was largely developed between 1900 and 1925, and was originally settled by wealthy families who built elaborate homes in popular styles of the period, including Queen Anne, Mission Revival, Craftsman, and Period Revival styles.

In the late 1940s the first African-American family settled in the neighborhood, and the area quickly developed into an enclave for African-American families and businesses.

# African American History in West Adams<sup>17</sup>

During the 1930s, nearly 25,000 blacks arrived in Los Angeles, hailing mostly from Dallas, Houston, and New Orleans. There were initial clashes with the entrenched middle class of the community, but they soon found common cause with fellow newcomers, and they established their own churches and social networks. By this point, the size of Los Angeles' black community

eclipsed all other cities in the West, reaching 63,744 in 1940, compared to barely 5,000 in San Francisco; 8,500 in Oakland; about 8,000 in Denver; and 4,000 in Seattle. Los Angeles had emerged as the most important center of African American settlement in the West.

In the 1940s, initially spurred by World War II and the burgeoning defense industry, African American migration reached unprecedented levels. Over 140,000 blacks arrived in Los Angeles County in the 1940s alone. Blacks were now a much more visible presence in the city, and constituted a diverse group in terms of class, culture, politics, and religion. With its growing magnitude and complexity, the black community would ultimately redirect the course of Los Angeles history.

A few notable early black settlements also took root in the western part of the city. Among these, the West Jefferson/West Adams section was most significant.

Black settlement in West Adams started in 1923 and 1924, when a batch of race restrictive covenants on white-owned homes expired. The influx of black buyers raised fears among white homeowners, who reacted by tightening race restrictions in the area. These efforts were not completely effective, although they did result in driving the prices up on black housing in the area,

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<sup>&</sup>lt;sup>17</sup> African American history is derived from the *History of African Americans in Los Angeles* Multiple Property Submission.

thus limiting access only to wealthier blacks.

The most exclusive area within West Adams was "Sugar Hill," at the northeast corner. A wealthy neighborhood of spacious Craftsman, Mission Revival, and Italian Renaissance Revival residences from the turn of the century, this sector was originally a haven of affluent whites. In 1938, blacks finally broke the color line there when businessman Norman Houston purchased a home in Sugar Hill. He waited three years to move in, fearing a backlash from his white neighbors. Once he did, other members of the black elite soon followed including film stars Louise Beavers and Hattie McDaniels, J.A. Somerville, businessman Horace Clark, and activist Betty Hill.

In comparison to Central Avenue, the primary historical center of African Americans in Los Angeles, West Adams did not have a clear hub. However, a number of notable businesses and community institutions did move to the area, some of them migrating away from Central Avenue. These included the new Golden State Mutual Life Insurance building and the new First African Methodist Episcopal Church (FAME). The migration of these important institutions drew more black home seekers to the area.

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#### 4.2 Application of Criteria

### Evaluation for the National Register

Golden State Mutual Life is significant at the local level under National Register Criteria A and C. It is eligible under Criterion A for its association with the history of African-Americans in Los Angeles, and the significance of West Adams in the 1940s as a predominantly black neighborhood. It is eligible under Criterion C as an excellent example of the Late Moderne architectural style in Los Angeles, and as the representative work of master architect Paul R. Williams. The period of significance is 1949, the year that the building was completed.

While there have been minor alterations to Golden State Mutual Life, the building overall retains its ability to convey its historic significance. It retains all seven aspects of integrity -- location, design, materials, workmanship, feeling, and association. The exterior appears largely as it did when construction was completed in 1949.

### Evaluation for the California Register

The evaluation of Golden State Mutual Life as eligible for listing in the National Register also qualifies it for listing in the California Register under Criteria 1 and 3: criterion 1 for its association with the history of African-Americans in Los Angeles, and criterion 3 as an excellent example of the Late Moderne architectural style and as the work of master architect Paul R. Williams.

### Local Evaluation

Golden State Mutual Life is eligible for designation as a City of Los Angeles Historic-Cultural Monument. It meets three of the local criteria for designation as an HCM, in that it is a building:

- in which the broad cultural, political, economic, or social history of the nation, state, or community is reflected or exemplified; or
- which embody the distinguishing characteristics of an architecturaltype specimen, inherently valuable for a study of a period, style, or method of construction; or
- which are a notable work of a master builder, designer, or architect whose individual genius influenced his or her age.

Golden State Mutual Life is significant for its association with African-American history in Los Angeles, and particularly for its role within the historic West Adams area. It is an excellent example of the Late Moderne architectural style, and is the work of master architect Paul R. Williams.

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## 4.3 Historic Resources Adjacent to the Project Site

The Project site is located in the West Adams area of Los Angeles. This is an expansive geographic area with a rich history and a large number of historic resources. In addition, West Adams contains a number of designated historic districts (HPOZs) and potential districts.

For the purposes of this report, a study area was identified in immediate proximity to the Project site that contains buildings and neighborhoods that may be directly or indirectly impacted by the Project. The general area of study is identified in Figure 5; photographs of all buildings in the study area are included in Appendix D. The neighborhood is primarily residential, with some associated commercial and retail development.

These properties were examined for the purposes of identifying potential historic resources adjacent to the Project site. Properties that were previously evaluated as an historic resource or district, meet the fifty-year age threshold, or exhibit characteristics or associations known to be significant have been identified.



Figure 7: Approximate Study Area of Buildings Adjacent to the Project Site

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### Designated Adjacent Resources

There are five significant historic buildings within the vicinity of the Project site that have been designated as City of Los Angeles Historic-Cultural Monuments (HCM):

- Engine House #18 at 2616 South Hobart. The Mission Revival building was designed in 1904 by noted local architect John C. Parkinson. It is City of Los Angeles HCM #349, and was listed in the National Register of Historic Places in 1982.
- The Rindge House at 2263 S.
   Harvard Boulevard. It was designated by noted architect
   Frederick Louis Roehrig in 1902. It is City of Los Angeles HCM #95, and was listed in the National Register of Historic Places in 1986.
- The Ramsay-Durfee Estate at 2425
   S. Western Avenue. This Tudor
   Revival residence was designed in 1907 by Frederick Louis Roehrig. It is City of Los Angeles HCM #130, and was listed in the National
   Register of Historic Places in 1989.
- The Thomas W. Phillips residence at 2215 S. Harvard Boulevard. It is City of Los Angeles HCM #551.
- The Wesley W. Beckett House, 2218 S. Harvard Boulevard. It is City of Los Angeles HCM #117.

#### Potential Historic Resources

In addition to those resources within the vicinity of the Project site that have been designated, other buildings in the study area have been evaluated for their potential historic significance through Federal review processes.

 2058 West 24<sup>th</sup> Street has been determined eligible for listing in the National Register of Historic Places. It is a Mission Revival style residence constructed in 1899.

In addition, there are fifteen properties within the study area that were identified during previous surveys, but need to be evaluated for eligibility for listing the National Register of Historic Places. These are indicated by a California status code of "7" in Appendix E.



Figure 8: Engine House #18.

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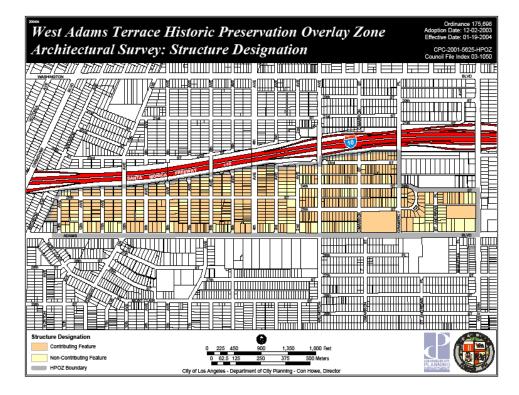


Figure 9: West Adams Terrace HPOZ. Source: City of Los Angeles.

# <u>Designated Adjacent Historic Districts</u> (HPOZ)

While the proposed Project is not located within a designated Historic Preservation Overlay Zone (HPOZ), there are multiple HPOZs in the adjacent area, including Adams-Normandie, Harvard Heights, Lafayette Square, Western Heights, University Park, and West Adams Terrace.

### West Adams Terrace

Of the West Adams HPOZs, West Adams Terrace is immediately adjacent to the Project site. There is a contributing structure directly across the street from Project's proposed new construction.

S

West Adams Terrace includes subdivisions with large and lavish homes originally designed for wealthy middle-class families as well as other tracts developed for the working class. Single family homes in the HPOZ range in size and style from modest Victorianera cottages, to early 20th century Craftsman and Mission Revival bungalows, to larger Period Revival and Classical styles. Many of the houses were designed by recognized architects and builders including Frank Tyler,

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Hunt and Burns, Frank Meline, Paul R. Williams, and E.L. Petitfils.

### Potential Historic Districts

In addition to the designated HPOZs, there is a collection of early twentieth century residential development immediately adjacent to the Project site on the east. This neighborhood is characterized by a combination of modest and more elaborate residences designed by well-known architects of the period. This neighborhood is generally bounded by West 22<sup>nd</sup> Street to the north, West Adams Boulevard to the South, Western Avenue to the West, and South LaSalle Avenue to the east.<sup>18</sup>

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<sup>&</sup>lt;sup>18</sup> This area may be part of a larger potential residential district. The area of study for this report only included the area with the stated boundaries.

#### **5.0 ANALYSIS OF POTENTIAL IMPACTS**

#### 5.1 Significance Threshold

The purpose of the California Environmental Quality Act (CEQA) is to evaluate whether a proposed project may have an adverse effect on the environment and, if so, if that effect can be reduced or eliminated by pursuing an alternative course of action or through mitigation measures.

The City of Los Angeles CEQA
Thresholds Guide states that a project
would normally have a significant
impact on historic resources if it would
result in a substantial adverse change in
the significance of a historic resource. A
substantial adverse change in
significance occurs if the project
involves:

- Demolition of a significant resource;
- Relocation that does not maintain the integrity and (historical/architectural) significance of a significant resource;
- Conversion, rehabilitation, or alteration of a significant resource which does not conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings; or
- Construction that reduces the integrity or significance of important resources on the site or in the vicinity.

In addition to guidance provided by the City of Los Angeles, the State Legislature, in enacting the California Register, amended CEQA to clarify which properties are significant, as well as which project impacts are considered to be significantly adverse.

A project with an effect that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment. 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. 20

The State CEQA Guidelines also include a slightly different definition of "substantial adverse change":

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.<sup>21</sup>

The Guidelines go on to state that "[t]he significance of an historic resource is

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<sup>&</sup>lt;sup>19</sup> CEQA Guidelines, section 15064.5(b).

<sup>&</sup>lt;sup>20</sup> CEQA Guidelines, section 15064.5(b) (1).

<sup>&</sup>lt;sup>21</sup> CEQA Guidelines, section 15064.5(b)(1).

materially impaired when a project... [d]emolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources... local register of historic resources... or its identification in a historic resources survey."<sup>22</sup>

According to National Register Bulletin 15, to be eligible for listing in the National Register, a property must not only be shown to be significant under National Register criteria, but it must also have integrity. Integrity is defined as the ability of a property to convey its significance.

As such, the test for determining whether or not the project will have a significant impact on identified historic resources is whether it will materially impair physical integrity of the historic resource such that it would no longer be listed in the National or California Registers or other landmark programs such as the City's list of Historic-Cultural Monuments.

The significance thresholds established by the City of Los Angeles include, and go beyond, the provisions set forth in the CEQA Guidelines and as such, the significance thresholds set forth in the City's CEQA Thresholds Guide are used in the following analysis.

Potential impacts to historic resources are discussed below.

## 5.2 Impacts from Demolition on the Project Site

Golden State Mutual Life Vehicular
Court, Retaining Wall, and Parking Lot
Accessory Building.

There is a small vehicular court with some landscaping and a loading dock at the western side of the north (rear) yard of the existing Golden State Mutual Life building. A rear entrance for employees opens to the first floor of the existing building. Pedestrians enter from steps leading down from the property's surface parking lot to the north. The surface parking lot is at a higher grade than the ground level of the existing building. There is a tall retaining wall between the court and the parking lot to accommodate the grade break.

There is one accessory building on the site. The accessory building is a small structure on the south edge of the parking lot, adjacent to but higher than the vehicular court. This small building is part of the original site development and was primarily for attendant use in the parking lot. The building has painted concrete walls and what appears to be a wood-framed roof with a wood fascia and built-up membrane

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<sup>&</sup>lt;sup>22</sup> CEQA Guidelines, section 15064.5(b)(2).

roof. The windows are painted steel sash.

The proposed project will remove the existing parking attendant's building, the concrete retaining wall, the driveway, and will alter the grades, paving, and landscaping of the vehicular court.

Standard 2 states that the historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. The demolition consists of the removal of a very small utilitarian structure and a utilitarian retaining wall, and some paving, stair, and landscape features of the vehicular court. These features are proportionately very small compared to the historic building, are located at the rear of the building, and do not contribute significantly to the architectural character and primary uses of the historic building.

#### 5.3 Impacts from Additions

# Retaining Wall and Rear Pedestrian Court

A new retaining wall will be constructed of similar height, length, and location as part of the regarding and construction of the new office building to the north on the site of the parking lot.

New planters and stairways will furnish the exterior rear employee entrance. The vehicular and pedestrian rear court will become pedestrian only. The features of the historic building at the rear entrance will be retained. The loading dock will continue to function, but access will be from a new driveway from Hobart Avenue that will serve both the existing and new office buildings. The new features maintain an open space and grade break of similar character as the existing features.

Standard 9 requires that new additions, exterior alterations, or related new construction not destroy historic materials, features, and spatial relationships that characterize the property. The new work must be differentiated from the old while being compatible with the historic materials, features, size, scale and proportion, and massing. The new pedestrian rear court does not alter the adjacent existing building. The court's dimensions in plan and retaining walls are similar in scale to the existing rear yard features. The new design is simple, but does not replicate the materials and configuration of the original features.

Standard 10 requires that new additions and adjacent or related new construction be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment will be unimpaired. The new exterior rear court retains the essential form of and relationship between the original space and the historic building. The proposed retaining wall is not attached to the existing building and therefore

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can be removed, leaving the existing building unimpaired.

### Pedestrian Bridge

The proposed pedestrian bridge is very simple in design and finish, making it compatible with the simple materials and forms of the existing building. The scale of the bridge in width and height is compatible with the scale of the terraces, walkways, walls, and spandrels of the existing building (see the sections looking west and east at the plaza level in Figure 10). The proposed bridge is not visible from Adams Boulevard when viewing the existing building. The bridge is set back from Western Avenue and Hobart Street such that it can be seen from the side streets when one passes by the existing building, but the setback retains the visual prominence of the existing building. The simplicity and location at the rear of the existing building subordinates the addition to the existing building.

The proposed work on the exterior of the existing Golden State Mutual Building is one opening in the exterior wall on rear (north) elevation for a proposed new pedestrian bridge that connects the main plaza level and pedestrian court of the new building to the historic building at the second floor. The alterations required are cutting out a portion of a low terrace wall to the width of the bridge, and installing new door frame and doors in the existing glazed wall that opens to the raised

exterior terrace. Existing security bars on the windows will be removed.



Figure 11: Rear (north) elevation at location of opening for proposed bridge

The proposed work on the interior of the existing Golden State Mutual Life Building resulting from the addition of the pedestrian bridge is one opening in the exterior wall on rear (north) that connects the new parking structure to the historic building. The opening is located on a rear wall that faces in a northeast direction due to the geometry of the building plan.

The interior space at the proposed opening is occupied by the employee café. The café space has been altered since original construction. There are no significant interior features, materials, or finishes. The exterior alteration does not change the configuration of any interior space.

### **TECHNICAL REPORT**

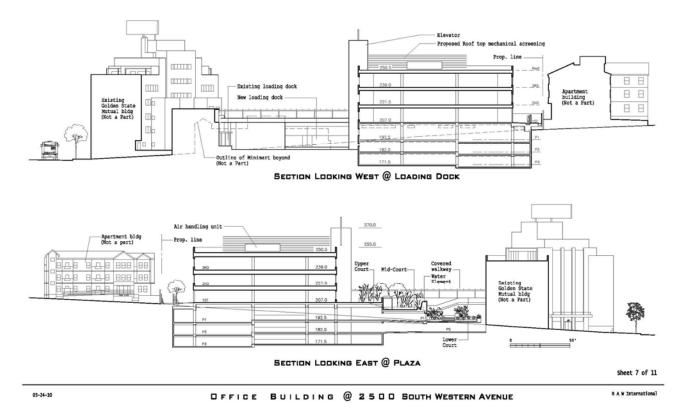


Figure 10: Sections looking West and East at the Plaza Level.



Figure 12: Employee cafe windows at location of opening for proposed bridge

The exterior alteration changes the view from the interior space, since that view will now include the pedestrian bridge. The existing views to the exterior are of a surface parking lot, an apartment building to the north, an apartment building to the east, and street trees along Western Avenue and Hobart Street. The scale and shape of the proposed bridge does not cause a major change in the existing views. However, views will be blocked by adjacent new construction (see section 5.4).

Standard 2 requires that the historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided. The quantity of exterior building fabric that is removed by the proposed alteration is proportionately very small at the low terrace wall and the glazed wall. The proposed alteration

is on the rear face of the building on a secondary façade.

Standard 9 requires that new additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing.

Standard 10 requires that new additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment will be unimpaired. After the proposed addition, the essential form and visual character of the terrace and wall are still visible. While the proposed additions are not 100% "reversible" in that the alterations "subtract" a small quantity of existing material from the historic building, the existing configuration could be restored by reconstructing the missing length of terrace wall and glazed wall to match the adjacent existing features after removing the proposed bridge connection.

### **TECHNICAL REPORT**

## 5.4 Impacts from the Adjacent New Building on the Site

A new three story office building is proposed on the existing surface parking lot to the north of the historic building. The proposed building is larger in footprint than the historic building, and taller above adjacent existing finished grades than the existing building (at some parts of the proposed building).

The new building has three stories of office space above three levels of subterranean parking, though the top level of parking "daylights" to form a plaza on the south side of the new building because the existing site and adjacent streets slope down from north to south. The south wall of the new office building is more than 100 feet north of the north wall of the existing historic building. The height of the top of the parapet of the new building is less than 50 feet above adjacent grades and plazas; however, there is a relatively small elevator tower that rises about one story higher. There is a mechanical equipment screen on the roof which is set well back from the exterior parapet wall.

The parapet height of the new building is not as high above adjacent grades as the main wings of the historic building. However, due to the rising grades to the north, the new building's parapets are about one-half story higher than the historic building. The central wing of the historic building is higher than the

main body of the proposed new building. The top of the proposed elevator tower on the new building is not taller than the highest features of the historic building.

The west wall of the proposed new building is set back more than 40 feet from the right-of-way (rear of sidewalk) on Western Avenue. The west wall of the historic building is at the sidewalk line, which means that the new building is set back more than 40 feet from the façade of the existing office building. The east wall of the proposed new building is set back 25 feet from Hobart Avenue.

The new building will not be visible from Adams Boulevard when looking toward the historic building in a due north direction. The new building will be visible if approaching from the east, or traveling east, above the one-story retail strip mall that is on adjacent property east of the historic building.

It appears that the new building will not be visible when standing at the corner of Adams Boulevard and Western Avenue in front of the historic building, looking to the north on Western Avenue. The new building will become visible moving to the north as one passes by the west façade of the historic building. When approaching the historic building from the north on Western Avenue, the existing office building will be visible before the proposed building is seen. The new building will come into

### **TECHNICAL REPORT**

view on the left as one travels south on Western Avenue.

The historic building facades are designed with fenestration that creates a vertical emphasis in the central portion at the main entrance, and fenestration that creates a horizontal emphasis in the two wings that flank the center. The rear-facing fenestration is characterized by horizontal bands. The proposed building's front façade on Western Avenue is divided into three bays with the entrance doors at the center bay; all fenestration is horizontally proportioned.

The south (side) elevation of the new building faces the rear elevation of the historic building; it is articulated into nine bays and has vertically proportioned fenestration. The east façade on Hobart Boulevard steps down one story in the eastern-most bay to form a terrace and trellis; its fenestration is also vertically proportioned. While the architecture of the facades is not delineated in detail, the new building has a relatively flat wall design (i.e., not "punched" openings and deep shadow lines). In this respect, the new building is similar to the well articulated but shallow profiles on the historic building.

The new building will change the views from the existing building to the north. The existing views look over an asphalt-paved parking lot to some street trees along Western and Hobart Avenues, and a recently constructed multi-family

residential building along the north property line. There are trees visible in adjacent institutional and residential properties to the northeast and northwest. The new building blocks views to the direct north, and partially blocks views to the northeast and northwest along Western and Hobart Avenues.

Standard 9 requires that related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed new building does not destroy historic materials and features.

The new building occupies the ground that was originally and is currently used as a surface parking lot, therefore changing a spatial relationship.

However, this parking lot does not contribute to the character and significance of the existing building and its setting. The new building is set back far enough from Western Avenue that it is visually subordinated to the historic building. The new building does not alter the existing building's dominance as the principal visual feature at the northeast corner of Adams Boulevard and Western Avenue.

### **TECHNICAL REPORT**

The new building is different in its façade design than the original building.

The proposed exterior materials of the new building are primarily cement plaster, glazed curtain walls, and metal trim. With the exception of cement plaster in lieu of poured-in-place concrete, the palettes, but not the styles, are similar. The flatness of the proposed facades are compatible with the flatness of the modernist existing building.

The footprint of the proposed new building is much larger than the existing building. However, the location, distance between the buildings, and setbacks (particularly on Western Avenue) reduce the potential for the impact of scale. The new building has fewer stories than the existing building. The new building's parapets are higher than the lower side wings of the existing building due to the change in grade, but are not higher relative to adjacent grades. The location and resulting sight lines reduce the visibility of the new building when viewed from the exterior of the existing building. Therefore, the scale is compatible. The tripartite organization and proportions of the three bays on the front, west façade of the new building recall the massing of the existing building: a central volume with two wings.

### 5.5 Impacts from Construction

Construction methods have the potential to directly affect the historic materials of the existing building.

Standard 5 of the Secretary of the Interior's Standards for Rehabilitation (hereafter, the "Standards") states that "distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved." If there were damage to such character caused by adjacent new construction then the work would not conform to this Standard, resulting in an adverse impact. In order to meet the Secretary of the Interior's Standards, methods used for the new construction should not damage the historical resource.

The existing retaining wall and small structure are more than forty feet north of the existing building. The demolition process has the potential to cause vibration. The location and scale of the demolition is such that there is no risk of undermining of the buildings walls and footings. The use of large construction equipment has the potential to damage the existing building. Movement or falling of demolished material has the potential to damage the existing building.

Excavation more than eighty feet north of the existing building is required for the subterranean parking below the proposed new office building. This work has the potential to cause vibration, undermining of walls and footings, and increase in seismic risk to the existing building during the period of construction.

### **TECHNICAL REPORT**

In addition, construction of the foundation and subterranean parking levels has the potential to disturb any archaeological resources that may be present on the site. Any archaeological resources need to be identified during construction, protected and preserved in place, or documented, in accordance with a mitigation program.

The potential for construction methods to damage historic and cultural resources can be avoided by adopting mitigation measures as outlined in this report. Without mitigation, adjacent construction may result in significant adverse impacts.

#### 5.6 Impacts to Adjacent Historic Resources

An analysis of the impacts of the Project on adjacent historic resources includes a review of:

- Location, topography, or other factors that may impact the likelihood of the Project having a physical or visual effect on the adjacent resources and overall character of the neighborhood;
- Visual changes, including changes to the appearance of buildings, structures, sites, or districts;
- Changes in view sheds;
- Compatibility of the scale, massing, and density of the new construction with the existing neighborhood; and
- Compatibility of the design elements of the proposed new

construction with adjacent and nearby historic resources.

Although the Project site is not located in a designated Historic Preservation Overlay Zone (HPOZ), as identified in Section 4.3, it is located adjacent to the West Adams Terrace HPOZ, whose eastern boundary is along Western Avenue between Adams Boulevard and 24<sup>th</sup> Street. There are both contributors and non-contributors to the HPOZ along Western Avenue. The Ramsay-Durfee Estate, which is both a contributor to the HPOZ and an individually designated Historic-Cultural Monument, is located directly across from the Project site. The Ramsay-Durfee Estate is located between the St. John of God Retirement Home and the Country Villa East Healthcare Center. Its setting will not be further compromised by the Project.

Based on an analysis of the topography, potential changes to the appearance of the block, potential changes in view sheds, and compatibility of the scale and density of the proposed Project, there do not appear to be any significant adverse impacts on the adjacent HPOZ. The proposed Project is compatible with existing commercial and multi-family buildings in the area, and therefore will not detract from the setting of the HPOZ or its eligibility as a designated historic resource.

There are five individually significant Historic Cultural-Monuments (HCMs)

### **TECHNICAL REPORT**

within the vicinity of the Project site. In addition to the Ramsay-Durfee Estate, the HCM with the most immediate adjacency to the Project site is the Rindge House on Harvard Boulevard. The Rindge House is located to the northeast of the proposed new construction on the Project site. Because of the topography and existing landscaping surrounding the Rindge House, it is not anticipated that the new construction will have a significant impact on the view sheds from the house. In addition, the setting of the Rindge House has been compromised by surrounding later construction. The proposed Project will not further compromise the setting or impact the eligibility of the designated historic resource.

Along Hobart Avenue, to the north of the Project site, is a collection of singlefamily residences that appear to be eligible for designation as an HPOZ. There is a four-story apartment building between the site of the proposed new construction and the single-family residences which will act as a buffer between the new office building and the single-family residential neighborhood. The proposed new construction will be compatible in size, scale, and massing with the existing apartment building, and therefore there will not be a significant adverse impact on the residential neighborhood once the project is implemented.

#### 5.6 Summary of Impacts

Standard 1: A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.

The existing property will be used as it was historically for offices.

Standard 2: The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.

The physical character of the existing building is preserved. There are changes to a non-contributing parking lot to the north, insignificant changes to views to the north, and removal of a retaining wall, parking lot gate building, and reconstruction of a vehicular entrance and service yard on the northwest.

Impacts of construction without mitigation could damage existing character.

Standard 3: Each property will be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.

There are no additions to the existing building and no proposed features on the new building that could be

### **TECHNICAL REPORT**

confused with the original features of the existing building.

Standard 4: Changes to a property that have acquired historic significance in their own right will be retained and preserved.

There are no changes to the property that have acquired historic significance.

Standard 5: Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.

All extant characteristics of the existing building are being retained.

Standard 6: Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.

No repairs or replacements are proposed.

Standard 7: Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.

No physical treatments are proposed.

<u>Standard 8: Archeological resources</u> <u>will be protected and preserved in</u> place. If such resources must be disturbed, mitigation measures will be undertaken.

The proposed project will conform to Standard 8 if archaeological resources are protected and preserved in place. If any resources are to be disturbed, mitigation measures must be undertaken.

Standard 9: New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work shall be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

The proposed additions of a bridge and pedestrian court at the rear, and adjacent new construction on the site do not have significant impacts on the materials and character of the existing building and its property.

Standard 10: New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment will be unimpaired.

The additions and adjacent new construction can be removed with physical impacts on the existing building.

### **TECHNICAL REPORT**

### Impacts to Adjacent Historic Resources

The proposed new construction will not have a significant impact on the designated or potential historic resources located adjacent to the Project site. The setting and eligibility of these resources will not be compromised after Project implementation, due to the topography, existing infill construction, and the compatible size, scale, and massing of the proposed new building.

#### Summary

In summary, with the exception of potential impacts during the construction phase, after recommended mitigation there are no potential significant impacts that do not meet the Secretary of the Interior's Standards for Rehabilitation. The Project maintains sufficient visual distance from the Golden State Mutual building so that the integrity of the resource and its ability to convey its historic association are retained.

### TECHNICAL REPORT

Implementation of the mitigation measures listed here will reduce impacts to historic resources in the Project vicinity to a less-than-significant level.

1. The Golden State Mutual Building, site features, and parking lot guard building shall be documented according to HABS Level II standards prior to any demolition, abatement or rehabilitation work. The negatives and archival quality prints should be donated to the Los Angeles Public Library.

HABS Level II documentation shall consist of the following:

- short form architectural and historical narrative;
- archival drawings;
- if adequate archival drawings are not available, measured drawings will be produced; and
- large format photography with views of all exterior elevations for each building, important features, key spatial relationships among buildings, and exterior hardscape features.
- 2. A structural engineer with qualifications in completed historic preservation projects that conform to the Secretary of the Interior's Standards for Rehabilitation will be consulted and provide monitoring and written review of the engineering and construction of work that is on site and contiguous with historic resources that are to remain. There are potential impacts that are mitigated to a less than significant level by monitoring by a qualified professional. These impacts are demolition of buildings and landscaping, shoring, excavation, new buildings below and above grade near and attached to historic resources on the site, and temporary shoring to mitigate weaknesses of interior removals and additional seismic risk that occur only during the construction phase.
- 3. A professional with who has completed historic preservation projects that conform to the Secretary of the Interior's Standards for Rehabilitation and that meets the Secretary of the Interior's Professional Qualifications Standards for Historic Architect (36 CFR 61) will be consulted and provide monitoring and written review of the work that is related to historic preservation.
- 4. In the event potentially significant archaeological materials are encountered during Project construction, work shall be stopped immediately or redirected

### **TECHNICAL REPORT**

until the significance of the find can be evaluated by a qualified archaeologist. The archaeological monitor shall have the authority to halt any activities impacting potentially significant archaeological resources and the monitor must be permitted to adequately evaluate the find in accordance with CEQA criteria. If materials are found to be significant, measures must be taken to preserve such materials in place or relocate the material off site for further study.

### TECHNICAL REPORT

#### 7.0 Summary of Impacts after Mitigation

The proposed Project, with the recommended mitigation measures listed above, will not result in adverse affects to the Golden State Mutual Life Building and other adjacent historic resources such that they will no longer convey their historic significance.

Implementation of the recommended mitigation measures listed above will reduce impacts to historic resources to a less-than-significant level and all adjacent resources will continue to remain eligible for local designation, the California Register of Historical Resources, and/or the National Register of Historic Places.

Note that this Standards compliant summary is based on the current Project description, and may be subject to change as plans develop.

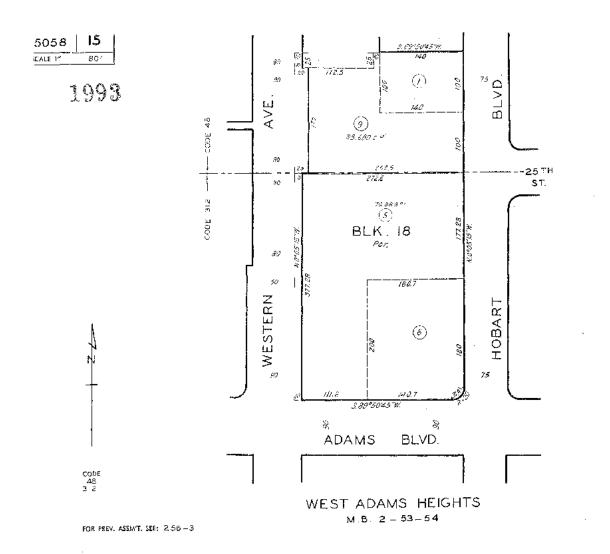
### TECHNICAL REPORT

REFERENCES 42

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### **TECHNICAL REPORT**



## Golden State Mutual Life Historic Resources Analysis

HISTORIC RESOURCES GROUP

### APPENDIX B: DOCUMENTATION OF EXTERIOR EXISTING CONDITIONS, GOLDEN STATE MUTUAL LIFE

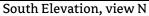




South & East Elevations, view NE

South & East Elevations, view N







East Elevation, view W

TECHNICAL REPORT

Golden State Mutual Life Historic Resources Analysis

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North & East Elevations, view SW

North Elevation, view S



West Elevation, view E



North Driveway & Loading Dock, view SE





North driveway, view SW

Western Avenue, view SE



Parking from Hobart, view W



Parking Gatehouse, view SE

### APPENDIX C: PAUL R. WILLIAMS SELECTED CHRONOLOGY<sup>23</sup>

1894	Born on February 18 in Los Angeles.
1912	Graduates from Polytechnic High School, Los Angeles.
1912-1916	Attends the Los Angeles School of Art and the Los Angeles atelier of the Beaux-Arts Institute of Design
1913-1915	Works for landscape architect Wilbur D. Cook, Jr.
1915	Becomes certified as an architect.
1916-1919	Studies architectural engineering at the University of Southern California.
1916-1919	Works for Pasadena architect Reginald Johnson.
1920-1922	Works for architect John C. Austin designing large public buildings.
1920-1928	Serves as a City of Los Angeles Planning Commissioner.
1921	Licensed to practice architecture in Los Angeles.
1922	Establishes his own firm, Paul R. Williams and Associates.
1923	Becomes the first African-American member of the American Institute of Architects (AIA), Southern California Chapter.
1929	Appointed to the National Monuments Committee by President Calvin Coolidge.
1933-1941	Serves on the Los Angeles Housing Commission.
1939	Wins Award of Merit, Southern California Chapter AIA for the Music Corporation of America building.
1941	Opens office in Bogotá, Columbia.
c. 1942	Serves as an architect for the U.S. Navy

<sup>&</sup>lt;sup>23</sup> Hudson, Karen E. <u>Paul R. Williams, Architect</u>. New York: Rizzoli, 1993. (228-229)

#### TECHNICAL REPORT

1945	Wins Distinguished Service Award from the U.S. Treasury Department, War Finance Program.
1947	Helps found Broadway Federal Savings and Loan, the oldest federal African-American savings and loan west of the Mississippi.
	Selected to design the Psychopathic Unit of the Los Angeles County Hospital; the first African-American chosen to design a large public building in Los Angeles.
1947-1949	Serves on the California Redevelopment Commission.
1948	Receives Veterans of Foreign Wars Award of Merit, Civil Architecture.
1949-1955	Serves on the California Housing Commission.
1953	Appointed to the National Housing Commission by President Dwight Eisenhower.
1953-1965	Serves on the Municipal Art Commission.
1957	Elected to the AIA College of Fellows; the first African-American fellow.
1966	Receives University of Southern California Alumni Merit Award.
1973	Retires from architectural practice.
1980	Dies on January 23 in Los Angeles.

### APPENDIX D: PHOTOGRAPHS OF ADJACENT PROPERTIES

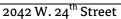




2028 W. 24<sup>th</sup> Street

2032 W. 24<sup>th</sup> Street







2050 W. 24<sup>th</sup> Street

TECHNICAL REPORT

# Golden State Mutual Life Historic Resources Analysis

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2055 W. 24<sup>th</sup> Street - 24<sup>th</sup> Street Elementary School



2055 W. 24<sup>th</sup> Street - 24<sup>th</sup> Street Elementary School



2058 W. 24<sup>th</sup> Street



1900 W. 25<sup>th</sup> Street



1910 W. 25<sup>th</sup> Street

1867 & 1879 W. Adams Blvd.



1883-1885 W. Adams Blvd.



1884-1886 W. Adams Blvd.





1888-1892 W. Adams Blvd.

1895-1907 W. Adams Blvd.

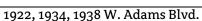


1904 W. Adams Blvd.



1910 W. Adams Blvd.







1935 W. Adams Blvd.



1944 & 1950 W. Adams Blvd.



1968 W. Adams Blvd.



2016 & 2022 W. Adams Blvd.

2200 S. Harvard Blvd.



2203 S. Harvard Blvd.



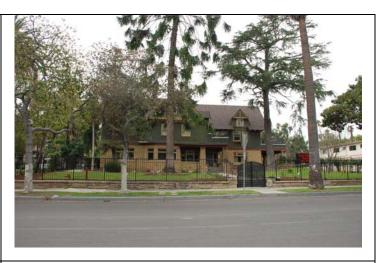
2215 S. Harvard Blvd.

Golden State Mutual Life Historic Resources Analysis

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2218 S. Harvard Blvd. – Wesley W. Beckett House, HCM #117



2248 S. Harvard Blvd. -Allen House Earl Green Pavilion



2263 S. Harvard Blvd. Rindge-Frederick Hastings House, HCM #95



2270 S. Harvard Blvd. -First African Methodist Episcopal Church

Golden State Mutual Life Historic Resources Analysis

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2617 S. Harvard Blvd.



2623 S. Harvard Blvd.

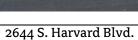


2627 S. Harvard Blvd.



2634 - 2636 ½ S. Harvard Blvd.







2647 S. Harvard Blvd.



2651 S. Harvard Blvd.

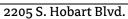




2657 S. Harvard Blvd.

2200 S. Hobart Blvd.







2211 S. Hobart Blvd.





2218 S. Hobart Blvd.

2219 S. Hobart Blvd.

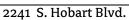


2226-2228 S. Hobart Blvd.



2236 S. Hobart Blvd.







2242 S. Hobart Blvd.



2248 S. Hobart Blvd.



2249 S. Hobart Blvd.



2272 S. Hobart Blvd.



2500 S. Hobart Blvd.



2616 S. Hobart Blvd. Engine House No. 18



2627 S. Hobart Blvd.





2631 S. Hobart Blvd.

2634-2636S. Hobart Blvd.



2635 S. Hobart Blvd.



2637 S. Hobart Blvd.



2640 S. Hobart Blvd.



2641 S. Hobart Blvd.



2646 S. Hobart Blvd.



2650 S. Hobart Blvd.



2656 S. Hobart Blvd.



2610 S. LaSalle Avenue



2400 S. St. Andrews Place



2425 S. Western Avenue Villa Maria (Durfee House), HCM #230





2640-2642 S. Western Avenue

2646 S. Western Avenue

## TECHNICAL REPORT





Community Impact Development II c/o Dudley Ventures Development 22 East Jackson Street Phoenix, Arizona 85004

Attention: Robert Nathan

Subject:

Geotechnical Engineering Investigation

Proposed Office Building

1999 West Adams Boulevard, Los Angeles, California

Dear Mr. Nathan:

This letter transmits the Geotechnical Engineering Investigation for the subject site prepared by Geotechnologies, Inc. This report provides geotechnical recommendations for the proposed development, including earthwork, seismic design, excavations, floor slabs, retaining walls and foundation design. Engineering for the proposed project should not begin until approval of the geotechnical investigation is granted by the local building official. Significant changes in the geotechnical recommendations may result due to the building department review process.

The validity of the recommendations presented herein is dependant upon review of the geotechnical aspects of the project during construction by this firm. The subsurface conditions described herein have been projected from limited subsurface exploration and laboratory testing. The exploration and testing presented in this report should in no way be construed to reflect any variations which may occur between the exploration locations or which may result from changes in subsurface conditions.

Should you have any questions please contact this office.

Respectfully submitted,
GEOTECHNOLOGIES, INC.
No. 71490

Exp. 12/31/99

MICHAEL A. CAZENEUVE
R.C.E. 71490

MAC:km

Distribution: (6) Dudley Ventures Development, Attn: Robert Nathan

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# GEOTECHNICAL ENGINEERING INVESTIGATION PROPOSED OFFICE BUILDING 1999 WEST ADAMS BOULEVARD LOS ANGELES, CALIFORNIA

#### INTRODUCTION

This report presents the results of the geotechnical engineering investigation performed on the subject site. The purpose of this investigation was to identify the distribution and engineering properties of the earth materials underlying the site, and to provide geotechnical recommendations for the design of the proposed development.

This investigation included ten exploratory borings, collection of representative samples, laboratory testing, engineering analysis, review of published geologic data, review of available geotechnical engineering information, and the preparation of this report. The site location is shown on the enclosed Vicinity Map, and the boring locations are shown on the enclosed Plot Plan. The results of the exploration and the laboratory testing are presented in the Appendix of this report.

#### SITE CONDITIONS

The subject site is located at 1999 West Adams Boulevard, in the City of Los Angeles, California. The property is bounded to the north by a 3-story multi-family residential building. It is bounded to the south by a 5-story commercial building and a 1-story commercial building. The site is bounded to the east and west by Hobart Avenue and Western Avenue, respectively. At the time of exploration, the site was primarily occupied by an asphalt paved parking lot. Some concrete pavements and an approximate 10 foot retaining wall are located on the southwestern portion of the site. Vegetation consists of grasses, bushes, and trees located in planters.

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The subject site gently descends to the south with elevations ranging between approximately 206 and

183 feet. Drainage appears to occur by sheetflow along existing contours to the city streets. The

surrounding developments consist of single and multi-family residential buildings, commercial

buildings, and retail structures. The existing site conditions and topography are shown on the

enclosed Site Survey.

PROPOSED DEVELOPMENT

Information concerning the proposed development was furnished by the client and RAW

International, the project architect. The proposed project consists of the construction of a 3-story

office building over subterranean parking. Three parking levels are planned, with the lowest finished

floor elevation ranging between 164½ and 183 feet. Based on the existing site topography, the

finished floor will be situated between approximately 17½ to 36½ feet below the existing ground

surface throughout most of the building footprint. Near the southwest portion of the proposed

building, the finished floor will be near the existing site elevation. The proposed development is

shown relative to existing offsite buildings and the city streets on the enclosed Site Survey and Plot

Plan.

Column loads are estimated to range between 300 and 600 kips. Wall loads are estimated to range

between 5 and 15 kips per lineal foot. Grading will consist of excavation of the proposed basement

levels and removal and recompaction of existing unsuitable soils. Excavations on the order of 5 to

40 feet will be required for construction of the proposed basement levels and foundation elements.

Any changes in the design of the project or location of any structure, as outlined in this report, should

be reviewed by this office. The recommendations contained in this report should not be considered

valid until reviewed and modified or reaffirmed, in writing, subsequent to such review.

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**GEOTECHNICAL EXPLORATION** 

FIELD EXPLORATION

The site was explored on November 30, December 1 and 4, 2009, by excavating ten exploratory

borings. The borings were excavated with the aid of an 8-inch diameter hollow-stem auger drilling

machine and were conducted to depths between 30 and 80 feet below the ground surface. Soil

samples were collected in the borings and transported to our office for laboratory testing. The boring

locations are shown on the enclosed Plot Plan and the geologic materials encountered are logged on

Plates A-1 through A-10.

**Geologic Materials** 

The borings encountered existing fill underlain by natural alluvium and older alluvium. Fill materials

underlying the site predominantly consist of silty sands. The fill soils are generally medium to dark

brown, moist, medium dense to dense, and fine grained. Between 2 and 4 feet of fill was encountered

during exploration on the site.

The underlying native soils predominantly consist of older Pleistocene alluvium deposits, which are

typical to this area of Los Angeles County (Dibblee, 1991). Younger alluvium was encountered

above the older alluvium in some of the borings to depths between 5 and 12 feet below the ground

surface. The younger alluvium consists of silty sands, which are generally medium brown to dark

brown, moist, medium dense, and fine grained.

Older alluvium was encountered in all of the borings at depths between 2 and 12 feet below the

ground surface. The older alluvium consists of silty to clayey sands, clayey to sandy silts, and sands.

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Occasional silty to sandy clays were also encountered. The older alluvial soils are generally light to

dark brown, gray, orange brown, and reddish brown in color, slightly moist to moist, very dense, firm

to stiff, and fine to coarse grained with varying amounts of gravel. More detailed soil profiles may

be obtained from the individual boring logs.

**Groundwater and Caving** 

Groundwater was encountered in Boring B10 at a depth of 65½ feet below the ground surface, which

corresponds to an elevation of 135½ feet. However, the groundwater was limited to a layer of sand

that was underlain by stiff silty clay. It is the opinion of this firm the groundwater consists of seepage

perched above the clay layer and does not represent a static groundwater condition. Review of the

Seismic Hazard Zone Report of the Hollywood 71/2-Minute Quadrangle, (CDMG, 1998, Revised

2006), indicates the historic high groundwater level at the site was greater than 80 feet below the

ground surface.

Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, and

other factors not evident at the time of the measurements reported herein. Fluctuations also may

occur across the site. High groundwater levels can result in changed conditions.

SEISMIC EVALUATION

REGIONAL GEOLOGIC SETTING

The subject site is located within the Los Angeles Basin and the Peninsular Ranges Geomorphic

Province. The Peninsular Ranges are characterized by northwest-trending blocks of mountain ridges

and sediment-floored valleys. The dominant geologic structural features are northwest trending fault

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zones that either die out to the northwest or terminate at east-west trending reverse faults that form

the southern margin of the Transverse Ranges.

The Los Angeles Basin is located at the northern end of the Peninsular Ranges Geomorphic Province.

The basin is bounded by the east and southeast by the Santa Ana Mountains and San Joaquin Hills.

It is bounded to the northwest by the Santa Monica Mountains. Over 22 million years ago the Los

Angeles basin was a deep marine basin formed by tectonic forces between the North American and

Pacific plates. Since that time, over 5 miles of marine and non-marine sedimentary rock as well as

intrusive and extrusive igneous rocks have filled the basin. During the last 2 million years, defined

by the Pleistocene and Holocene epochs, the Los Angeles basin and surrounding mountain ranges

have been uplifted to form the present day landscape. Erosion of the surrounding mountains, has

resulted in deposition of unconsolidated sediments in low-lying areas by rivers such as the Los

Angeles River. Areas that have experienced subtle uplift have been eroded with gullies.

REGIONAL FAULTING

Based on criteria established by the California Division of Mines and Geology (CDMG) now called

California Geologic Survey (CGS), faults may be categorized as active, potentially active, or inactive.

Active faults are those which show evidence of surface displacement within the last 11,000 years

(Holocene-age). Potentially-active faults are those that show evidence of most recent surface

displacement within the last 1.6 million years (Quaternary-age). Faults showing no evidence of

surface displacement within the last 1.6 million years are considered inactive for most purposes, with

the exception of design of some critical structures.

The enclosed Southern California Fault Map shows the location of many mapped faults in the

Southern California area. Buried thrust faults are faults without a surface expression but are a

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significant source of seismic activity. They are typically broadly defined based on the analysis of

seismic wave recordings of hundreds of small and large earthquakes in the southern California area.

Due to the buried nature of these thrust faults, their existence is usually not known until they produce

an earthquake. The risk for surface rupture potential of these buried thrust faults is inferred to be low

(Leighton, 1990). However, the seismic risk of these buried structures in terms of recurrence and

maximum potential magnitude, is not well established. Therefore, the potential for surface rupture

on these surface-verging splays at magnitudes higher than 6.0 cannot be precluded.

Two major buried thrust fault structures in the Los Angeles area are the Elysian Park fold and thrust

belt and the Torrance-Wilmington fold and thrust belt. It is postulated that the Elysian Park structure

was responsible for the magnitude 5.9, October 1, 1987 Whittier Narrows earthquake, and that the

Torrance-Wilmington structure was responsible for the magnitude 5.0, January 19, 1989 Malibu

earthquake. The magnitude 6.7, January 17, 1994 Northridge earthquake was caused by a buried

thrust fault located beneath the San Fernando Valley.

SEISMIC DESIGN CONSIDERATIONS

The primary geologic hazard at the site is moderate to strong ground motion (acceleration) caused

by an earthquake on any of the local or regional faults. Design of the proposed structure in

accordance with the provisions of the 2007 California Building Code (2007 CBC), or most current

applicable building code, is intended to minimize the potential effects of ground shaking. The

potential for other earthquake-induced hazards was also evaluated including surface rupture,

liquefaction, dynamic settlement, inundation and landsliding.

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#### 2007 CBC Seismic Parameters

According to Table 1613.5.2 of the 2007 CBC, the subject site is classified as Site Class D, which corresponds to a "Stiff Soil" Profile. The following table outlines the Mapped Spectral Accelerations and Site Coefficients per the 2007 CBC and may be used by the structural engineer for the seismic design and analysis of structures on the site. The values below were obtained from the USGS Ground Motion Parameter Calculator (Version 5.0.9) using the site latitude and longitude coordinates (USGS 2009).

2007 CALIFORNIA BUILDING CODE SEISMIC PARAMETERS		
Site Class	D	
Mapped Spectral Acceleration at Short Periods (S <sub>S</sub> )	1.881g	
Site Coefficient (Fa)	1.0	
Maximum Considered Earthquake Spectral Response for Short Periods $(S_{MS})$	1.881g	
Five-Percent Damped Design Spectral Response Acceleration at Short Periods (S <sub>DS</sub> )	1.254g	
Mapped Spectral Acceleration at One-Second Period (S <sub>1</sub> )	0.653g	
Site Coefficient (F <sub>v</sub> )	1.5	
Maximum Considered Earthquake Spectral Response for One-Second Period $(S_{M1})$	0.979g	
Five-Percent Damped Design Spectral Response Acceleration for One-Second Period (S <sub>D1</sub> )	0.653g	

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OTHER SEISMIC HAZARDS

Surface Rupture

In 1972, the Alquist-Priolo Special Studies Zones Act (now known as the Alquist-Priolo Earthquake

Fault Zoning Act) was passed into law. The Act defines "active" and "potentially active" faults

utilizing the same aging criteria as that used by California Geological Survey (CGS). However,

established state policy has been to zone only those faults which have direct evidence of movement

within the last 11,000 years. It is this recency of fault movement that the CGS considers as a

characteristic for faults that have a relatively high potential for ground rupture in the future.

CGS policy is to delineate a boundary from 200 to 500 feet wide on each side of the known fault

trace based on the location precision, the complexity, or the regional significance of the fault. If a

site lies within an Earthquake Fault Zone, a geologic fault rupture investigation must be performed

that demonstrates that the proposed building site is not threatened by surface displacement from the

fault before development permits may be issued.

Ground rupture is defined as surface displacement which occurs along the surface trace of the

causative fault during an earthquake. Based on research of available literature and results of site

reconnaissance, no known active or potentially active faults underlie the subject site. In addition,

the subject site is not located within an Alquist-Priolo Earthquake Fault Zone. Based on these

considerations, the potential for surface ground rupture at the subject site is considered low.

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**Liquefaction** 

Liquefaction is a phenomenon in which saturated silty to cohesionless soils below the groundwater

table are subject to a temporary loss of strength due to the buildup of excess pore pressure during

cyclic loading conditions such as those induced by an earthquake. Liquefaction-related effects include

loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

Liquefaction typically occurs in areas where groundwater is less than 50 feet from the surface, and

where the soils are composed of poorly consolidated, fine to medium-grained sand. In addition to

the necessary soil conditions, the ground acceleration and duration of the earthquake must also be

of a sufficient level to initiate liquefaction.

The Seismic Hazards Zone Map of the Hollywood Quadrangle by the State of California (CDMG,

1999), indicates that the subject site is not located within an area designated as "Liquefiable." This

determination is based on groundwater depth records, soil type and distance to a fault capable of

producing a substantial earthquake. A copy of this map is provided in the Appendix.

Seepage was encountered during exploration at a depth of 65½ feet below the ground surface. It is

the opinion of this firm, the seepage does not represent a statice groundwater level. According to

the Seismic Hazard Zone Report (CDMG, 1998, Revised 2006), the historic high groundwater level

for the subject site was greater than 80 feet below the ground surface.

Due to the observed and historic high groundwater conditions, and the relatively high Standard

Penetration Test (SPT) blow counts recorded during exploration on the site, the subject site would

not be considered prone to liquefaction.

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**Dynamic Dry Settlement** 

Seismically-induced settlement or compaction of dry or moist, cohesionless soils can be an effect

related to earthquake ground motion. Such settlements are typically most damaging when the

settlements are differential in nature across the length of structures.

Some seismically-induced dry settlement of the proposed structure should be expected as a result of

strong ground-shaking. However, based on the dense and consolidated nature of the older alluvial

soils underlying the site, the potential dynamic settlements would be expected to be negligible.

Tsunamis, Seiches and Flooding

Tsunamis are large ocean waves generated by sudden water displacement caused by a submarine

earthquake, landslide, or volcanic eruption. Review of the County of Los Angeles Flood and

Inundation Hazards Map, (Leighton, 1990), indicates the site does not lie within the mapped tsunami

inundation boundaries.

Seiches are oscillations generated in enclosed bodies of water which can be caused by ground shaking

associated with an earthquake. Review of the County of Los Angeles Flood and Inundation Hazards

Map, Leighton (1990), indicates the site does not lie within any mapped inundation zones of up-

gradient reservoirs.

Landsliding

The probability of seismically-induced landslides affecting the subject development is considered to

be remote, due to the lack of significant slopes on the site and surrounding areas.

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CONCLUSIONS AND RECOMMENDATIONS

Based upon the exploration, laboratory testing, and research, it is the finding of this firm the proposed

development is considered feasible from a geotechnical engineering standpoint, provided the advice

and recommendations presented herein are followed and implemented during construction.

Between 2 and 4 feet of existing fill was encountered during exploration on the subject site. The

existing fill materials are considered to be unsuitable for support of the proposed foundations, floor

slabs, or additional fill. In addition, the younger alluvial soils are not suitable for foundation support

of the proposed structure.

The finished floor of the proposed structure is expected to be on the order of 17½ to 36½ feet below

the existing ground surface throughout most of the building footprint. Near the southwest portion

of the proposed building, the finished floor will be near the existing site elevation. It is anticipated

excavation of the subterranean levels would remove the existing fill soils and the younger alluvial

soils. The proposed structure may be supported on conventional foundations bearing in the

competent older alluvium encountered at depths between 2 and 12 feet. Some deepening of

foundations may be required in the southwest portion of the structure in order to penetrate younger

alluvium. Any existing fill soils remaining at the proposed subgrade shall be removed and

recompacted for slab support. The floor slab may be supported on compacted fill and/or natural earth

materials.

Due to the depth of the proposed basement excavation, it is recommended shoring be utilized to

maintain a stable excavation. Soldier piles are recommended for shoring. Shoring and excavation

recommendations are provided in the "Temporary Excavations" section of this report.

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Foundations for small outlying structures, such as planter walls and trash enclosures, which will not

be tied-in to the proposed building may be supported on conventional foundations bearing in

competent native soils and/or properly placed compacted fill.

FILL SOILS

Up to 4 feet of fill was encountered during exploration on the site. It is anticipated that this material

will be removed during excavation of the proposed basement levels. Any fill remaining at the

proposed subgrade should be removed and recompacted as controlled fill for slab support. The

proposed building foundations should penetrate all fill materials and should bear in competent older

alluvium.

**EXPANSIVE SOILS** 

The onsite materials are in the very low to moderate expansion ranges. The Expansion Index was

found to range between 4 and 51 for representative samples of the site materials. Recommended

reinforcing is noted in the "Foundation Design" and "Slabs On Grade" sections of this report.

**WATER-SOLUBLE SULFATES** 

The portland cement portion of concrete is subject to attack when exposed to water-soluble sulfates.

Usually the two most common sources of exposure are from soil and marine environments. The

source of natural sulfate minerals in soils include the sulfates of calcium, magnesium, sodium, and

potassium. When these minerals interact and dissolve in subsurface water, a sulfate concentration

is created, which will react with the exposed concrete. Over time sulfate attack will destroy

improperly proportioned concrete well before the end of its intended service life.

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The water-soluble sulfate content of the onsite soils was determined to be less than 0.10 percentage

by weight, for representative samples tested. Based on the 2007 CBC and American Concrete

Institute - (ACI 318), Table 4.3.1, the sulfate exposure is considered to be negligible for soils with

less than 0.10 percentage by weight, and Type I cement may be utilized for all concrete in contact

with the site soils.

**GRADING GUIDELINES** 

The following guidelines may be used in preparation of the grading plan and job specifications for any

areas where fill or recompaction may be required, such as the lower floor subgrade area prior to

pouring the floor slab, or driveway and sidewalk areas.

Site Preparation

All vegetation, existing fill, and soft or disturbed earth materials should be removed from the areas

to receive controlled fill. The excavated area shall be observed by a representative of the geotechnical

engineer prior to placing compacted fill.

It is very important that the position of the area to be graded is accurately located so that the grading

operation proceeds efficiently.

Any vegetation or associated root system located within the area to be graded should be removed

during grading. Any existing or abandoned utilities located within the area to be graded should be

removed or relocated as appropriate. All fill materials and disturbed earth materials resulting from

grading operations should be removed and properly recompacted.

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Subsequent to the indicated removals, the exposed grade shall be scarified to a depth of 6 inches,

moistened to optimum moisture content, and recompacted in excess of the minimum required

comparative density.

Compaction

Fill, consisting of soil approved by a representative of this firm shall be placed in loose lifts not more

than 8 inches in thickness. The loose materials shall be compacted with suitable compaction

equipment. Once a layer has been adequately compacted, the next loose lift may be placed.

Fill materials shall be moisture conditioned to within 3 percent of optimum moisture content and

sufficiently blended prior to placement as controlled fill. Materials larger than 6 inches in maximum

dimension shall not be used in the fill.

All fill shall be compacted to at least 90 percent of the maximum laboratory density, except for

cohesionless soils having less than 15 percent finer than 0.005 millimeters, which shall be compacted

to a minimum 95 percent of the maximum density, in accordance with the April 15, 1998 amendment

to the Los Angeles Municipal Code. The maximum density shall be determined by the laboratory

operated by Geotechnologies, Inc. using test method ASTM D 1557-07 or equivalent.

Field observation and testing shall be performed by a representative of the geotechnical engineer

during grading to assist the contractor in obtaining the required degree of compaction and the proper

moisture content. Where compaction is less than required, additional compactive effort shall be made

with adjustment of the moisture content, as necessary, until a minimum of 90 or 95 percent

compaction is obtained.

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Acceptable Materials

The excavated onsite materials are considered satisfactory for reuse in the controlled fills as long as

any debris and/or organic matter is removed.

Any imported materials shall be observed and tested by the representative of the geotechnical

engineer prior to use in fill areas. Imported materials should contain sufficient fines so as to be

relatively impermeable and result in a stable subgrade when compacted. Any required import

materials shall consist of soils with an expansion index of less than 50. The water-soluble sulfate

content of the import materials should be less than 0.10 percentage by weight.

Imported materials should be free from chemical or organic substances which could affect the

proposed development. A competent professional should be retained in order to test imported

materials and address environmental issues and organic substances which might affect the proposed

development.

Over Optimum Subgrade Soils

At the time of exploration, some of the subgrade soils were above their optimum moisture level.

Some drying, aeration, and processing of the onsite soils should be anticipated prior to placement as

compacted fill.

Should pumping or disturbance of over optimum subgrade soils occur, it will be necessary to stabilize

and protect the subgrade with a blanket of gravel. The gravel blanket may also be necessary in order

to create a firm surface for compaction of fill.

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Subgrade protection or stabilization may be accomplished by placement of a minimum one-foot thick

layer of angular 1-inch gravel. The gravel should be placed and vibrated to a dense state. The

elevation at the bottom of excavation will require adjustment to provide space for the gravel mat.

It is not recommended that rubber tire construction equipment attempt to operate directly on the high

moisture subgrade soils prior to placing the gravel. Direct operation of rubber tire equipment on high

moisture subgrade soils will likely result in excessive disturbance to the soils, which in turn could

result in a delay to the construction schedule. Extreme care should be utilized to place gravel as the

subgrade becomes exposed.

Utility Trench Backfill

Utility trenches should be backfilled with controlled fill. The utility should be bedded with clean

sands at least one foot over the crown. The remainder of the backfill may be onsite soil compacted

to 90 or 95 percent of the laboratory maximum density. Utility trench backfill should be tested by

representatives of this firm in accordance with ASTM D-1556-07 or ASTM D-6938-08.

Weather Related Grading Considerations

When rain is forecast all fill that has been spread and awaits compaction shall be properly compacted

prior to stopping work for the day or prior to stopping due to inclement weather. These fills, once

compacted, shall have the surface sloped to drain to an area where water can be removed.

Temporary drainage devices should be installed to collect and transfer excess water to the street in

non-erosive drainage devices. Drainage should not be allowed to pond anywhere on the site, and

especially not against any foundation or retaining wall. Drainage should not be allowed to flow

uncontrolled over any descending slope.

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Work may start again, after a period of rainfall, once the site has been reviewed by a representative

of this office. Any soils saturated by the rain shall be removed and aerated so that the moisture

content will fall within three percent of the optimum moisture content.

Surface materials previously compacted before the rain shall be scarified, brought to the proper

moisture content and recompacted prior to placing additional fill, if considered necessary by a

representative of this firm.

Geotechnical Observations and Testing During Grading

Geotechnical observations and testing during grading are considered to be a continuation of the

geotechnical investigation. It is critical that the geotechnical aspects of the project be reviewed by

this firm during the construction process. Compliance with the design concepts, specifications or

recommendations during construction requires review by this firm during the course of construction.

Any fill which is placed should be observed, tested, and verified if used for engineered purposes.

Please advise this office at least twenty-four hours prior to any required site visit.

**FOUNDATION DESIGN** 

The proposed structure may be supported on conventional foundations bearing in competent older

alluvium. Some deepening of foundations may be required in the southwestern portion of the

proposed structure in order to penetrate younger alluvium. Wall foundations may be designed for

a bearing value of 3,500 pounds per square foot, and should be a minimum of 12 inches in width, 18

inches in depth below the lowest adjacent grade and 18 inches into the recommended bearing

material. Column foundations may be designed for a bearing value of 3,500 pounds per square foot,

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and should be a minimum of 24 inches in width, 18 inches in depth below the lowest adjacent grade,

and 18 inches into the recommended bearing material.

The bearing value increase for each additional foot of width is 150 pounds per square foot. The

bearing value increase for each additional foot of embedment depth is 500 pounds per square foot.

The maximum recommended bearing value is 6,000 pounds per square foot.

Miscellaneous Foundations

Miscellaneous conventional foundations for minor structures such as planter walls and trash

enclosures, which will not be rigidly connected to the proposed structure, may bear in native soils

and/or properly placed compacted fill. These footings may be designed for a bearing value of 1,500

pounds per square foot, and should be a minimum of 12 inches in width, 18 inches in depth below the

lowest adjacent grade and 18 inches into the recommended bearing material. No bearing value

increases are recommended.

**Foundations General** 

The bearing values indicated above are for the total of dead and frequently applied live loads, and may

be increased by one third for short duration loading, which includes the effects of wind or seismic

forces.

Since the recommended bearing value is a net value, the weight of concrete in the foundations may

be taken as 50 pounds per cubic foot and the weight of the soil backfill may be neglected when

determining the downward load on the foundations.

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New foundations should not surcharge existing foundations. Therefore, new foundations constructed

immediately adjacent to existing foundations should be designed to bear at or below a 1:1 plane

projected upward from the bottom of the existing foundation.

All continuous foundations should be reinforced with a minimum of four #4 steel bars. Two should

be placed near the top of the foundation, and two should be placed near the bottom.

Lateral Design

Resistance to lateral loading may be provided by friction acting at the base of foundations and by

passive earth pressure. An allowable coefficient of friction of 0.34 may be used with the dead load

forces.

Passive earth pressure for the sides of conventional foundations poured against undisturbed or

recompacted soil may be computed as an equivalent fluid having a density of 300 pounds per cubic

foot with a maximum earth pressure of 3,000 pounds per square foot. When combining passive and

friction for lateral resistance, the passive component should be reduced by one third. A one-third

increase in the passive value may be used for wind or seismic loads.

**Foundation Settlement** 

Settlement of the foundation system is expected to occur on initial application of loading. The

maximum settlement is expected to be 1 inch and occur below the heaviest loaded columns.

Differential settlement is not expected to exceed 1/4 inch.

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**Foundation Observations** 

It is critical that all foundation excavations are observed by a representative of this firm to verify

penetration into the recommended bearing materials. The observation should be performed prior to

the placement of reinforcement. Foundations should be deepened to extend into satisfactory earth

materials, if necessary.

Foundation excavations should be cleaned of all loose soils prior to placing steel and concrete. Any

required foundation backfill should be mechanically compacted, flooding is not permitted.

RETAINING WALL DESIGN

At this time, it is anticipated retaining walls up to approximately 40 feet in height will be required for

the proposed basement. The following design values may also be utilized for any miscellaneous

cantilever retaining walls which may become part of the proposed development.

Additional active pressure should be added for any additional surcharge conditions, such as sloping

ground, or adjacent traffic and structures. Foundations may be designed using the allowable bearing,

friction, and passive earth pressure found in the "Foundation Design" section above.

**Cantilever Retaining Walls** 

Cantilever retaining walls up to 10 feet in height supporting a level back slope may be designed

utilizing a triangular distribution of active pressure, and an equivalent fluid pressure of 30 pounds per

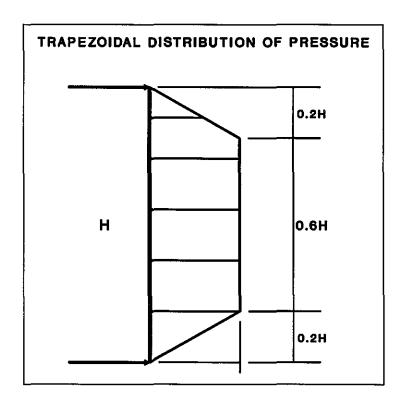
square foot per foot of depth. For this equivalent fluid pressure to be valid, walls which are to be

restrained at the top should be backfilled prior to the upper connection being made.

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#### **Restrained Retaining Walls**

Restrained retaining walls up to 40 feet in height may be designed in accordance with the lateral pressures provided in the table below. Restrained retaining walls may be designed to resist a trapezoidal pressure distribution of at-rest earth pressure as indicated in the following diagram.



Design restrained walls as follows:

HEIGHT OF WALL "H" (feet)	DESIGN WALL PRESSURE (Where H is the height of the wallfin feet)
Up to 40 feet	43H psf





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Traffic Surcharge

In addition to the recommended earth pressure, the upper ten feet of the retaining wall adjacent to

streets, driveways or parking areas should be designed to resist a uniform lateral pressure of 100

pounds per square foot, acting as a result of an assumed 300 pounds per square foot surcharge behind

the walls due to normal street traffic. If the traffic is kept back at least ten feet from the retaining

walls, the traffic surcharge may be neglected.

Seismic Loads on Retaining Walls

Retaining walls greater than 12 feet in height shall be designed to resist the additional earth pressure

caused by seismic ground shaking. An inverse triangular pressure distribution should be utilized for

seismic loads, with an equivalent fluid pressure of 21 pounds per cubic foot. Utilizing this inverse

triangular pressure distribution, the earthquake load would be zero at the base of the wall, and would

increase linearly to a maximum of 21(H) pounds per square foot at the top of the wall, where H is

the height of the retaining wall in feet.

Waterproofing

Moisture affecting retaining walls is one of the most common post-construction complaints. Poorly

applied or omitted waterproofing can lead to efflorescence or standing water inside the building.

Efflorescence is a process in which a powdery substance is produced on the surface of the concrete

by the evaporation of water. The white powder usually consists of soluble salts such as gypsum,

calcite, or common salt.

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It is recommended that retaining walls be waterproofed. Waterproofing design and inspection of its

installation is not the responsibility of the geotechnical engineer. A waterproofing consultant should

be retained in order to recommend a product or method which would provide protection to below

grade walls.

**Retaining Wall Drainage** 

Retaining walls should be provided with a subdrain or weepholes covered with a minimum of 12

inches of gravel, and a compacted fill blanket or other seal at the surface. Certain types of subdrain

pipe are not acceptable to the various municipal agencies. It is recommended that prior to purchasing

subdrainage pipe, the type and brand is cleared with the proper municipal agencies. Subdrainage

pipes should outlet to an acceptable location.

The lateral earth pressures recommended above for retaining walls assumes that a permanent drainage

system will be installed so that external water pressure will not be developed against the walls. If a

drainage system is not provided, the walls should be designed to resist the indicated lateral earth

pressure plus the full hydrostatic pressure, based on a water level at the Earth's surface. Also, floor

slabs shall be waterproofed and designed for the resulting upward pressure. In any event, it is

recommended that retaining walls be waterproofed.

Retaining Wall Backfill

Any required backfill should be mechanically compacted in layers not more than 8 inches thick, to at

least 90 or 95 percent of the maximum density obtainable by the ASTM Designation D 1557-07

method of compaction. Flooding should not be permitted. Proper compaction of the backfill will be

necessary to reduce settlement of the backfill and to reduce settlement of overlying walks and paving.

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Some settlement of required backfill should be anticipated, and any utilities supported therein should

be designed to accept differential settlement.

Sump Pump Design

The purpose of the recommended retaining wall backdrainage system is to relieve hydrostatic

pressure. Groundwater seepage was encountered during exploration at a depth of 65½ feet below

the ground surface. In addition, the historic high groundwater level was greater than 80 feet below

the ground surface. Therefore, the only water which is expected to affect the retaining walls is from

irrigation and precipitation. Additionally, the site grading will be such that all drainage will be

directed away from the building, and the structure will be designed with adequate non-erosive

drainage devices.

Based on these considerations the retaining wall backdrainage system is not expected to experience

an appreciable flow of water, and in particular, groundwater is not expected to affect it. However,

for the purposes of design, a minimum flow of 5 gallons per minute may be assumed...

TEMPORARY EXCAVATIONS

Excavations on the order of 5 to 40 feet will be required for construction of the proposed basement

level and foundation elements. The excavations are expected to expose fill and native soils which are

suitable for vertical excavations up to 5 feet where not surcharged by adjacent traffic or structures.

Excavations exceeding 5 feet in height may be sloped or shored as indicated below. Surcharged

excavations should be shored.

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Due to the depth of the basement excavation, it is recommended shoring be utilized to maintain a

stable excavation. Soldier piles are recommended for shoring. Shoring recommendations are

provided in the following section.

Were sufficient space is available, temporary unsurcharged embankments up to 15 feet in height could

be cut at a uniform 1:1 slope gradient, or flatter. A uniform sloped excavation does not have a

vertical component to the excavation. Sloped excavations with vertical cuts at the toe of the slope

are not recommended.

Where sloped embankments are utilized, the tops of the slopes should be barricaded to prevent

vehicles and storage loads near the top of slope within a horizontal distance equal to the depth of the

excavation. If the temporary construction embankments are to be maintained during the rainy season,

berms are strongly recommended along the tops of the slopes to prevent runoff water from entering

the excavation and eroding the slope faces. Water should not be allowed to pond on top of the

excavation nor to flow towards it.

**Excavation Observations** 

It is critical that the soils exposed in the cut slopes are observed by a representative of this office

during excavation so that modifications of the slopes can be made if variations in the earth material

conditions occur. Many building officials require that temporary excavations should be made during

the continuous observations of the geotechnical engineer.

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**SHORING** 

The following information on the design and installation of the shoring is as complete as possible at

this time. It is suggested that a review of the final shoring plans and specifications be made by this

office prior to bidding or negotiating with a shoring contractor.

The recommended method of shoring consists of steel soldier piles, placed in drilled holes and

backfilled with concrete. The soldier piles may be designed as cantilevers or laterally braced utilizing

drilled tie-back anchors or raker braces.

Soldier Piles

Drilled cast-in-place soldier piles should be placed no closer than 2½ diameters on center. The

minimum diameter of the piles is 18 inches. Structural concrete should be used for the soldier piles

below the excavation, lean-mix concrete may be employed above that level. As an alternative, lean-

mix concrete may be used throughout the pile where the reinforcing consists of a wide flange section.

The slurry must be of sufficient strength to impart the lateral bearing pressure developed by the wide

flange section to the soil. For design purposes, an allowable passive value for the earth materials

below the bottom plane of excavation may be assumed to be 500 pounds per square foot per foot of

depth, up to a maximum of 5,000 pounds per square foot. To develop the full lateral value,

provisions should be implemented to assure firm contact between the soldier piles and the undisturbed

native earth materials.

The frictional resistance between the soldier piles and retained soil may be used to resist the vertical

component of the anchor load. The coefficient of friction may be taken as 0.34 based on uniform

contact between the steel beam and lean-mix concrete and retained earth. The portion of soldier piles

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below the plane of excavation may also be employed to resist the downward loads. The downward

capacity may be determined using a frictional resistance of 400 pounds per square foot. The

minimum depth of embedment for shoring piles is 5 feet below the bottom of the footing excavation,

or 7 feet below the bottom of excavated plane, whichever is deeper.

Groundwater seepage was encountered at a depth of 65½ feet blow the ground surface. This

corresponds to an elevation of approximately 138.5 feet. Groundwater should be anticipated if the

drilled shafts extend below this elevation. Seepage could possibly be encountered above this

elevation.

Piles placed below water require the use of a tremie to place the concrete into the bottom of the hole.

A tremie shall consist of a water-tight tube having a diameter of not less than 6 inches with a hopper

at the top. The tube shall be equipped with a device that will close the discharge end and prevent

water from entering the tube while it is being charged with concrete. The tremie shall be supported

so as to permit free movement of the discharge end over the entire top surface of the work and to

permit rapid lowering when necessary to retard or stop the flow of concrete. The discharge end shall

be closed at the start of the work to prevent water entering the tube and shall be entirely sealed at all

times, except when the concrete is being placed. The tremie tube shall be kept full of concrete. The

flow shall be continuous until the work is completed and the resulting concrete seal shall be

monolithic and homogeneous. The tip of the tremie tube shall always be kept about five feet below

the surface of the concrete and definite steps and safeguards should be taken to insure that the tip of

the tremie tube is never raised above the surface of the concrete.

A special concrete mix should be used for concrete to be placed below water. The design shall

provide for concrete with a strength of 1,000 p.s.i. over the initial job specification. An admixture

that reduces the problem of segregation of paste/aggregates and dilution of paste shall be included.

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The slump shall be commensurate to any research report for the admixture, provided that it shall also

be the minimum for a reasonable consistency for placing when water is present.

Caving may occur in granular materials in the pile shafts. Should caving occur, casing or polymer

drilling fluid may be required to maintain an open shaft. If casing is used, extreme care should be

employed so that the pile is not pulled apart as the casing is withdrawn. At no time should the

distance between the surface of the concrete and the bottom of the casing be less than 5 feet.

Lagging

At this time, it is anticipated that most or all of the excavation will require continuous lagging. It is

recommended that the exposed soils be observed by a representative of the geotechnical engineer to

verify the cohesive nature of the earth materials, and determine whether any lagging may be omitted.

Soldier piles and anchors should be designed for the full anticipated pressures. Due to arching in the

soils, the pressure on the lagging will be less. It is recommended that the lagging be designed for the

full design pressure but be limited to a maximum of 400 pounds per square foot.

**Lateral Pressures** 

A triangular distribution of lateral earth pressure should be utilized for the design of a cantilever

shoring system. A trapezoidal distribution of lateral earth pressure would be appropriate where

shoring is to be restrained at the top by tie backs. Pressures for the design of cantilevered and

restrained shoring are presented in the following table.

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Height of Shoring (feet)	Cantilever Shoring System Equivalent Fluid Pressure (pcf) Triangular Distribution of Pressure:	Restrained Shoring System Lateral Earth Pressure (psf)* Trapezoidal Distribution of Pressure		
Up to 15 feet	25 pcf	18H psf		
Up to 22 feet	29 pcf	18H psf		
Up to 40 feet	41 pcf	26H psf		

<sup>\*</sup>Where H is the height of the shoring in feet.

Where a combination of sloped embankment and shoring is utilized, the pressure will be greater and must be determined for each combination. Additional active pressures should be applied where the shoring will be surcharged by adjacent traffic or structures.

#### **Tieback Anchor Design and Installation**

Tieback anchors may be used to resist lateral loads. Friction anchors are recommended. For design purposes, it may be assumed that the active wedge is defined by a plane drawn 35 degrees with the vertical through the bottom plane of the excavation. Friction anchors should extend a minimum of 20 feet beyond the potentially active wedge.

Tieback anchors may be installed between 20 and 40 degrees below the horizontal. Should caving occur in granular materials the following provisions should be implemented in order to minimize such caving. The anchor shafts should be filled with concrete by pumping from the tip out, and the concrete should extend from the tip of the anchor to the active wedge. In order to minimize the chances of caving, it is recommended that the portion of the anchor shaft within the active wedge be backfilled with sand before testing the anchor. This portion of the shaft should be filled tightly and

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flush with the face of the excavation. The sand backfill should be placed by pumping; the sand may

contain a small amount of cement to facilitate pumping.

Drilled friction anchors constructed without utilizing pressure-grouting techniques may be designed

for a skin friction of 400 pounds per square foot. Depending on the techniques utilized, and the

experience of the contractor performing the installation, it is anticipated that a skin friction of 2,000

pounds per square foot could be utilized for post-grouted anchors, provided the design does not rely

on end-bearing plates to provide the necessary capacity. Only the frictional resistance developed

beyond the active wedge should be utilized in resisting lateral loads. Anchors should be placed at

least 6 feet on center to be considered isolated.

**Tieback Anchor Testing** 

At least 10 percent of the anchors should be selected for "Quick", 200 percent tests. It is

recommended that at least three anchors be selected for 24-hour, 200 percent tests. It is

recommended that the 24-hour tests be performed prior to installation of additional tiebacks. The

purpose of the 200 percent tests is to verify the friction value assumed in design. The anchors should

be tested to develop twice the assumed friction value. Where satisfactory tests are not achieved on

these initial anchors, the anchor diameter and/or length should be increased until satisfactory test

results are obtained.

The total deflection during the 24-hour 200 percent test should not exceed 12 inches. During the 24-

hour tests, the anchor deflection should not exceed 0.75 inches measured after the 200 percent test

load is applied.

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For the "quick" 200 percent tests, the 200 percent test load should be maintained for 30 minutes. The

total deflection of the anchor during the 200 percent quick tests should not exceed 12 inches; the

deflection after the 200 percent load has been applied should not exceed 0.25 inch during the 30-

minute period.

All of the remaining anchors should be tested to at least 150 percent of design load. The total

deflection during the 150 percent test should not exceed 12 inches. The rate of creep under the 150

percent test load should not exceed 0.1 inch over a 15 minute period in order for the anchor to be

approved for the design loading.

After a satisfactory test, each anchor should be locked-off at the design load. This should be verified

by rechecking the load in the anchor. The load should be within 10 percent of the design load.

Where satisfactory tests are not attained, the anchor diameter and/or length should be increased or

additional anchors installed until satisfactory test results are obtained. Where post-grouted anchors

are utilized, additional post-grouting may be required. The installation and testing of the anchors

should be observed by a representative of the soils engineer.

Deflection

It is difficult to accurately predict the amount of deflection of a shored embankment. It should be

realized that some deflection will occur. It is recommended that the shoring be designed for a

maximum deflection of ½-inch at the top of the shored embankment. If greater deflection occurs

during construction, additional bracing may be necessary to minimize settlement of adjacent buildings

and streets.

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**Pre-Construction Survey** 

Prior to shoring installation and excavation, it is recommended the adjacent improvements be

surveyed to provide a documented record of their condition. Such a survey would aid in the

resolution of any disputes that may arise concerning damage to adjacent facilities caused by the

proposed construction.

**Monitoring** 

Because of the depth of the excavations, some means of monitoring the performance of the shoring

system is suggested. The monitoring should consist of periodic surveying of the lateral and vertical

locations of the tops of all soldier piles and the lateral movement along the entire lengths of selected

soldier piles.

**Shoring Observations** 

It is critical that the installation of shoring is observed by a representative of this office. Many local

agencies require that shoring installation be performed under the continuous observation of the

geotechnical engineer. The observations are made so that modifications of the recommendations can

be made if variations in the earth material or groundwater conditions occur. Also, the observations

will allow for a report to be prepared on the installation of shoring for the use of the local building

official.

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**SLABS ON GRADE** 

The proposed building floor slab should be a minimum of 5 inches in thickness and may be cast over

undisturbed natural earth materials and/or properly controlled fill materials. Any soils loosened or

over-excavated should be wasted from the site or properly compacted to 90 or 95 percent of the

maximum dry density. Building floor slabs should be reinforced with a minimum of #4 steel bars on

16-inch centers each way.

Outdoor concrete flatwork, such as sidewalks and patio areas, should be a minimum of 4 inches in

thickness and may be cast over undisturbed natural earth materials and/or properly controlled fill

materials. Any earth materials loosened or over-excavated should be wasted from the site or properly

compacted to 90 or 95 percent of the maximum dry density. Exterior flatwork should be reinforced

with a minimum of #3 steel bars on 18-inch centers each way.

Exterior concrete paving subject to truck and passenger vehicle traffic should be a minimum of 6

inches in thickness, underlain by 4 inches of aggregate base, and reinforced with a minimum of #3

steel bars on 18-inch centers each way. A subgrade modulus of 150 pounds per cubic inch may be

assumed for design of concrete paving.

Aggregate base should be compacted to a minimum of 95 percent of the ASTM D 1557-02

laboratory maximum dry density. Base materials should conform with Sections 200-2.2 or 200-2.4

of the "Standard Specifications for Public Works Construction", (Green Book), latest edition.

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Design Of Slabs That Receive Moisture-Sensitive Floor Coverings

In any areas where dampness would be objectionable, it is recommended that the floor slab should

be supported on a vapor retarder. The design of the slab and the installation of the vapor retarder

should comply with ASTM E 1643-98 and ASTM E 1745-97 (Reapproved 2004). Where a vapor

retarder is used, a low-slump concrete should be used to minimize possible curling of the slabs. The

barrier can be covered with a layer of trimmable, compactible, granular fill, where it is thought to be

beneficial. See ACI 302.2R-32, Chapter 7 for information on the placement of vapor retarders and

the use of a fill layer.

Concrete Crack Control

The recommendations presented in this report are intended to reduce the potential for cracking of

concrete slabs-on-grade due to settlement. However even where these recommendations have been

implemented, foundations, stucco walls and concrete slabs-on-grade may display some cracking due

to minor soil movement and/or concrete shrinkage. The occurrence of concrete cracking may be

reduced and/or controlled by limiting the slump of the concrete used, proper concrete placement and

curing, and by placement of crack control joints at reasonable intervals, in particular, where re-entrant

slab corners occur.

For standard crack control maximum expansion joint spacing 10 feet should not be exceeded. Lesser

spacings would provide greater crack control. Joints at curves and angle points are recommended.

The crack control joints should be installed as soon as practical following concrete placement. Crack

control joints should extend a minimum depth of one-fourth the slab thickness. Construction joints

should be designed by a structural engineer.

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Complete removal of the existing fill soils beneath outdoor flatwork and exterior paving is not

required. However, due to the rigid nature of concrete, some cracking, a shorter design life and

increased maintenance costs should be anticipated. In order to provide uniform support beneath the

exterior flatwork or concrete pavement it is recommended that a minimum of 12 inches of the

exposed subgrade beneath the slabs be scarified and recompacted to at least 90 or 95 percent of the

maximum density.

SITE DRAINAGE

Proper surface drainage is critical to the future performance of the project. Saturation of a soil can

cause it to lose internal shear strength and increase its compressibility, resulting in a change in the

designed engineering properties. Proper site drainage should be maintained at all times.

All site drainage should be collected and transferred to an acceptable location in non-erosive drainage

devices. The structure should be provided with roof drainage. Discharge from downspouts, roof

drains and scuppers should not be permitted on unprotected soils within five feet of the building

perimeter. Drainage should not be allowed to pond anywhere on the site, and especially not against

any foundation or retaining wall. Drainage should not be allowed to flow uncontrolled over any

descending slope. Planters which are located within retaining wall backfill should be sealed to prevent

moisture intrusion into the backfill.

STORMWATER DISPOSAL

Recently, regulatory agencies have been requiring the disposal of a certain amount of stormwater

generated on a site by infiltration into the site soils. This requirement goes against prudent

engineering practice. Increasing the moisture content of a soil can cause it to lose internal shear

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strength and increase its compressibility, resulting in a change in the designed engineering properties.

This means that any overlying structure, including buildings, pavements and concrete flatwork, could

sustain damage due to saturation of the subgrade soils. Structures serviced by subterranean levels

could be adversely impacted by stormwater disposal by increasing the design fluid pressures on

retaining walls and causing leaks in the walls. Proper site drainage is critical to the performance of

any structure in the built environment.

At this time, it is unknown if a stormwater infiltration system will be incorporated into the proposed

project. Percolation testing was not conducted as part of this investigation. The younger and older

alluvial soils underlying the subject site consist of interlayered silty to clayey sands, sands, silts, and

clays with very low to moderate expansion character. Based on the nature of the site soils, it is

anticipated the percolation rate would vary between different soil types, although testing would be

required to establish rates. It is the opinion of this firm that infiltration devices founded in the clayey

or silty materials underlying the site would be ineffective for percolation. It is anticipated infiltration

would occur if devices are founded in the underlying sandy soils. However, water entering the

subsurface could potentially perch above impermeable silt or clay layers and migrate significant

distances through more granular layers. Migrating waters could potentially impact onsite and offsite

structures or improvements.

Should infiltration devices be considered as part of the proposed development, the client should be

aware that wetting and drying of moderately expansive soils will result in soil movements that could

affect overlying improvements. Adequate setbacks from existing structures, foundations, and

property lines should be maintained. This office should review any proposed infiltration plans prior

to incorporation into the development.

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Where percolation of stormwater into the subgrade soils is not advisable, some Building Officials

have allowed the stormwater to be filtered through soils in planter areas. Once the water has been

filtered through a planter it may be released into the storm drain system. It is recommended that

overflow pipes are incorporated into the design of the discharge system in the planters to prevent

flooding. In addition, the planters shall be sealed and waterproofed to prevent leakage. Please be

advised that adverse impact to landscaping and periodic maintenance may result due to excessive

water and contaminates discharged into the planters.

It is recommended that the design team (including the structural engineer, waterproofing consultant,

plumbing engineer, and landscape architect) be consulted in regards to the design and construction

of infiltration systems. Please be advised that stormwater infiltration and treatment is a relatively new

requirement by the various agencies and has been subject to change without notice.

**DESIGN REVIEW** 

Engineering of the proposed project should not begin until approval of the geotechnical report by the

Building Official is obtained in writing. Significant changes in the geotechnical recommendations may

result during the building department review process.

It is recommended that the geotechnical aspects of the project be reviewed by this firm during the

design process. This review provides assistance to the design team by providing specific

recommendations for particular cases, as well as review of the proposed construction to evaluate

whether the intent of the recommendations presented herein are satisfied.

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**CONSTRUCTION MONITORING** 

Geotechnical observations and testing during construction are considered to be a continuation of the

geotechnical investigation. It is critical that this firm review the geotechnical aspects of the project

during the construction process. Compliance with the design concepts, specifications or

recommendations during construction requires review by this firm during the course of construction.

All foundations should be observed by a representative of this firm prior to placing concrete or steel.

Any fill which is placed should be observed, tested, and verified if used for engineered purposes.

Please advise this office at least twenty-four hours prior to any required site visit.

If conditions encountered during construction appear to differ from those disclosed herein, notify this

office immediately so the need for modifications may be considered in a timely manner.

It is the responsibility of the contractor to ensure that all excavations and trenches are properly sloped

or shored. All temporary excavations should be cut and maintained in accordance with applicable

OSHA rules and regulations.

**CLOSURE AND LIMITATIONS** 

The purpose of this report is to aid in the design and completion of the described project.

Implementation of the advice presented in this report is intended to reduce certain risks associated

with construction projects. The professional opinions and geotechnical advice contained in this report

are sought because of special skill in engineering and geology and were prepared in accordance with

generally accepted geotechnical engineering practice. Geotechnologies, Inc. has a duty to exercise

the ordinary skill and competence of members of the engineering profession. Those who hire

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Geotechnologies, Inc. are not justified in expecting infallibility, but can expect reasonable professional

care and competence.

The scope of the geotechnical services provided did not include any environmental site assessment

for the presence or absence of organic substances, hazardous/toxic materials in the soil, surface water,

groundwater, or atmosphere, or the presence of wetlands.

Proper compaction is necessary to reduce settlement of overlying improvements. Some settlement

of compacted fill should be anticipated. Any utilities supported therein should be designed to accept

differential settlement. Differential settlement should also be considered at the points of entry to the

structure.

Corrosion testing was not performed as part of this investigation. However, if corrosion sensitive

improvements are planned, it is recommended that a comprehensive corrosion study should be

commissioned. The study would develop recommendations to avoid premature corrosion of buried

pipes and concrete structures in direct contact with the soils.

**GEOTECHNICAL TESTING** 

Classification and Sampling

The soil is continuously logged by a representative of this firm and classified by visual examination

in accordance with the Unified Soil Classification System. The field classification is verified in the

laboratory, also in accordance with the Unified Soil Classification System. Laboratory classification

may include visual examination, Atterberg Limit Tests and grain size distribution. The final

classification is shown on the boring logs.

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Samples of the earth materials encountered in the borings were collected and transported to the

laboratory. Undisturbed samples of soil are obtained at frequent intervals. Unless noted on the

boring logs as an SPT sample, samples acquired while utilizing a hollow-stem auger drill rig are

obtained by driving a thin-walled, California Modified Sampler with successive 30-inch drops of a

140-pound hammer. The soil is retained in brass rings of 2.50 inches inside diameter and 1.00 inches

in height. The central portion of the samples are stored in close fitting, waterproof containers for

transportation to the laboratory. Samples noted on the boring logs as SPT samples are obtained in

accordance with ASTM D 1586-08. Samples are retained for 30 days after the date of the

geotechnical report.

Moisture and Density Relationships

The field moisture content and dry unit weight are determined for each of the undisturbed soil

samples, and the moisture content is determined for SPT samples by ASTM D 4959-07 or ASTM

D 4643-08. This information is useful in providing a gross picture of the soil consistency between

exploration locations and any local variations. The dry unit weight is determined in pounds per cubic

foot and shown on the "Boring Logs", A-Plates. The field moisture content is determined as a

percentage of the dry unit weight.

**Direct Shear Testing** 

Shear tests are performed by ASTM D 3080-04 with a strain controlled, direct shear machine

manufactured by GeoMatic, Inc. The rate of deformation ranges between approximately 0.005 and

0.025 inches per minute, depending on the nature of the sample to be sheared. Each sample is

sheared under varying confining pressures in order to determine the Mohr-Coulomb shear strength

parameters of the cohesion intercept and the angle of internal friction. Samples are generally tested

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in an artificially saturated condition. Depending upon the sample location and future site conditions,

samples may be tested at field moisture content. The results are plotted on the "Shear Test

Diagrams," B-Plates.

**Consolidation Testing** 

Settlement predictions of the soil's behavior under load are made on the basis of the consolidation

tests ASTM D 2435-04. The consolidation apparatus is designed to receive a single one-inch high

ring. Loads are applied in several increments in a geometric progression, and the resulting

deformations are recorded at selected time intervals. Porous stones are placed in contact with the

top and bottom of each specimen to permit addition and release of pore fluid. Samples are generally

tested at increased moisture content to determine the effects of water on the bearing soil. The normal

pressure at which the water is added is noted on the drawing. Results are plotted on the

"Consolidation Test," C-Plates.

**Expansion Index Testing** 

The expansion tests performed on samples are in accordance with the Expansion Index testing

procedures, as described in the ASTM D4829-08. The soil sample is compacted into a metal ring at

a saturation degree of 50 percent. The ring sample is then placed in a consolidometer, under a

vertical confining pressure of 1 lbf/square inch and inundated with distilled water. The deformation

of the specimen is recorded for a period of 24 hours or until the rate of deformation becomes less

than 0.0002 inches/hour, whichever occurs first. The expansion index, EI, is determined by dividing

the difference between final and initial height of the ring sample by the initial height, and multiplied

by 1,000. Expansion test results are shown on the enclosed Plate D.

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#### **Laboratory Compaction Characteristics**

The maximum dry unit weight and optimum moisture content of a soil are determined by use of ASTM D 1557-07. A soil at a selected moisture content is placed in five layers into a mold of given dimensions, with each layer compacted by 25 blows of a 10 pound hammer dropped from a distance of 18 inches subjecting the soil to a total compactive effort of about 56,000 pounds per cubic foot. The resulting dry unit weight is determined. The procedure is repeated for a sufficient number of moisture contents to establish a relationship between the dry unit weight and the water content of the soil. The data when plotted, represent a curvilinear relationship know as the compaction curve. The values of optimum moisture content and modified maximum dry unit weight are determined from the compaction curve.

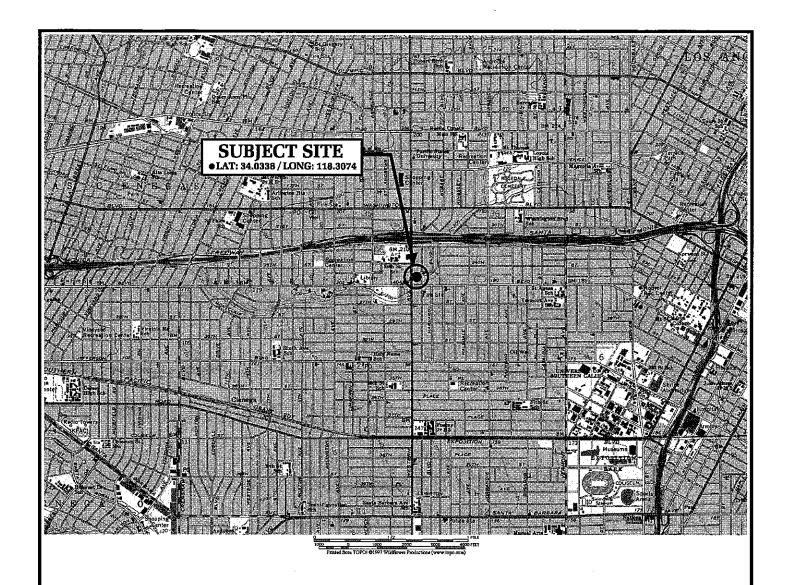




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REFERENCE: U.S.G.S. TOPOGRAPHIC MAPS, 7.5 MINUTE SERIES, HOLLYWOOD, CA QUADRANGLE

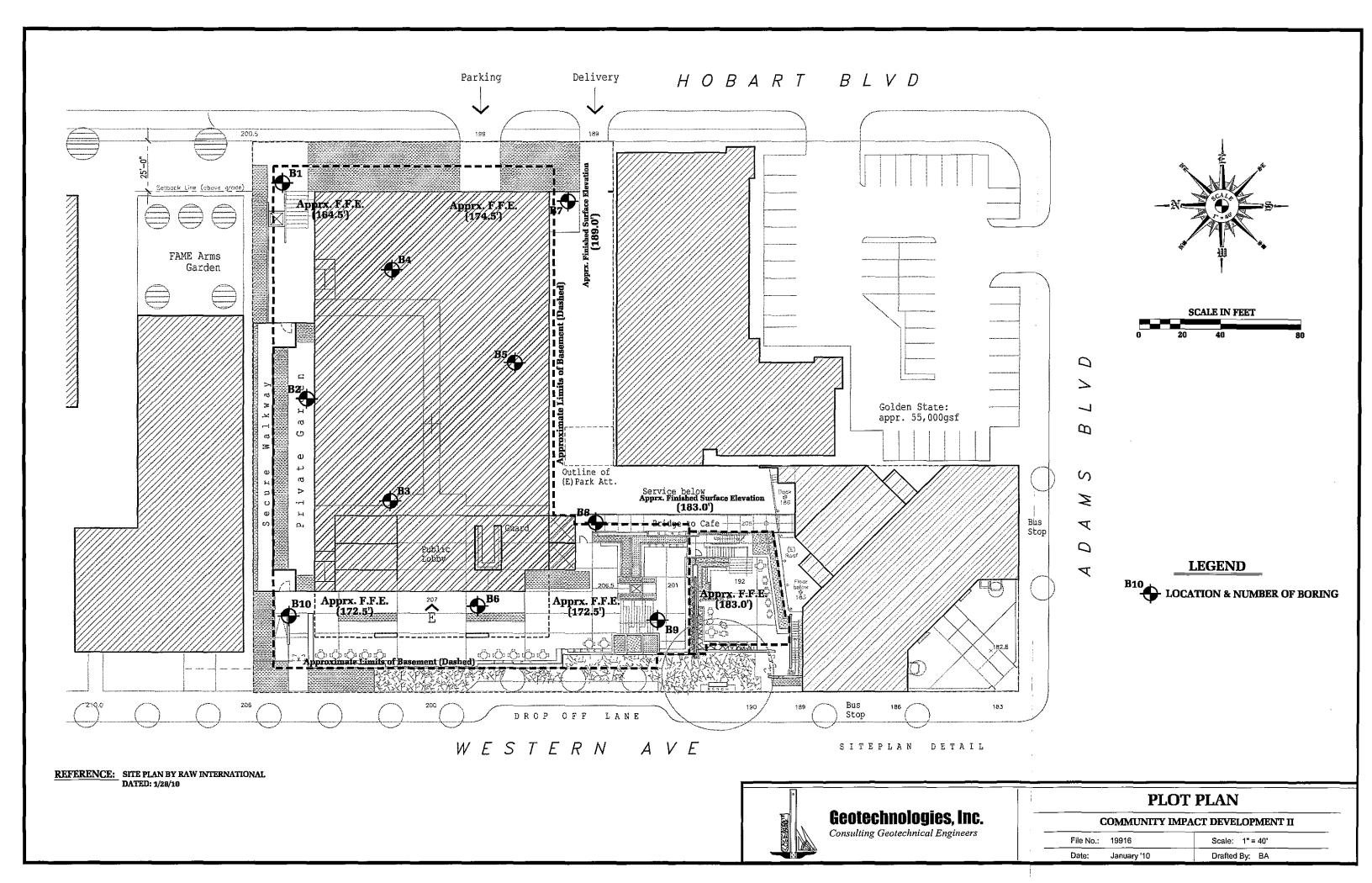


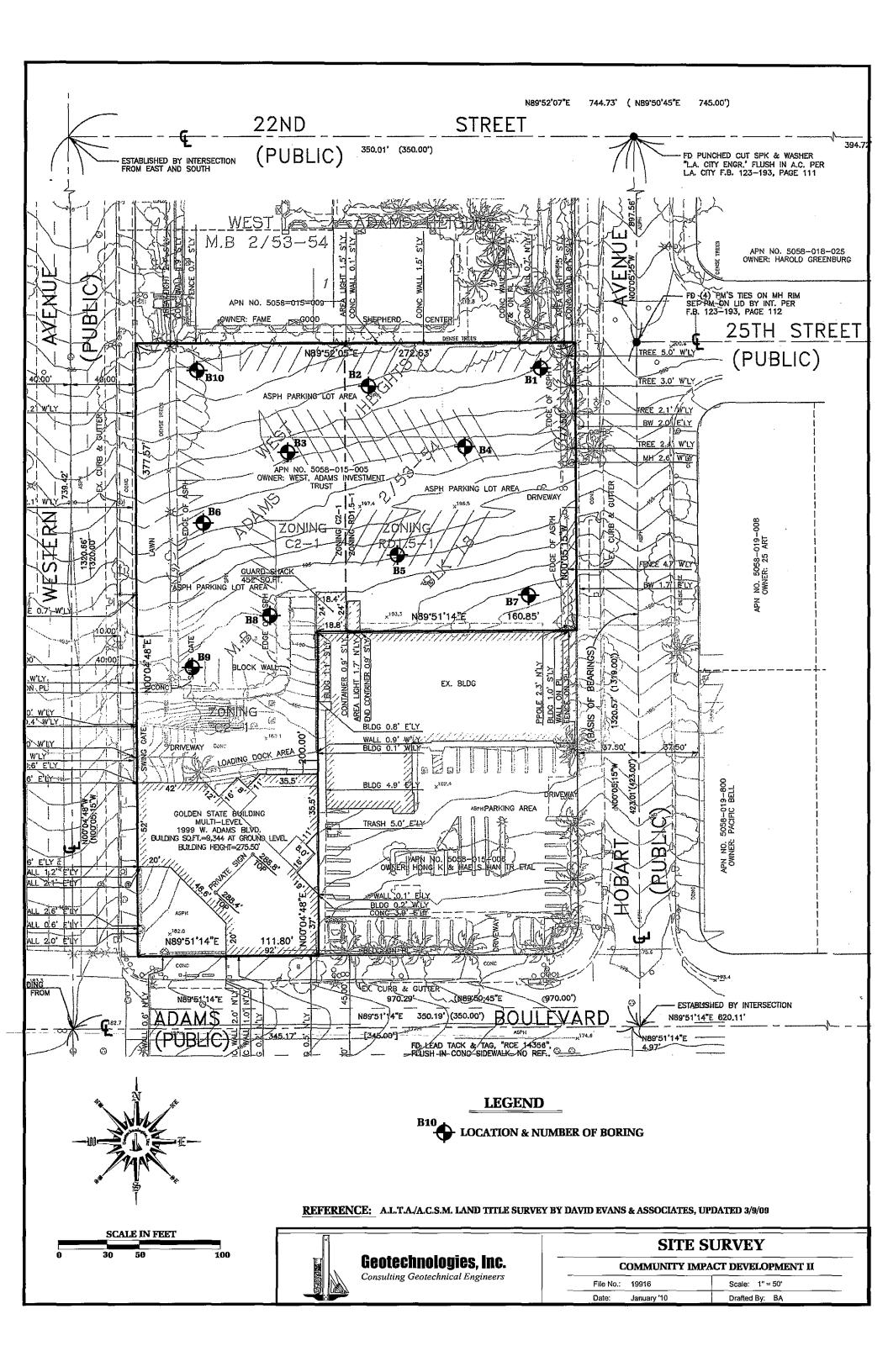
# **VICINITY MAP**

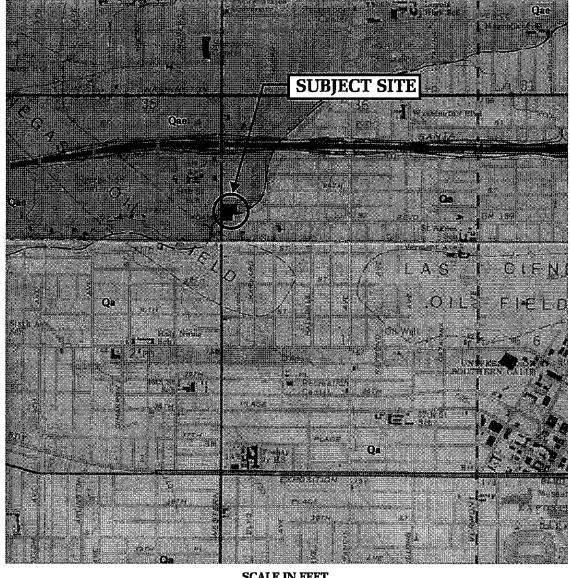
**Geotechnologies, Inc.**Consulting Geotechnical Engineers

COMMUNITY IMPACT DEVELOPMENT II

FILE NO. 19916





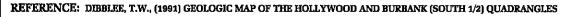


# SCALE IN FEET 0 1000 2000 4000

#### **LEGEND**

Qa: Surficial Sediments - Alluvium: clay, sand, and gravel; includes gravel and sand of minor stream channels

Qae: Older Surficial Sediments - similar to Qa, but slightly elevated and dissected; includes alluvial fan sediments

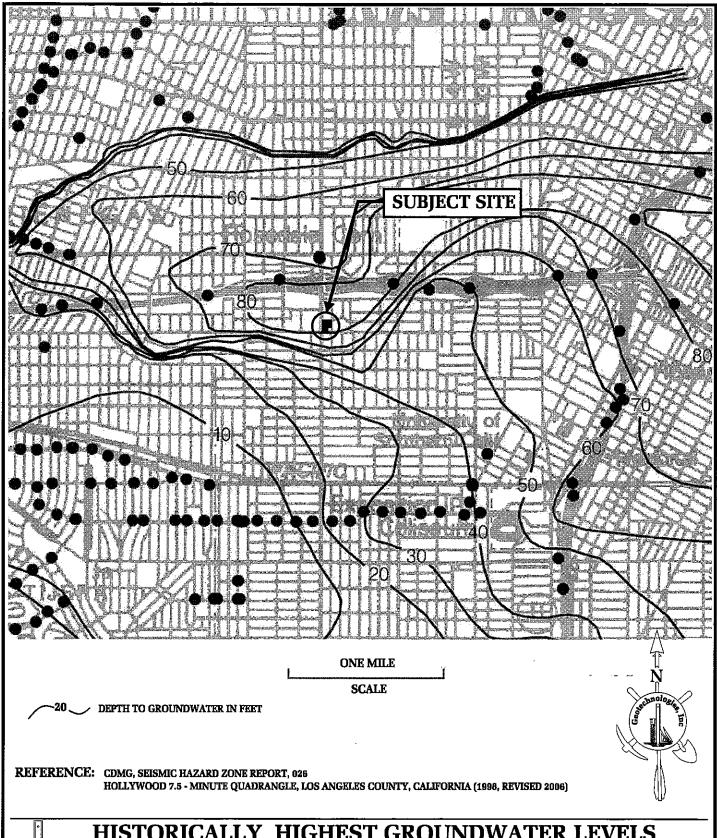


# LOCAL GEOLOGIC MAP

**Geotechnologies, Inc.**Consulting Geotechnical Engineers

COMMUNITY IMPACT DEVELOPMENT II

**FILE NO. 19916** 



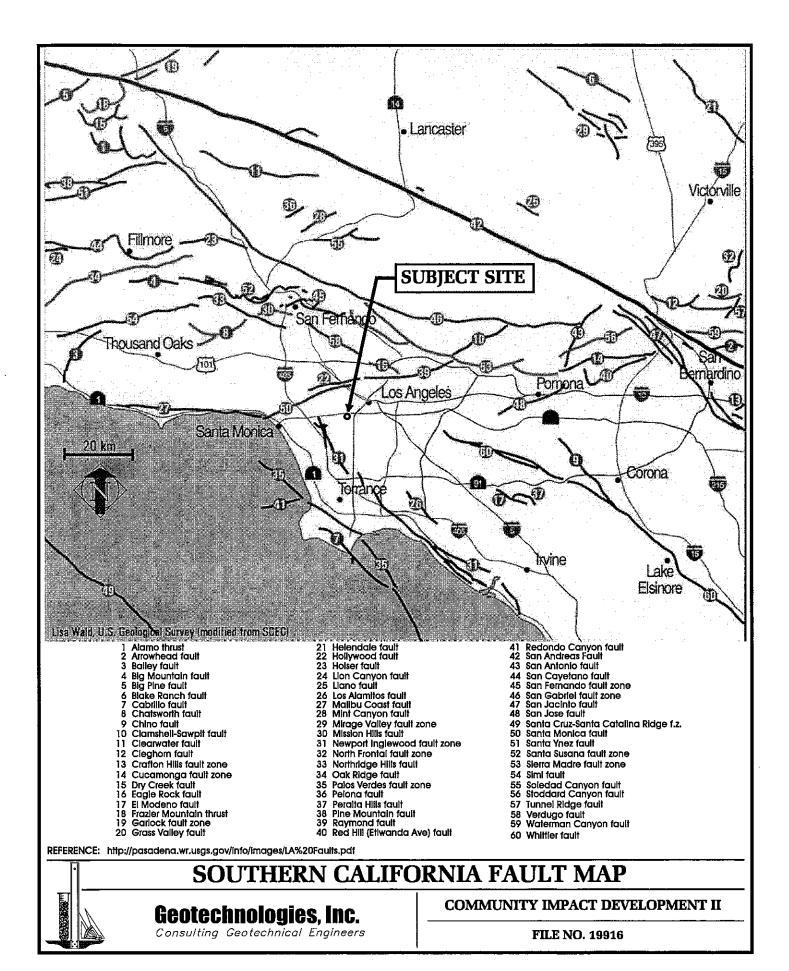


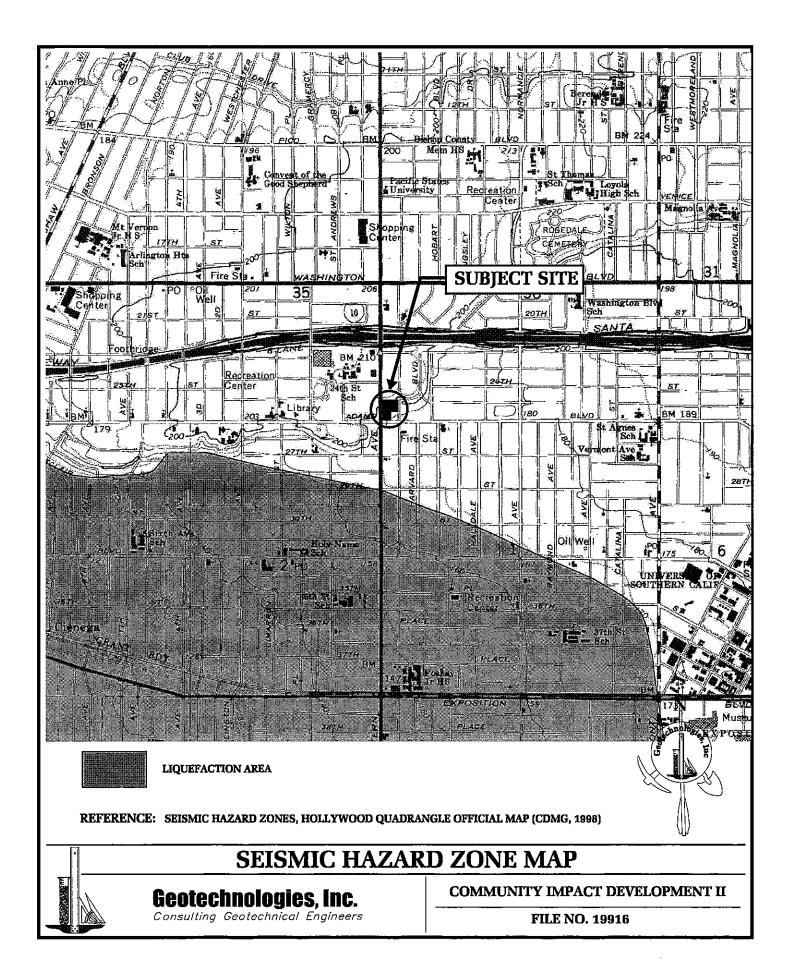


**Geotechnologies, Inc.**Consulting Geotechnical Engineers

COMMUNITY IMPACT DEVELOPMENT II

**FILE NO. 19916** 





### **BORING LOG NUMBER 1**

Drilling Date: 12/04/09

Elevation: 201'

Project: File No. 19916

**Community Impact Development** 

km						
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
				0		3-inch Asphalt over 2-inch Base
				-		
				1		FILL: Silty Sand, brown, moist, dense, fine grained
	50	12.4	1162	-		
2	50	12.4	116.3	2	SM	OLDER ALLUVIUM: Silty Sand, brown, slightly moist, very dense,
				3	SIAT	fine grained
				;		Inne grameu
4	51	4.6	114.3	4		
			1			
				5		
				-		
				6		
				-		
7	28	13.3	119.3	7		
	50/4"			-	SC	Clayey Sand, medium to reddish brown, moist, very dense, fine
				8		grained
				-		
				9		
10	63	9.7	122.2	- 10	\ 	
10	03	9.1	122,2	10	SM	Silty Sand, brown, moist, very dense, fine grained, minor gravel
				11	5171	Sitty Sand, brown, moist, very dense, fine granicu, minor graver
	•			_		
				12		
		1		_	Ì	
				13		
				-		
				14		
				-		
15	32	14.4	104.6	15		
				-	ML	Sandy Silt, light brown, moist, firm
				16	ļ	
				17	ļ	
				1/		
ì	]	]	)	18	]	
				-		
				19		
1				-		
20	38	21.0	97.3	20	<u> </u>	<b>∔</b>
	]		]	] -		slightly more moist
				21		
				22		
İ				-	]	
]	]		]	23		
				24		
				<u> </u>		
25	33	8.4	107.8	25		
	50/5"	[ ]	l	[	SM/SP	Silty Sand to Sand, light gray, moist, very dense, fine grained
<del></del>	<u> </u>	<del>'</del>	<del></del>	<del></del>	·	, <u>, , , , , , , , , , , , , , , , , , </u>

# **BORING LOG NUMBER 1**

Project: File No. 19916

### **Community Impact Development**

km	nt.	3.5.1.1	D D '	Donati	TICCO	T Thursday
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	<u> </u>
				26		
				20		
İ				27		
				2/		
				28		
				29		
1					i	
30	38	32.2	89.7	- 30		
30	30	32.2	03.1		ML	Sandy to Clayey Silt, grayish brown, moist, stiff
				- 31	IVIL	Sandy to Clayey Sitt, grayish brown, moist, such
		ı	ļ	31		
				32	•	
				3 <u>2</u>		
				33		
				_ <del></del> Ç.C.	}	
				34		
				34		
35	50/5"	4.1	107.0	35		
35	ວປອ	4.1	107.0	-	sw	Sand, grayish brown, slightly moist, very dense, fine to coarse
				36	511	Sand, grayish brown, sugnity moist, very dense, thie to coarse
				30		grained
				- 37		
		1	ļ	3/	<b>\</b>	
				20		
				38		
				20		
	ļ	ļ		39	ł	
,,	10000		1040	-		
40	100/9"	3.2	104.0	40	<del></del> -	12-14
				-		light gray
-	ļ	ļ	ļ	41	<b>\</b>	
				-		
				42		
-	<u> </u>		}	43	1	
				-		
			1	44		G. J. Bakkhaman allahahamaniat and J. G. and J. J.
		, <u> </u>	00.0		SP	Sand, light brown, slightly moist, very dense, fine grained
45	50/5"	4.5	98.0	45		TD 4.2.1 - 47.5 C-4
				-		Total depth: 45 feet
				46		No Water
			1	<u></u>		Fill to 2 feet
1	1	ļ	1	47	1	
				-		
	]			48		
				-		
1	Į.		Į.	49	ļ	
		1		-		
			1	50		
				-		
<u></u>			<u> </u>	<u> </u>	<u> </u>	

# **BORING LOG NUMBER 2**

Drilling Date: 11/30/09

Elevation: 202'

Project: File No. 19916

**Community Impact Development** 

L	•	n	1	
	٠,	ш		

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
			:	0	ļ	2-inch Asphalt over 31/2-inch Base
1	57	13.1	119.6	1		FILL: Silty Sand, mottled dark and light brown, moist, dense, fine
				-	ļ	grained
				2	C) 40 41	OLDED ALL HUMBER COL. C. 1. C. 1. COL. 1.
3	50/6"	17.1	112.7	- 3		OLDER ALLUVIUM: Silty Sand to Sandy Silt, brown and grayish brown, moist, very dense, fine grained
3	30/0	1/.1	1124	J		brown, most, very dense, fine granted
				4	)	
			24.0	-		
5	62	13.1	91.8	5	SM	Ciltar Could hungryn meist warve dance fine greined
				- 6	SIVI	Silty Sand, brown, moist, very dense, fine grained
				-		
7	50/6"	11.9	125.3	7	<u> </u>	
[				-	SC	Clayey Sand, medium to reddish brown, moist, very dense, fine
				8		grained
				- 9		
				-		
10	50/5"	13.9	120.7	10	<u> </u>	
				-		
				11		
ļ	]		l	- 12	ļ	·
				12		
				13		
				-		
	]			14		
		40.5	1100			
15	57	18.7	110.8	15	MI /SM	Sandy Silt to Silty Sand, brown and grayish brown, moist, very
				16	MILIBIAI	dense to stiff, fine grained
				_		denote to bring mine granieu
				17		
			ļ	-		
				18		
				19		
				1,		
20	53	7.9	99.2	20		
				-	SM	Silty Sand, light brown, slightly moist, very dense, fine grained
				21		
	}		<b>,</b>	-	1	
				22		
				23		
		ļ	Į.	-		
				24		
35	5010		1155	25		
25	50/6"	7.7	115.5	25	<b>—</b> — -	brown to grayish brown
	<u> </u>	<u></u>	<u> </u>	<u> </u>	<u> </u>	INIONIE OSTANDIE DIONIE

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
				26 27 28 29		
30	52	22.8	101.5	30 31 32	ML	Sandy Silt, gray, moist, stiff
35	50/6"	2.7	106.7	33 - 34 - 35	SP	Sand, light brown, slightly moist, very dense, fine grained
				36 37 38 - 39		
40	50/5"	2.7	107.2	40 41 42 43 44		Total depth: 40 feet No Water Fill to 2 feet
				- 45 - 46 - 47 - 48		
				49 49 50		

Drilling Date: 11/30/09

Elevation: 200.5'

Project: File No. 19916

	KIII	
ı		
	6.	

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
				0		2-inch Asphalt over 2½-inch Base
				1		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
				-		
				2	Ì	
3	48	11.1	124.0	- 3		
	70	11.1	1#440	-	SM	OLDER ALLUVIUM: Silty Sand, medium brown, moist, dense,
l   				4		fine grained
			ı			
				5		
6	48	10.6	111.9	6		
				-	SC/SM	Clayey to Silty Sand, medium brown, moist, dense, fine grained
				7		
ļ	i			-   8		
				9		
10	41	142	120.2	-	ļ	
10	41	14.3	120.3	10	SC	Clayey Sand, medium brown, moist, dense, fine grained
				11		Charles Saint, medican proving moise, weise, the gramed
				-		
				12		
				13		
				-		
		'		14	Ì	
15	38	8.3	109.2	- 15		
15	38	0.3	109.2	15	SM	Silty Sand, brown, moist, dense, fine grained
}				16		,,,,,,
				-		
				17		
	\			18		
				-		
				19		
20	40	37.8	   84.4	20		
20	40	37.0	07.7	-	MIL	Sandy Silt, gray, moist, stiff
				21		
			ļ	-	1	
				22		
				23	1	
		1		-	[	
			İ	24		
25	70	7.2	103.8	25		
					SM	Silty Sand, gray, moist, very dense, fine grained

Project: File No. 19916

km	D.	3.7.				
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
				26		
				-		
				27		
		,		-		
1				28		
				-	}	
				29		
			400.5	-		
30	48	18.2	102.6	30	7.67	
				71	ML	Sandy Silt, gray and orange brown, moist, stiff
<u> </u>				31		
				32		
				, <u>, , , , , , , , , , , , , , , , , , </u>		
				33		
				_		
				34		
				-		
35	50/6"	2.6	112.3	35		
				-	SW	Sand, light gray, slightly moist, very dense, fine to coarse grained
				36		
				37		
				- 38		
				-		
				39		
				-		
40	50/6"	3.1	107.1	40		
				-		
				41	l I	
•				-		
				42		
				- 12		
				43	l	
				44		
45	50/5"	23.9	101.9	45		
					SM/ML	Silty Sand to Sandy Silt, grayish brown, moist, very dense to stiff,
				46		fine grained
				-		
	ļ			47	,	
				-		
				48		
				40		
				49		
50	50/5"	13.0	103.0	50		
50	50/5	1040	100.0			Total depth: 50 feet; No Water; Fill to 3 feet
						The second secon

Drilling Date: 11/30/09

Elevation: 198.5'

Project: File No. 19916

km						
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
				0		2-inch Asphalt over 4-inch Base
		•		-		
1	11	7.6	110.4	1	<u> </u>	FILL: Silty Sand, dark brown, moist, medium dense, fine grained
	:			-		
	]			2		
				-	SM	ALLUVIUM: Silty Sand, dark brown, moist, medium dense, fine
3	23	8.6	128.0	3		grained
				-		
				4		
				-		
5	39	12.2	124.3	5		
				-	SC	OLDER ALLUVIUM: Clayey Sand, medium brown, moist, dense,
				6		fine grained
				_	l	g
7	80	13.8	123.1	7	L	L
•	"	15.0	12011			very dense
				8		very dense
				<b>3</b>		
				9		
,				<i>y</i>		
10	42	111	120.7	10	<u> </u>	
10	42	11.1	120.7	10	COM	CUL C I View house
				-	SM	Silty Sand, medium brown, moist, dense, fine grained
				11		
				-		
				12		
				-		
				13		
				-		
				14		
				-		
15	50	7.8	95.4	15		
				-	SM/SP	Silty Sand to Sand, gray and orange brown, moist, very dense,
				16		fine grained
				-		
				17		
	Į į		1	-	l	
				18		
				-		
				19		
				-		
20	70	22.4	101.2	20		
				_	SM/ML	Silty Sand to Sandy Silt, gray and orange brown, moist, very
	}			21		dense to stiff, fine grained
					1	
				22	-	
				23		
		i		<u> </u>		
				24		
				# <del>1</del>		
25	65	11.3	105.0	25		
23	"	11.3	103.0	45		
<u> </u>	L		<u>-</u>		<u> </u>	

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
			<u>-</u>	26 27		
				28		
30	70	4.1	103.8	29 - 30		
	,,,	4.1		31	SP	Sand, gray, moist, very dense, fine grained
				32		
				33 - 34		
35	50/6"	2.2	110.6	- 35	SW	Sand, light brown, slightly moist, very dense, fine to coarse
				36	511	grained
				37 - 38		
				- 39 -		
40	50/6"	2.3	106.3	40 - 41		Total depth: 40 feet No Water
				42		Fill to 2 feet
				43		
				44 - 45		
				- 46 -		
				47 -		
İ				48 - 49		
				50		
	<u> </u>					

Drilling Date: 12/01/09

Elevation: 195'

Project: File No. 19916

km				*		<u> </u>
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
				0		2-inch Asphalt over 2-inch Base
				-		THE COLUMN COLUMN AND ADDRESS OF THE COLUMN
				1		FILL: Silty Sand, dark to medium brown, moist, medium dense,
2	8	11.7	104.7	2		fine grained
	°	11.7	104.7			
			ļ	3		
4	7	11.3	110.1	4		
				-	SM	ALLUVIUM: Silty Sand, dark to medium brown, moist, medium
				5		dense, fine grained
				-		
				6		
				-		
7	11	9.1	110.6	7		
				-		
				8		
				- 9		
				9		
10	40	9.8	126.9	10		
10	"	7.0	120.5	-	SM	OLDER ALLUVIUM: Silty Sand, medium brown, moist, dense,
				11	5111	fine grained
						S. Miller
				12		
				-		
				13		
				-		
· .				14		
				-		
15	59	11.5	123.1	15		<del>+</del>
				16		very dense
				16		
				17		
				1,		
1	'		'	18		
				-		
				19		
				-		
20	61	10.5	121.2	20		<del></del>
				-		fine to medium grained
				21		
				-		
				22		
				23		
				24		
				_ <del>44</del>		
25	38	8.0	122.3	25		
		0.0	1-2-4	-		

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
				26 27 28 29		
30	72	18.3	110.0	31 32 33 34	ML	Sandy Silt, gray, moist, stiff
35	50/6"	28.8	93.9	35 -		gray and orange brown
				36 - 37 - 38 - 39	SP	Sand, light brown, moist, very dense, fine grained
40	45 50/3"	6.0	101.0	40		Total depth: 40 feet No Water Fill to 4 feet

Drilling Date: 12/04/09

Elevation: 198.5'

Project: File No. 19916

km						
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
				0		2-inch Asphalt over 21/2-inch Base
1	41	6.4	108.1	1		   FILL: Silty Sand, dark brown, moist, medium dense, fine grained
1	71	V. <del>T</del>	100.1			Fiber Shry Sand, dark brown, moist, medium dense, mie gramed
				2		
					SM	OLDER ALLUVIUM: Silty Sand, brown, moist, very dense, fine
3	57	21.0	108.1	3		grained
				-		
				4	ML	Sandy Silt, medium and grayish brown, moist, stiff
\ _		44.0	444.0			
5	60	11.8	122.9	5	50	Claus C. I. allow 4. District
				6	SC	Clayey Sand, medium to reddish brown, moist, very dense, fine grained
				_ "		grameu
7	57	12.6	122.6	7		
		1210		]		
				8		
				_		
				9		
				<b>-</b>		
10	67	11.3	120.4	10	63.5	
				-	SM	Silty Sand, medium and grayish brown, moist, very dense, fine
				11		grained
				12		
			ļ	-	ļ	
				13		
				-		
				14		
				_		
15	40	16.9	90.5	15	CACOO	C74 S. 14 C. 15 C74
				1.0	SM/ML	Silty Sand to Sandy Silt, gray and orange brown, moist, dense to
				16		stiff, fine grained
				17		
				1.		
		Ì		18	]	
				-		
				19		
			1015	-		
20	49	12.3	101.2	20	<u> </u>	
				21		slightly more Sandy, gray
İ				22		
1						
	ļ	[	[	23	1	
				-		
				24		
			2.5	-		
25	60	26.9	96.9	25	MI	Sandy Silf gray and arongs byoy:
<u> </u>		<u>L</u>	<u></u>		ML	Sandy Silt, gray and orange brown, moist, stiff

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
30	50/6"	2.8	100.8	26 27 28 29 30 31 32	SP	Sand, light brown, moist, very dense, fine grained
35	50/5"	2.9	103.9	33 34 35 36 37		
40	50/6"	5.0	94.1	38 - 39 - 40 - 41 - 42		
45	32 50/5"	17.1	95.3	43 44 45 46 47	SP/ML	Sand, light gray, moist, very dense, fine grained, some thin layers of gray Clayey Silt
50	65	21.2	107.6	48 - 49 - 50	ML	Sandy Silt, grayish brown, moist, stiff  Total depth: 50 feet; No Water; Fill to 2 feet

Drilling Date: 11/30/09

Elevation: 191.5'

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Donor!-di
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Description Surface Conditions: Asphalt
2 5/21/11/11	por to	Somesit 70	press.	0	Ç1433+	2-inch Asphalt over 4-inch Base
				-		·
				1		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
(				-	1	
2.5	13	9.6	121.1	2 ]		
	15	J.0	121.1	3		
				-		
				4	SM	ALLUVIUM: Silty Sand, medium brown, moist, medium dense, fine
5	-	<b>5</b> .6	ODT	-		grained, minor gravel
) 5	5	7.6	SPT	5		
				6		
	:			-		·
	i			7		
7.5	21	10.6	122.6	-		<del> </del> , -,
				8		dark brown
				9		
				-		
10	12	9.8	SPT	10		<del></del>
				-		medium brown
				11		
				12		
12.5	45	10.5	123.1	-	SM	OLDER ALLUVIUM: Silty Sand, medium and grayish brown, moist,
				13		dense, fine grained, slight Clay binder
				-		
				14		
15	21	11.1	SPT	- 15		
13	#1	1141	511	-		
				16		
				-		
175	21	10.6	104.4	17		
17.5	31	10.6	124.4	- 18		
				-		
				19		
				-		
20	24	9.1	SPT	20		
				21		
	İ			22		
22.5	40	16.1	117.7	-		
				23		
				24		
				24		
25	21	13.9	SPT	25		

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.		content %	p.c.f.	feet	Class.	e Description
Depen to	<u> </u>	CONCORT 75	<u> </u>	-	- Canada	
				26		
				27		
27.5	75	10.6	116.6	-		
			٠	28	SW	Sand, light brown to orange brown, moist, very dense, fine to medium grained
				29		medium gramed
20	] 4~ ]		CDT	-		
30	45	7.7	SPT	30		fine to coarse grained, minor gravel
				31		,
				32		
32.5	50/5"	13.7	108.7	-		
		,		33	ļ	
				- 34		
				-		
35	50	5.5	SPT	35 —		
		36	]			
		ļ	-	•		
37.5	50/5"	2.6	110.4	37	<u> </u>	
37.3	30/3	2.0	110.7	38		
				-		
		 		39	1	
40	45	26.9	SPT	40		
				41	SC/ML	Clayey Sand to Clayey Silt, grayish brown, moist, dense to stiff, fine grained
}		1		-		Inne grained
	40			42		
42.5	40 50/3"	5.9	111.2	43	SM/SP	Silty Sand to Sand, light to orange brown, moist, very dense, fine
1	30,0	`		-		grained
				44		
45	50/6"	3.4	SPT	45		
				_	SP	Sand, light brown, slightly moist, very dense, fine to medium
				46		grained
				47		
47.5	50/5"	3.5	110.2	- 40		
				48		
		49				
50	90	2.3	SPT	- 50		
50	90	4.3	311	- 30	sw	Sand, light brown, slightly moist, very dense, fine to coarse grained
				<u> </u>	<u> </u>	

Project: File No. 19916

Cr	D'	34.11			****	
Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density p.c.f.	Depth in feet	USCS Class.	Description
рерини.	per it.	content 78	p.c.i.	1661	Class.	
•				51		
				-		
				52		
52.5	50/6"	22.1	105.1	-		
				53	CL	Silty Clay, medium brown to grayish brown, moist, very stiff
	:			54		
				-		
55	32	17.7	SPT	55		
				-	$\mathbf{CL}$	Sandy to Silty Clay, grayish brown, moist, stiff
				56		
				-		
<i>57.</i> 5	54	18.6	110.1	57		
57.5		10.0	110.1	58	ML	Clayey to Sandy Silt, brown, moist, stiff
				-		V . V
				59		
				-		
60	37	17.8	SPT	60		T-4-1 J-41 C0 C-4
				61		Total depth: 60 feet No Water
				- 01		Fill to 3½ feet
				62		
				-		
				63		
				-		
	ļ		1	64		
				- 65		
				-		
				66		
	1			-		
			;	67		
				- 60		
				68		
				69		
				-		
				70		
				-		
				71		
				72		
	\			<i>                                    </i>		
				73		
				-		
				74		
				-		
				75		
		·				1_

Drilling Date: 12/04/09

Elevation: 194'

Project: File No. 19916

cr	L 20 1	=		-	710.00	
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet 0	Class.	Surface Conditions: Asphalt  1½-inch Asphalt over 4-inch Base
				_	<b></b>	
1	7	7.2	109.0	1		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
			1:	-		
				2	SM	ALLUVIUM: Silty Sand, dark brown, moist, medium dense, fine
3	5	7.0	103.9	3	SIVI	grained
		,,,,	10015			
İ				4		
\ <u>_</u>	\	- 0	400 #	_		
5	8	7.9	103.7	5		·
				6		
				_		
7	41	8.9	124.4	7		
				_	SM	OLDER ALLUVIUM: Silty Sand, medium brown, moist, dense, fine
				8		grained
				9		
				_		
10	44	14.2	109.2	10	<u> </u>	
				-	SC	Clayey Sand, medium brown, gray and orange brown, moist, dense,
				11		fine grained
				12		
ļ						
				13		
				-		
				14		
15	38	10.5	123.1	15	ļ	
				-	SM	Silty Sand, medium brown, moist, dense, fine grained
				16	1	
				17		
		ľ		1/	İ	
1		<u> </u>	Ì	18	)	
				-		
				19		
20	27	15.2	111.7	20	L	
1 20	\ '	1.3,2	111.7		[ <del></del> -	medium brown, gray
				21		
				-		
				22		
	1		•	23	l	
				24		
			,,,,,,	-		
25	32	11.9	112.9	25		
	<u> </u>	.L	l			

Project: File No. 19916

Cr	Di	λ.//	p P	D	TICCC	
Sample Depth ft.	Blows per ft.	Moisture content %	Dry Density	Depth in feet	USCS Class.	Description
Deptit it.	per it.	content %	p.c.f.	reet	Liass.	
			ľ	26		
			le.	27		
				28		
		:		- 29		
30	50/6"	2.3	110.0	- 30		
				- 31	SP	Sand, light gray, slightly moist, very dense, fine grained
	·			32		
				_ 33	!	
				- 34		
35	85	18.9	100.2	-	ML/SM	Sandy Silt to Silty Sand, gray and orange brown, moist, stiff to
			10012	36		very dense, fine grained
!				- 37		Total depth: 35 feet No Water
				38		Fill to 2 feet
				39		
l 				-		
				40		
				41		
				42		
				43		
				44		
				45 -		
				46 -		
				47 -		
				48	] 	
				49 -		
				50		
					<u>L</u>	

Drilling Date: 12/01/09

Elevation: 193.5'

Project: File No. 19916

cr Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Surface Conditions: Asphalt
				0	]	2-inch Asphalt over 4-inch Base
				- 1 <i>-</i> -	·	FILL: Silty Sand, dark brown, moist, medium dense, fine grained
				_		1117.1. Sury Sand, dark brown, moist, medium dense, mie gramed
2	32	4.7	111.2	2	} .	
				_		
				3	CM	ATTINYTIM. City Cond business clickthe maintained and design
4	25	4.6	96.6	- 4	SM	ALLUVIUM: Silty Sand, brown, slightly moist, medium dense, fine grained
			70.0	-	ļ	in granet
				5		
				6		
7	22	9.3	124.2	- 7		
,	50/5"	7,5	12-112	-	SC	OLDER ALLUVIUM: Clayey Sand, medium brown, moist, very
				8	1	dense, fine grained
				9		
10	50	9.2	124.8	10	<b>\</b>	
10	30	<b>7.2</b>	124.0	"-		
				11		
				_		
				12		
				13		
				13		
				14		
			400.0	-		
15	57	8.3	108.0	15   -	MI /SM	Sandy Silt to Silty Sand, gray and orange brown, moist, stiff to
				16	IVIL/SIV	very dense, fine grained
				-		
				17		
				-	ļ	
				18		
				19		
				-		
20	56	29.3	87.5	20		
			<u> </u>	27	ML	Sandy Silt, gray and orange brown, moist, stiff
				21	ļ	
				22	}	
	-	Į.		23	ļ	
				-		
				24		
25	50/6"	2.5	105.0	25		
L			<u> </u>		SP	Sand, light gray, slightly moist, very dense, fine grained

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.			p.c.f.	feet	Class.	west ibnay
				26		
				- 27		
				28		
				- 29		
30	50/5"	2.2	108.8	30		
				31		Total depth: 30 feet No Water
				- 32		Fill to 3 feet
				- 33		
				 34		
				- 35		
				- 36		
				37		
				38		
		10		- 39		
				- 40		
				41		
				42		
	,	H:		43	ŀ	
				- 44		
				- 45 -		
				46		
				47	II.	
				48		
				- 49		
	:			- 50	•	

Drilling Date: 12/01/09

Elevation: 204'

Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	fee <u>t</u>	Class.	Surface Conditions: Asphalt
			<del></del>	0		2-inch Asphalt over 3-inch Base
				1		FILL: Silty Sand, dark brown, moist, medium dense, fine grained
						Pried. Sitty Sand, dark brown, moist, medium dense, fine granied
				2		
2,5	72	20.4	108.2			
				3	CIM/NAT	OLDER ALLUVIUM: Silty Sand to Sandy Silt, brown and grayish
				4	SWINT	brown, moist, very dense to stiff, fine grained
		[		· -		and the second s
5	39	4.4	SPT	5		
	i			-	SP	Sand, light gray, moist, dense, fine grained
				6		
				7	ļ	
7.5	56	15.4	114.1	<b>  -</b>		
				8	SM/ML	Silty Sand to Sandy Silt, grayish brown, moist, very dense to stiff,
				9		fine grained
				-		
10	68	13.6	SPT	10	<u> </u>	
				-	SC	Clayey Sand, medium brown, moist, very dense, fine grained
				11		
				12		
12.5	50/6"	13.7	123.1	12	ļ	
				13		
				-		
				14		
15	57	9.7	SPT	15	l	
				-		
				16		
				- 17		
17.5	72	8.5	106.4	1/		
17.0	\		1 2000	18	SM/MI	Silty Sand to Sandy Silt, brown and grayish brown, moist, very
				-		dense to stiff, fine grained
				19		
20	36	16.3	SPT	20		
20	30	10.5	51.1		MIL	Sandy Silt, gray and orange brown, moist, stiff
				21		
				-		
22.5	70	34.3	90.6	22		
<i>L4</i> .3	′°	34.3	70.0	23	L	<u> </u>
						less Sandy, moist to very moist
				24		-
25	40	17.6	CDT	25		
25	49	17.6	SPT	25	·	more Sandy, moist
		1	L		1	more bandy, moist

Project: File No. 19916

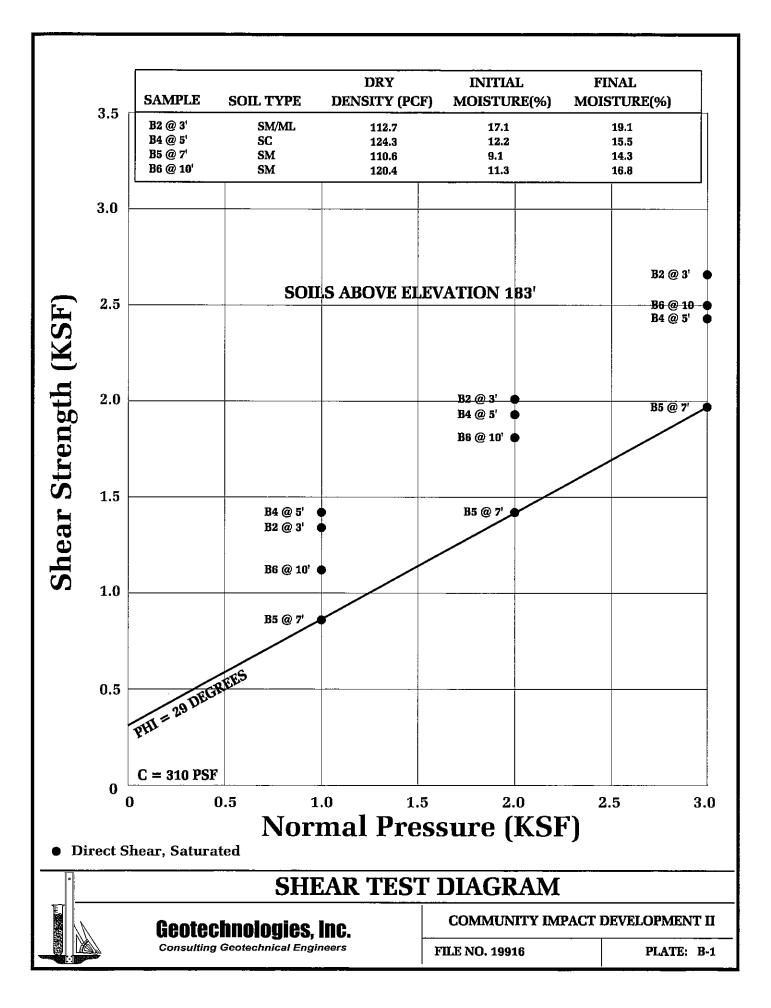
Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
				26 27		
27.5	40 50/5''	9.4	103.3	28	SM	Silty Sand, gray, moist, very dense, fine grained
				29		
30	38	30.3	SPT	30	ML	Sandy to Clayey Silt, gray and orange brown, moist, stiff
				31	1411	Sandy to Clayey Sht, gray and brange brown, moist, sim
32,5	75	34.6	88.5	32		
				33 -		
35	50/6"	25.5	SPT	34		
35	50/0	23.3	5.21	35 - 36		
	,			- 37	sw	Sand, light gray, moist, very dense, fine to coarse grained
37.5	40 50/4''	2.8	116.6	- 38		
				39	lt.	
40	50/6"	3.2	SPT	40		
				41		
42.5	75/8"	3.3	103.7	42 -		
				43		
45	50/6"	2.5	SPT	44 - 45		
43	30/0	4.3	21.1	45 - 46		
			,	- 47		
47.5	45 50/4"	26.6	97.9	- 48	MIL	Sandy Silt, gray to grayish brown, moist, stiff
				- 49		
50	53	26.3	SPT	50	<del> </del>	gray and orange brown
				_		Bray and of ange prown

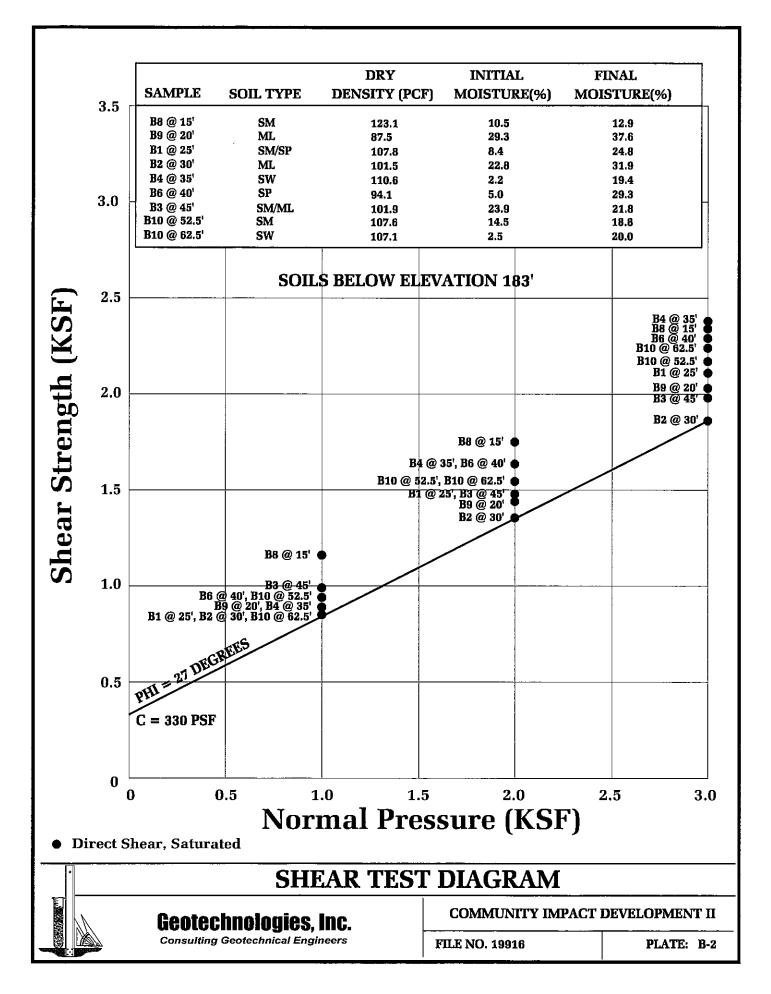
Project: File No. 19916

Sample	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	Description
				51 52		
52.5	50/6"	14.5	107.6	- 53	SM	Silty Cond hygyn moist your days fine and
				-	21/1	Silty Sand, brown, moist, very dense, fine grained
	:			54		
55	50/6"	4.1	SPT	- 55		
			li.	56	SW	Sand, light gray, slightly moist, very dense, fine to coarse grained, minor gravel
				57	i	
57.5	<b>75/7"</b>	4.0	98.0	- 58		
				59		
60	50/6"	2.7	SPT	- 60		
				- 61		
		i		62		
62.5	100/8"	2.5	5 107.1	- 63		
			:	- 64		
	=0.//U	7.	CIPTE	<b>-</b> '		
65	50/6"	7.6	SPT	65 -		very moist to wet
				66		
				67		
67.5	50/5"	22.7	105.3	68	CL	Silty Clay, grayish brown, moist, very stiff
				69		
70	64	19.2	SPT	70		
	•			71		
				- 72		
72.5	45 50/4''	15.6	117.2	- 73	SC	Clayey Sand, medium to grayish brown, moist, very dense, fine
			:	- 74		grained
75	54	20.6	SPT	-		
75	<b>34</b>	20.0	5F1	75 -	ML	Clayey Silt to Sandy Silt, dark and grayish brown, moist, stiff

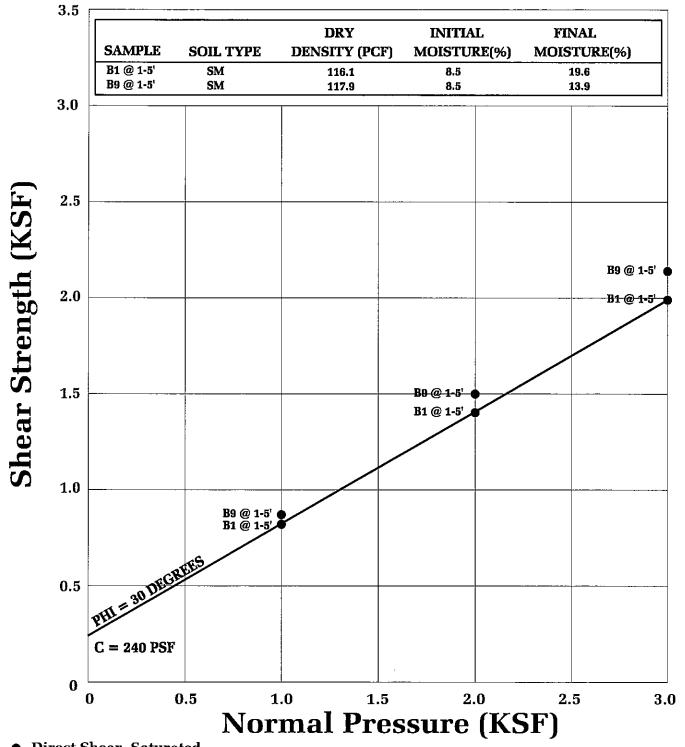
Project: File No. 19916

	Blows	Moisture	Dry Density	Depth in	USCS	Description
Depth ft.	per ft.	content %	p.c.f.	feet	Class.	
77.5	50/6''	21.8	103.2	76 - 77 - 78 - 79		
80	50/5"	6.6	SPT	80 81 82 83 84 85 86 87 90 91 92 93 94 95 96 97 98 100		Silty Sand, brown, moist, very dense, fine to coarse grained, minor gravel  Total depth: 80 feet Seepage at 65½ feet Fill to 3 feet





# BULK SAMPLE REMOLDED TO 90 PERCENT OF THE MAXIMUM LABORATORY DENSITY



Direct Shear, Saturated

# **SHEAR TEST DIAGRAM**

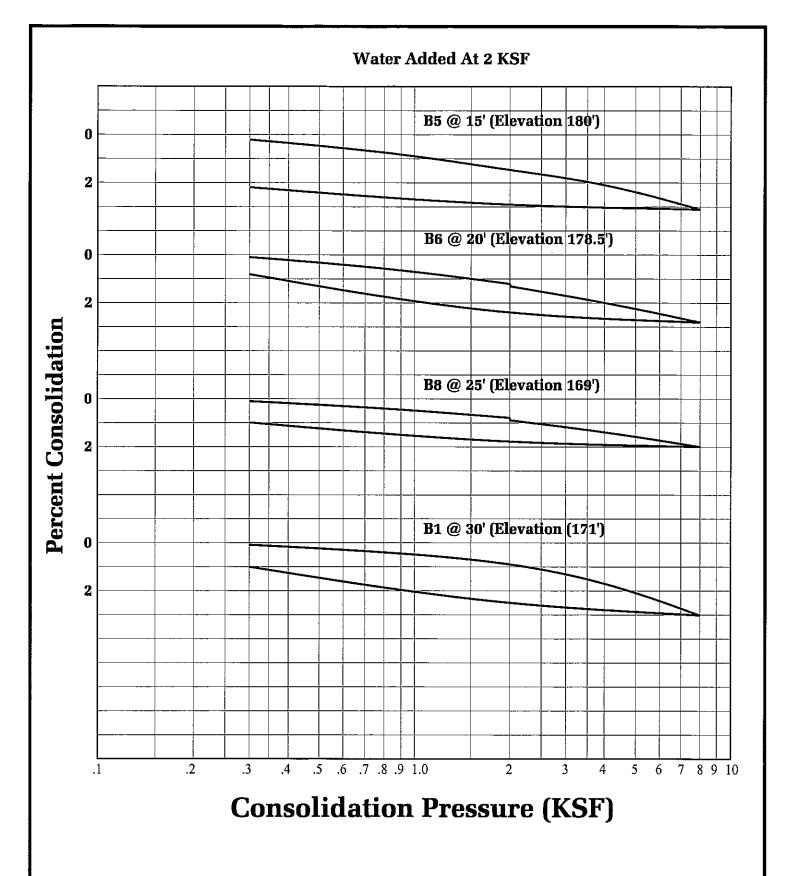
**Geotechnologies, Inc.** 

Consulting Geotechnical Engineers

COMMUNITY IMPACT DEVELOPMENT II

FILE NO. 19916

PLATE: B-3





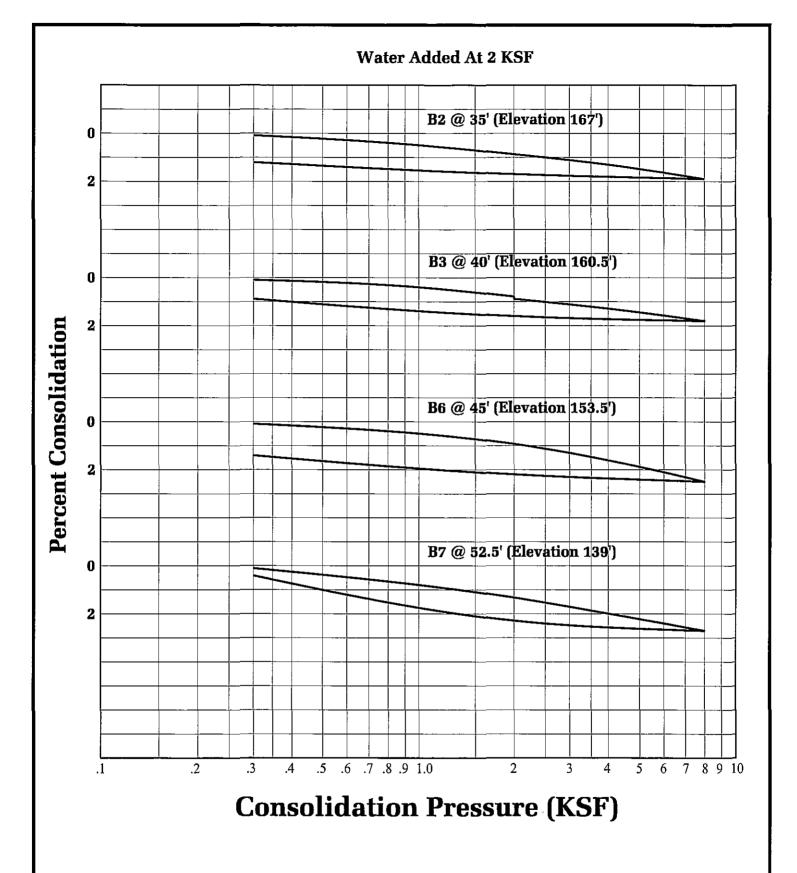
# **CONSOLIDATION TEST**

**Geotechnologies, Inc.**Consulting Geotechnical Engineers

COMMUNITY IMPACT DEVELOPMENT II

**FILE NO. 19916** 

PLATE: C-1



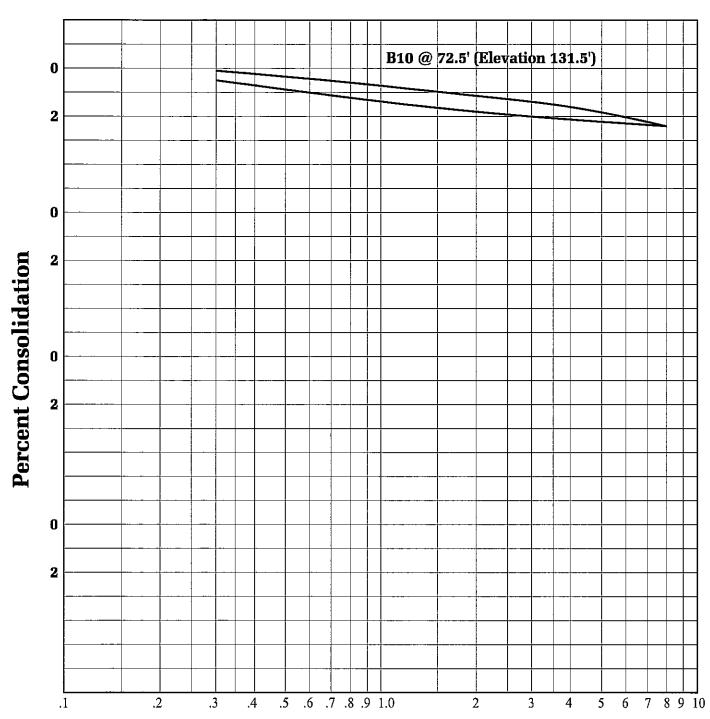
# **CONSOLIDATION TEST**

Geotechnologies, Inc. Consulting Geotechnical Engineers COMMUNITY IMPACT DEVELOPMENT II

FILE NO. 19916

PLATE: C-2





# **Consolidation Pressure (KSF)**



# **CONSOLIDATION TEST**

**Geotechnologies, Inc.**Consulting Geotechnical Engineers

COMMUNITY IMPACT DEVELOPMENT II

**FILE NO. 19916** 

PLATE: C-3

#### **ASTM D 1557-07**

SAMPLE	B1 @ 1- 5'	B9 @ 1-5'
SOIL TYPE:	SM	SM
MAXIMUM DENSITY pcf.	129.0	131.0
OPTIMUM MOISTURE %	8.5	8.5

#### **ASTM D 4829-08**

SAMPLE	B1 @ 1- 5'	B9 @ 1-5'	B1 @ 10'	B4 @ 30'	B9 @ 20'
SOIL TYPE:	SM	SM	SM	SP	ML
EXPANSION INDEX UBC STANDARD 18-2	28	8	51	4	20
EXPANSION CHARACTER	LOW	VERY LOW	MODERATE	VERY LOW	LOW

#### **SULFATE CONTENT**

SAMPLE	B1 @ 1- 5'	B9 @ 1-5'	B1 @ 10'	B4 @ 30'	B9 @ 20'
SULFATE CONTENT: (percentage by weight)		< 0.1 %	< 0.1 %	< 0.1 %	< 0.1 %

# COMPACTION/EXPANSION/SULFATE DATA SHEET



COMMUNITY IMPACT DEVELOPMENT II

FILE NO. 19916

PLATE: D



Project:

Community Impact Development II

File No.:

19916

#### Cantilever Retaining Wall Design based on At Rest Earth Pressure

 $\sigma'_h = K_o \sigma'_v$ 

 $K_o = 1 - \sin \phi$ 

0.546

 $\sigma'_{v} = \gamma H$ 

5000.0 psf

 $\sigma'_h \! = \!$ 

 $2730.0\ psf$ 

EFP =

68.3 pcf

 $P_o =$ 

54601.0 lbs/ft

(based on a triangular distribution of pressure)

Design wall for an EFP of

68.3 pcf

#### Restrained Wall Design based on At Rest Earth Pressure

 $P_0 =$ 

54601.0 lbs/ft

 $\sigma'_{h, max} =$ 

42.7 H

(based on a trapezoidal distribution of pressure)

 $Q_{l}^{\mu , max} =$ 

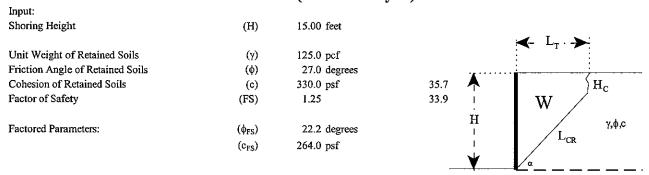
1365.0 psf

Project: Community Impact Development II

File No.: 19916

Description:

# Shoring Design with Level Backfill (Vector Analysis)



Failure	Height of	Area of	Weight of	Length of			Active	
Angle	Tension Crack	Wedge	Wedge	Failure Plane			Pressure	
(a)	$(H_C)$	(A)	(W)	$(L_{CR})$	a	ъ	(P <sub>A</sub> )	מ
degrees	feet	feet <sup>2</sup>	lbs/lineal foot	feet	lbs/lineal foot	lbs/lineal foot	lbs/lineal foot	$P_{A}$
45	7.1	87	10884.7	11,1	7014.2	3870.5	1628.9	
46	7.0	85	10647.6	11.2	6756.1	3891,4	1718.2	
47	6.8	83	10394.1	11.2	6504.5	3889.5	1799.1	
48	6.7	81	10128.2	11.2	6260.7	3867.5	1871.5	b
49	6.6	79	9853.1	11.1	6025.4	3827.7	1935.5	
50	6.5	77	9571.2	11.1	5798.9	3772.3	1990.9	
51	6.4	74	9284.5	11.0	5581.4	3703.2	2037.8	
52	6.4	72	8994.5	10.9	5372.6	3622.0	2076.3	
53	6.3	70	8702.3	10.8	5172.2	3530.1	2106.3	<b>∀ ∀ ∀ ∀</b>
54	6.3	67	8408.9	10.7	4979.9	3429.0	2128.0	$\mathbf{W} \setminus \mathbf{x}_{T}$
55	6.3	65	8114.9	10.6	4795.3	3319.6	2141.3	IN IN
56	6.3	63	7820.9	10.5	4617.8	3203.1	2146.2	
57	6.3	60	7527.3	10.4	4447.0	3080.3	2142,7	
58	6.3	58	7234.3	10.3	4282.2	2952.1	2130.9	a \
59	6.3	56	6942.1	10.1	4123.0	2819.1	2110.8	
60	6.4	53	6650.8	10.0	3968.7	2682.1	2082.2	
61	6.4	51	6360.5	9.8	3818.9	2541.6	2045.2	
62	6.5	49	6071.0	9.6	3672.8	2398.2	1999.8	V <sub>C</sub> *I <sub></sub>
63	6.6	46	5782.3	9.4	3529.8	2252.5	1945.9	V UFS LCR
64	6.7	44	5494.2	9.2	3389.4	2104.8	1883.5	
65	6.8	42	5206.6	9.0	3250,8	1955.8	1812.6	Design Equations (Vector Analysis):
66	6.9	39	4919.2	8.8	3113.3	1805.8	1733.1	$a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha + \phi_{FS})$
67	7.1	37	4631.6	8.6	2976.1	1655.5	1645.3	b = W-a
68	7.3	35	4343.5	8.3	2838.4	1505.1	1549.0	$P_A = b*tan(\alpha - \phi_{FS})$
69	7.5	32	4054.4	8.1	2699.0	1355.4	1444,5	$EFP = 2*P_A/H^2$
70	7.7	30	3763.9	7.8	2557.0	1206.9	1332,1	"

Maximum Active Pressure Resultant

P<sub>A, max</sub> 2146.18 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

 $EFP = 2*P_A/H^2$ 

EFP 19.1 pcf 11.9 H

Design Shoring for an Equivalent Fluid Pressure: 25 pcf Minimum 18 H Minimum

Project:

Community Impact Development II

File No.:

19916

Description:

# Shoring Design with Level Backfill (Vector Analysis)

Input:				
Shoring Height	(H)	22.00 feet		
				$\leftarrow L_r \cdot \rightarrow$
Unit Weight of Retained Soils	(γ)	125.0 pcf		
Friction Angle of Retained Soils	(φ)	27.0 degrees		
Cohesion of Retained Soils	(c)	330.0 psf	35.7	$H_{c}$
Factor of Safety	(FS)	1.25	33.9	W /
			Ĥ	
Factored Parameters:	$(\phi_{FS})$	22.2 degrees	11 I	, γ,φ, <b>c</b>
	$(c_{FS})$	264.0 psf	Ì	L <sub>CR</sub>
	1.25	•	₩	/a
				<b></b>

Failure	Height of	Area of	Weight of	Length of			Active	
Angle	Tension Crack	Wedge	Wedge	Failure Plane			Pressure	
(a)	(H <sub>C</sub> )	(A)	(W)	$(L_{CR})$	a	Ъ	(P <sub>A</sub> )	n
degrees	feet	feet <sup>2</sup>	lbs/lineal foot	feet	lbs/lineal foot	lbs/lineal foot	lbs/lineal foot	$P_{A}$
45	7.1	217	27072.2	21.0	13253.4	13818.8	5815.5	
46	7.0	210	26279.7	20.9	12645.9	13633.8	6019.8	! <b>'</b> \
47	6.8	204	25489.2	20.7	12078.1	13411.0	6203.4	
48	6.7	198	24703.5	20.6	11547.2	13156.3	6366.6	b
49	6.6	191	23924.7	20.4	11050.4	12874.3	6509.8	\  0
50	6.5	185	23154.2	20.2	10585.1	12569.0	6633.4	\ \
51	6.4	179	22392.9	20.0	10148.9	12244.1	6737.7	
52	6.4	173	21641.6	19.8	9739.2	11902.3	6822.9	
53	6.3	167	20900.5	19.6	9354.1	11546.4	6889.4	444
54	6.3	161	20169.8	19.4	8991.4	11178.4	6937.2	$\mathbf{W} \setminus \mathbf{x}$
55	6.3	156	19449.5	19.2	8649.4	10800.2	6966,4	VV \N
56	6.3	150	18739.6	19.0	8326.2	10413.4	6977.3	
57	6.3	144	18039.6	18.7	8020.2	10019.4	6969.7	
58	6.3	139	17349.4	18.5	7730.0	9619.4	6943.7	a \
59	6.3	133	16668.6	18.3	7454.0	9214.5	6899.2	
60	6.4	128	15996.7	18.0	7191.1	8805.6	6836.0	
61	6.4	123	15333.4	17.8	6939.9	8393.5	6754.1	·
62	6.5	117	14678.0	17.5	6699.2	7978.9	6653.2	<b>∀</b> ∕c *T
63	6.6	112	14030.2	17.3	6467.8	7562.4	6533.1	V CFS LCR
64	6.7	107	13389.4	17.0	6244.7	7144.7	6393.3	
65	6.8	102	12755.0	16.8	6028.7	6726.3	6233.7	Design Equations (Vector Analysis):
66	6.9	97	12126.3	16.5	5818.6	6307.7	6053.8	$a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha - \phi_{FS})$
67	7.1	92	11502.8	16.2	5613.4	5889.4	5853.1	b = W-a
68	7.3	87	10883.7	15.9	5411.8	5471.8	5631.4	$P_A = b*tan(\alpha - \phi_{FS})$
69	7.5	82	10268.2	15.5	5212.6	5055.6	5388.0	$EFP = 2*P_A/H^2$
70	7.7	77	9655.7	15.2	5014.4	4641.3	5122.8	Î Î

Maximum Active Pressure Resultant

P<sub>A, max</sub>

6977.25 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

 $EFP = 2*P_A/H^2$ 

**EFP** 

28.8 pcf

18.0 H

Design Shoring for an Equivalent Fluid Pressure:

29 pcf

18 H

Project: Community Impact Development II

File No.: 19916

Description:

# Shoring Design with Level Backfill (Vector Analysis)

Input:			
Shoring Height	(H)	40.00 feet	
			$\leftarrow L_{\rm T} \rightarrow$
Unit Weight of Retained Soils	(γ)	125.0 pcf	:
Friction Angle of Retained Soils	(φ)	27.0 degrees	·• · · · · · · · · · · · · · · · · · ·
Cohesion of Retained Soils	(c)	330.0 psf	35.7 <b>↑</b> H <sub>C</sub>
Factor of Safety	(FS)	1.25	33.9 ! W
			/
Factored Parameters:	$(\phi_{FS})$	22.2 degrees	<b>1</b> /τ , , , , , , , , , , , , , , , , , ,
	(c <sub>FS</sub> )	264.0 psf	L <sub>CR</sub>
		-	<b>∀</b> / <sub>α</sub>

Failure	Height of	Area of	Weight of	Length of			Active	" " " " " " " " " " " " " " " " " " "
Angle	Tension Crack	Wedge	Wedge	Failure Plane			Pressure	
(a)	(H <sub>C</sub> )	(A)	(W)	$(L_{CR})$	a	b	(P <sub>A</sub> )	D
degrees	feet	feet <sup>2</sup>	lbs/lineal foot	feet	lbs/lineal foot	lbs/lineal foot	lbs/lineal foot	$P_A$
45	7.1	775	96822.2	46.5	29297.2	67525.0	28417.1	
46	7.0	749	93636.5	45.9	27791.1	65845.4	29073.1	'\
47	6.8	724	90532.1	45.4	26410.2	64121.9	29660.0	
48	6.7	700	87506.7	44.8	25141.0	62365.6	30179.9	b
49	6.6	676	84557.4	44.2	23971.9	60585.5	30634.7	
50	6.5	653	81681.4	43.7	22892.5	58788.9	31026.3	
51	6.4	631	78875.4	43.2	21893.8	56981.6	31355.9	
52	6.4	609	76136.3	42.7	20967.8	55168.4	31624.9	
53	6.3	588	73460.9	42.1	20107.6	53353.3	31834.2	
54	6.3	567	70846.2	41.6	19306.8	51539.4	31984.7	<b>\</b>
55	6.3	546	68289.0	41.2	18559.9	49729.1	32076.7	V
56	6.3	526	65786.5	40.7	17862.0	47924.6	32110.8	
57	6.3	507	63335.8	40.2	17208.5	46127.3	32087.0	
58	6.3	487	60934.0	39.7	16595.6	44338.4	32005.2	a \
59	6.3	469	58578.6	39.3	16019.6	42559.0	31865.1	
60	6.4	450	56266.9	38.8	15477.1	40789.8	31666.2	
61	6.4	432	53996.4	38.4	14965.3	39031.1	31407.9	
62	6.5	414	51764.8	37.9	14481.3	37283.5	31089.0	<b>∀</b> ∕ <sub>C</sub> *ĭ
63	6.6	397	49569.6	37.5	14022.6	35547.1	30708.5	UFS LCR
64	6.7	379	47408.8	37.1	13586.8	33822.0	30265.0	
65	6.8	362	45279.9	36.6	13171.7	32108.3	29756.7	Design Equations (Vector Analysis):
66	6.9	345	43181.0	36.2	12775.1	30405.9	29181.9	$a = c_{FS} * L_{CR} * \sin(90 + \phi_{FS}) / \sin(\alpha - \phi_{FS})$
67	7.1	329	41109.9	35.7	12395.0	28714.9	28538.2	b = W-a
68	7.3	313	39064.5	35.3	12029.4	27035.1	27823.3	$P_A = b^* tan(\alpha - \phi_{FS})$
69	7.5	296	37042.8	34.8	11676.2	25366.5	27034.5	$EFP = 2*P_3/H^2$
70	7.7	280	35042.6	34.4	11333.5	23709.2	26168.8	

Maximum Active Pressure Resultant

 $P_{A,\,\text{max}}$ 

32110.80 lbs/lineal foot

Equivalent Fluid Pressure (per lineal foot of shoring)

 $EFP = 2*P_A/H^2$ 

EFP

40.1 pcf 25.1 H

41 pcf 26 H

Design Shoring for an Equivalent Fluid Pressure:



#### **MEMORANDUM**

**DATE:** February 8, 2010

**TO:** Dudley Ventures Development, LLC

**FROM:** Tom Molina

**SUBJECT:** Order of Magnitude - Earthwork Quantities

**PROJECT:** SLARC & Golden State Buildings

PROJECT NO: CIDE0002-0001

COPIES:

#### **ASSUMPTIONS:**

Project Site Plan, P3 Parking Layout Plan (2), & Elevations provided by RAW Intl. (02-05-2010)

Excavation area: 44,370 SF (approx.)

Garage Floor Depth: 10'

Foundation Depth: 2'

#### P3

234,000 + 560,000 + 341,250 + 145,500 = 1,280,750 cubic feet

=> 47, 435 cubic yard (CUT)

#### P3 - Option

234,000 + 630,000 + 341,250 + 150,000 = 1,355,250 cubic feet

=> <u>50,194 cubic yard (CUT)</u>

#### Note:

- > Quantities provided are raw numbers. No contingency factors have been applied.
- > Export Quantity = 90% of Cut quantity.



#### PHASE I ENVIRONMENTAL ASSESSMENT GOLDEN STATE MUTUAL LIFE BUILDING 1999 WEST ADAMS BOULEVARD LOS ANGELES, CALIFORNIA 90018 APN 5058-015-005

#### Prepared for:

# Community Impact Development II, LLC

c/o Dudley Ventures Development 2930 East Camelback Road, Suite 215 Phoenix, Arizona 85016 (602) 468-9400

Prepared by:

#### SCS ENGINEERS

3900 Kilroy Airport Way, Suite 100 Long Beach, California 90806 (562) 426-9544

> March 2009 File No. 01208160.01

This Phase I Environmental Assessment Report for the Golden State Mutual Life Building located at 1999 West Adams Boulevard, Los Angeles, California, dated March 2009, was prepared by J. Rodney Marsh and reviewed by Julio A. Nuno.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in 40 CFR 312.20. The resumes for the individuals below are included in Appendix F. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

J. Rodney Marsh, REA Project Manager

Julio A. Nuno, REA

Vice President

SCS ENGINEERS

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#### EXECUTIVE SUMMARY

SCS Engineers (SCS) was retained by Community Impact Development II, LLC, c/o Dudley Ventures Development (the "User"), to prepare a Phase I Environmental Assessment of the Golden State Mutual Life Building located at 1999 West Adams Boulevard, Los Angeles, California (the "Property"). This assessment was performed in conformance with 40 CFR 312, Standards for Conducting All Appropriate Inquiries, and general conformance with ASTM 1527-05.

The Property is located at the northeastern corner of the intersection of West Adams Boulevard and Western Avenue. The current address for the Property is 1999 West Adams Boulevard, Los Angeles. The Property has been assigned Los Angeles County Assessor's Parcel Number (APN) 5058-015-005.

The Property is 70,669 square feet in area and is currently developed with a five-story (with mezzanine and basement) office building with an estimated floor area of about 50,000 square feet. The building, housing the offices of Golden State Mutual Life Insurance Company, occupies approximately one-third of the Property; the remainder of the Property is developed with an asphalt-paved parking lot, small parking office, and landscaping. Other than small quantities of janitorial supplies and maintenance chemicals (lubricating oil, small quantities of paint for touch-ups, refrigerant), no hazardous chemicals were observed on the Property. No recognized environmental conditions were observed on the Property.

The Property was a vacant lot prior to construction of the current building in 1948. The building has been used as an office building (primarily for Golden State Mutual Life Insurance Company) since that time.

According to a parcel profile report from the City of Los Angeles Planning Department, the Property lies within a Methane Hazard Zone.

Regulatory database information identified few known and suspected contamination sites in the area surrounding the Property. It is unlikely that any of these sites have impacted the Property.

#### **Conclusions**

In summary, SCS has performed a Phase I Environmental Site Assessment of the Golden State Mutual Life Building located at 1999 West Adams Boulevard, Los Angeles, California, in conformance with the scope and limitations of 40 CFR 312. In the opinion of the Environmental Professionals, this assessment has revealed no evidence of conditions indicative of releases or threatened releases of hazardous substances. No further investigations are recommended.

#### **Data Gaps**

The following data gap was identified:

• The User questionnaire was not returned. In light of the current and historical use of the Property and the availability of information regarding the Property, SCS does not consider this a significant data gap.

#### 1 INTRODUCTION

SCS Engineers (SCS) was retained by Community Impact Development II, LLC, c/o Dudley Ventures Development (the "User"), to prepare a Phase I Environmental Assessment of the Golden State Mutual Life Building located at 1999 West Adams Boulevard, Los Angeles, California (the "Property"). A location map for the Property is presented as Figure 1 in Appendix A. This assessment was performed in conformance with 40 CFR 312, Standards for Conducting All Appropriate Inquiries, and general conformance with ASTM 1527-05.

#### 2 PURPOSE

The purpose of this investigation was to identify conditions indicative of releases or threatened releases of hazardous substances as defined in CERCLA section 101, and petroleum products, on, at, in, or to the Property.

This assessment is intended to constitute appropriate inquiry into the previous ownership and uses of the property, as required to support the assertion of the innocent landowner, contiguous property owner, and/or bona fide prospective purchaser defenses to liability (collectively the landowner liability protections, or LLPs) under the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA a.k.a. Superfund), as amended by the Superfund Amendments and Reauthorization Act of 1986 (SARA) and the Small Business Liability Relief and Brownfields Revitalization Act of 2002.

If known or suspected contamination is identified, Users seeking to maintain LLPs have responsibilities in addition to completion of an AAI-compliant Phase I Environmental Site Assessment. These "continuing obligations" include taking "appropriate care" and "reasonable steps" with respect to known or suspected releases of hazardous substances during the term of property ownership. In addition to these requirements under Federal law, there are different requirements under state law with respect to liability protections. On request, SCS Engineers can provide support for clients with continuing obligations, as appropriate.

#### 3 SCOPE OF SERVICES

This Phase I Environmental Assessment is based on:

- Interviews with present occupants of the Property.
- Reviews of federal, tribal, state, and local government records.
- Visual inspections of the Property and adjoining properties performed on March 4, 2009.
- Review of historical Property use information (topographic maps, aerial photographs, fire insurance maps, existing reports, etc.).
- Commonly known or reasonably ascertainable information about the Property (e.g., interviews with appropriate regulatory agency personnel and review of agency files review of available documents, interviews with other knowledgeable persons).
- Degree of obviousness of the presence or likely presence of contamination at the Property, and the ability to detect the contamination by appropriate investigation.

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#### 4 SPECIAL TERMS AND CONDITIONS

This Phase I Environmental Assessment for the Golden State Mutual Life Building, 1999 West Adams Boulevard, Los Angeles, California has been prepared specifically for Community Impact Development II, LLC, and can also be relied upon by Dudley Ventures Development, LLC; GLA Sub-CDE VII, LLC; GLA Sub-CDE VIII, LLC; and GLA Sub-CDE IX, LLC. The report has been prepared in accordance with the care and skill generally exercised by reputable professionals, under similar circumstances, in this or similar localities. No other warranty, express or implied, is made as to the professional opinions presented herein.

No other party, known or unknown to SCS, is intended as a beneficiary of this work product, its content or information embedded therein. Third parties use this report at their own risk. Third party reliance letters may be issued on request to SCS subject to approval of Community Impact Development II, LLC, and payment to SCS of a fee for such letters.

#### 5 LIMITATIONS AND ASSUMPTIONS

The investigation focused on releases and threatened releases of hazardous substances or petroleum products that could be considered a recognized environmental condition and/or a liability due to their possible presence in significant concentrations (e.g., above acceptable limits set by the Federal or state government) or due to the potential for contaminant migration through exposure pathways (e.g., groundwater). Materials that may contain substances which are not currently deemed hazardous by the federal or state of California EPA were not considered as part of this study.

Unless specifically included in our scope of services, formal surveys for asbestos-containing materials, lead-based paints, fire safety, vapor intrusion, indoor air quality, mold, and similar matters were not part of this assessment. The Property was not evaluated for compliance with land use, zoning, wetlands, or similar laws. This report is not intended to be an environmental compliance audit.

Hazardous substances naturally occurring in plants, soils, and rocks, (e.g., heavy metals, naturally occurring asbestos, or radon) are not typically considered in these investigations. Similarly, construction debris (e.g., discarded concrete, asphalt) is not considered to be of concern unless observations suggest that hazardous substances are likely to be present in significant concentrations.

Unless otherwise noted, sampling and laboratory analyses of soil, water, air, building materials, or other media, were not performed as part of this investigation. Positive identification of hazardous substances can only be accomplished through sampling and appropriate laboratory analysis.

SCS Engineers assumes no responsibility for the accuracy of information obtained from, compiled by, or provided by third-party sources, such as regulatory agency listings. Unless obviously inaccurate or if information exists to the contrary, SCS Engineers assumes that information collected during this environmental site assessment is accurate and correct. Unless warranted, information collected has not been independently validated as part of this assessment.

The following information is the responsibility of the User (40 CFR 312.22) and is not included in this Phase I Assessment Report:

- Specialized knowledge or experience of the User.
- The relationship of the purchase price to the fair market value of the Property. The purchaser of a Property is required to consider whether any differential between the purchase price and the fair market value of the Property is due to the presence of releases or potential releases of hazardous substances at the Property.

#### 6 GENERAL SITE CHARACTERISTICS

#### SITE LOCATION

The Property is located at the northeastern corner of the intersection of West Adams Boulevard and Western Avenue. The current address for the Property is 1999 West Adams Boulevard, Los Angeles. The Property has been assigned Los Angeles County Assessor's Parcel Number (APN) 5058-015-005.

#### GENERAL SITE DESCRIPTION

The Property is 70,669 square feet in area and is currently developed with a five-story (with mezzanine and basement) office building with an estimated floor area of about 50,000 square feet. The remainder of the Property is developed with an asphalt-paved parking lot, small parking office, and landscaping.

#### ADJOINING PROPERTY USE

- North Apartment buildings.
- East Hobart Boulevard and a small shopping plaza (Adams Plaza laundromat, discount store); the land across Hobart Boulevard is occupied by an apartment building.
- South Adams Boulevard, across which is a parking lot.
- West Western Avenue, across which is the St. John of God Retirement Home.

#### 7 PHYSICAL SETTING

#### PHYSIOGRAPHIC SETTING

According to the U.S. Geological Survey (USGS), Hollywood (1966, photorevised 1981), California 7.5-minute topographic map, the Property is located in the Los Angeles Basin at an elevation of approximately 180 feet above mean sea level. Site topography is flat with a slight regional slope to the southwest.

#### GEOLOGY AND SOILS

Surficial sediments in the vicinity of the Property are Quaternary Age alluvial deposits that extend to a depth of approximately 25 feet below ground surface (bgs) and consist of gravel, sand, silt, and clay. These sediments overlie materials of the Lakewood Formation, which consist of Pleistocene Age continental and/or marine sediments.

#### GROUNDWATER

The Property is located within the Los Angeles Forebay Area of the Central Ground Water Basin. Depth to the Exposition Aquifer is anticipated to be approximately 25 to 30 feet bgs. During a 1994 soil investigation at the southwest corner of Adams Boulevard and Western Avenue, groundwater was encountered in one boring at 27 feet bgs. Investigations at the southeast corner of Adams and Western detected groundwater at approximately 40 feet bgs. Based on SAIC investigations at these two sites, the anticipated direction of groundwater flow in this area is to the southwest, although local gradients can vary.

#### RADON

According to the California Department of Health Service's 2007 update of their October 2002 report *Radon Database for California*, screening in the area of the Property (90018 zip code) found no locations where buildings had radon levels in excess of 4 pCi/L (the EPA action level). The alluvial geology of the central Los Angeles area is not normally associated with elevated radon levels. Based on the available information, therefore, elevated radon gas is not expected in the area of the Property.

#### 8 SITE INSPECTION

An inspection of the Property and surrounding area was conducted on March 4, 2009, by J. Rodney Marsh of SCS. A sketch map and photographs of the Property are provided in Appendix B.

Access to the Property was provided by Mr. Walter Brown of Golden State Mutual Life Insurance. The inspection focused on public areas, the basement, and rooftop mechanical rooms; individual offices were not inspected. The building is used exclusively for offices and meeting rooms.

The Golden State Mutual Life Insurance Company building occupies approximately one-third of the Property. The remainder is an asphalt-paved parking lot. The building is five stories of offices with a mezzanine and basement. In addition, mechanical rooms are located on the roof. At the current time, Golden State Mutual Life Insurance Company occupies the entire building.

The basement contains storage areas, janitorial rooms, restrooms, empty offices, boiler room, and fans for the building HVAC system. The boiler is natural gas-fired. The boilers installed when the building was constructed in 1948 are still present in the basement, although no longer in use; the original boilers were also natural gas-fired.

The rooftop mechanical rooms house a small compressor and the chillers for the HVAC system. The chillers are air-cooled. Water-cooled chillers were used until the early 1990s when the current systems were installed. These mechanical rooms also house the elevator cable systems. According to Mr. Brown, these cable elevators were installed in the early 1950s.

The asphalt-paved parking lot is in good condition. A small parking office is no longer in use.

No recognized environmental conditions were observed on the Property.

#### HAZARDOUS SUBSTANCES

Other than small quantities of janitorial supplies and maintenance chemicals (lubricating oil, small quantities of paint for touch-ups, refrigerant), no hazardous chemicals were observed on the Property. These materials were properly stored with no evidence of past releases.

#### NATURAL DRAINAGE

Natural waterways are not currently located on the Property. Runoff from the Property drains to the surrounding streets.

#### DISTURBED AREAS

Since the site is entirely paved except for limited landscaping, no obvious disturbed areas were noted.

#### ELEVATORS AND OTHER HYDRAULIC EQUIPMENT

As noted above, the elevators in the buildings are cable-operated. No in-ground hydraulic systems were observed.

#### WELLS

No monitoring or water supply wells were observed on the Property.

#### ELECTRICAL EQUIPMENT

No pole-or pad-mounted utility transformers were observed on the Property. An air-cooled transformer was observed in the basement. One pad-mounted Los Angeles Department of Water and Power (DWP) electrical transformer was noted on the shopping plaza site immediately adjacent to the southeastern corner of the building.

DWP has indicated that all of their transformers have been tested, and any PCB-contaminated fluids have been replaced with mineral oil. Therefore, the transformer adjoining Property probably does not contain PCB-contaminated insulating fluids. In addition, no signs of leakage from the transformer were observed. Based on this information, no significant environmental impact to the Property is anticipated due to the presence of this equipment.

#### WASTEWATER

Industrial wastewaters are not generated on the Property. Sanitary wastewaters are discharged to the Los Angeles Bureau of Sanitation sanitary sewer system.

#### DRINKING WATER

Drinking water is supplied to the site by the DWP. All large public water suppliers in California have been required to test their water and comply with federal and state drinking water standards since the mid-1980s. Consequently, lead and other contaminants of concern are not expected to be present above applicable primary and secondary drinking water standards.

#### STORAGE TANKS

Other than an aboveground hot water tank, no aboveground storage tanks or evidence of underground storage tanks were observed during the site inspection. Mr. Brown was unaware of any current or former tanks.

### ASBESTOS-CONTAINING MATERIALS (ACMS)

An asbestos and limited lead-based paint survey was conducted at the Property in November 2008, by SCS Engineers. ACMs were identified in thermal system insulation, sprayed-on acoustical material, vinyl floor tile, vinyl floor tile mastic, carpet mastic, and roofing mastic. SCS recommended that an ACM operation and maintenance plan be prepared for the building if these materials were not removed.

#### LEAD-BASED PAINT (LBP)

During the November 2008 survey, lead was detected at a concentration in excess of 600 parts per million (ppm) in paint samples collected from loose and flaky paint systems on stairway walls and ceilings and on the basement men's restroom walls.

#### VISUAL INSPECTION OF ADJOINING SITES

No recognized environmental conditions were observed on any of the adjoining sites.

#### 9 INTERVIEWS

Mr. Walter Brown of Golden State Mutual Life Insurance Company was interviewed during the site inspection. Information obtained from Mr. Brown is provided where appropriate throughout this report.

#### 10 SITE HISTORY

Site history was evaluated from the following sources:

- Historic U.S. Geological Survey (USGS) topographic maps provided by Environmental Data Resources (EDR) (March 2, 2009).
- Historical aerial photographs dating from 1938, 1953, 1963, 1972, 1985, 1992, and 1997 provided by Environmental Data Resources (EDR) (date of report).
- Los Angeles County Tax Assessor information.
- Sanborn Fire Insurance maps from the years 1907, 1921, 1950, 1954, 1955, 1956, 1960, 1966, 1968, 1969, and 1970 obtained from the EDR-Sanborn collection.

• A City Directory review report provided by EDR (March 2, 2009).

Copies of the topographic maps, Sanborn maps, and aerial photographs are included in Appendix C.

Year	Description	Source
1900	Both Adams Boulevard and Western Avenue were depicted on the map. None of the side streets northeast of the intersection had been constructed. The Property and all immediately adjacent sites were depicted as vacant.	Topographic map
1902	No changes to the Property or immediately surrounding area from the 1900 map were depicted.	Topographic map
1907	The Property and immediately adjoining sites to the east and west were vacant. Dwellings occupied the adjoining sites to the north. A storage shed and "foundation" occupied two of the lots to the south across Adams Boulevard. All of the side streets in the area had been constructed.	Sanborn map
1921	The Property was vacant. A dwelling had been constructed across Western Avenue to the west. The "foundation" noted on the 1907 map was now the Southern California Telephone Company Adams Street Office. A service station was depicted at the southeast corner of Adams and Western. Otherwise, no appreciable changes from the 1907 map were noted.	Sanborn map
1926	The Property was vacant and undeveloped. Development was depicted to the north and south.	Topographic map
1928	The Property was a vacant lot. With the exception of the lot to the immediate southeast of the Property, all of the surrounding area appeared to have been developed.	Aerial photograph
1938	The Property was a vacant lot. All of the surrounding sites had been developed.	Aerial photograph
1947	The Property and surrounding area appeared largely unchanged from the 1938 photo.	Aerial photograph
1948	The building currently on the Property was constructed.	L.A. County Tax Assessor

Year	Description	Source
1950-1956	The building currently on the Property had been constructed.  Dwellings were located to the north. A sanitarium was located across Adams Boulevard to the west. Stores and an apartment building were located to the east. Service stations were located on the southeastern and southwestern corners of Adams and Western.	Sanborn maps
1956	The Property was occupied by a parking lot (north half) and the building currently located at the northeastern corner of Adams and Western. The surrounding area appeared largely unchanged from the 1947 photo.	Aerial photograph
1960-1970	The Property and surrounding area appeared largely unchanged from the 1950-1956 Sanborn maps.	Sanborn maps
1965	The Property and surrounding area appeared largely unchanged from the 1956 photo.	Aerial photograph
1966-1994	The Property and surrounding area were depicted as urban development with no landmark buildings depicted on the Property.	Topographic maps
1976	The Property and surrounding area appeared largely unchanged from the 1965 photo.	Aerial photograph
1989	The sanitarium to the west had been replaced by a larger building. The former service station at the southwestern corner of Adams and Western was a vacant lot. Otherwise, no changes from the 1976 photo were noted.	Aerial photograph
1994	The adjacent lot to the southeast of the Property was vacant. Otherwise, no changes were noted from the 1989 photo.	Aerial photograph
2002	Buildings had been constructed on the lot to the southeast of the Property and at the southwestern corner of Adams and Western. The lot at the southeastern corner of Adams and Western was vacant. No other changes were noted from the 1994 photo.	Aerial photograph
2005	The Property and surrounding lots appeared to match their current configurations.	Aerial photograph

#### HISTORICAL USE SUMMARY

The Property was a vacant lot prior to construction of the current building in 1948. The building has been used as an office building (primarily for Golden State Mutual Life Insurance Company) since that time.

#### HISTORICAL USE OF ADJOINING SITES

The area around the Property was historically residential along the north side of Adams Boulevard beginning in the early years of the 20<sup>th</sup> century. Commercial development (stores, offices) along the south side of Adams Boulevard was evident as early as 1921. No historical industrial or manufacturing operations were identified in the general area. The only uses of potential concern were two service stations located at the southeast and southwest corners of Adams and Western. These services stations are discussed in Section 12 below.

# 11 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

In order to identify commonly known or reasonably ascertainable information about the Property, SCS reviewed previous environmental reports and various regulatory agency files and interviewed regulatory agency personnel. The following information was identified.

#### PREVIOUS ENVIRONMENTAL REPORTS

Two previous environmental reports pertaining to the Property were identified:

Earth Tech, Inc. Phase I Environmental Site Assessment, Golden State Mutual Life Insurance Building, 1999 West Adams Boulevard, Los Angeles, California 90018. Prepared for Colliers Seeley. September 9, 2004.

SCS Engineers. Asbestos Investigation, Golden State Mutual Life Building, 1999 West Adams Boulevard, Los Angeles, California. Prepared for Dudley Ventures/TransCapital Solutions. December 2008.

#### Earth Tech

Earth Tech identified no recognized environmental conditions or other environmental concerns associated with the Property. No further assessments were recommended.

#### SCS Engineers

ACMs (building materials containing asbestos at concentrations greater than one percent) identified within the building on the Property included pipe lagging, mudded insulating compounds, sprayed-on acoustical material, vinyl floor tiles, vinyl floor tile mastic, carpet mastic, and roofing mastic. SCS noted that these materials would have to be properly removed prior to any building renovation activities that might disturb them. If the materials were to be left in place, SCS recommended preparation of an ACM operations and maintenance plan.

Lead at concentrations in excess of 600 ppm was detected in paint samples collected from flaking paint systems on stairway walls and ceilings and on the basement men's restroom walls.

#### REGULATORY AGENCY RECORDS

Local regulatory agencies and other sources were contacted in an effort to identify any known or suspected contamination sites or incidents of hazardous waste storage or disposal which might have resulted in soil or groundwater contamination within a one-mile radius of the Property. Within the City of Los Angeles, the Los Angeles City Fire Department generally acts as the lead enforcement agency for underground storage tank compliance. If a tank has leaked and groundwater contamination is suspected, the Los Angeles Regional Water Quality Control Board (LARWQCB) generally becomes the lead agency in supervising contaminant characterization and cleanup. Neither agency had any files pertaining to hazardous material issues.

SCS also reviewed the City of Los Angeles Department of Engineering Substructures map to determine if any underground storage tanks were located in the streets bordering the Property. No underground tanks were depicted on these maps.

# 12 REVIEW OF FEDERAL, STATE, TRIBAL, AND LOCAL GOVERNMENT DATABASES

A database search for sites listed on various federal, state, tribal, and local databases in the area around the Property was obtained from EDR (March 2, 2009). A description of each of the databases searched is included in the report, which is attached as Appendix E. Among the databases included in the EDR report are NPL (federal, tribal, and state-equivalent), proposed and delisted NPL, CORRACTS (RCRA facilities subject to corrective actions), hazardous waste sites identified for investigation or remediation (CERCLIS, State CERCLIS, VCP, Brownfields Calsites, etc.), LUST, sites with engineering controls, former CERCLIS (NFRAP), RCRA and state hazardous waste generators, ERNS, SWLF, USTs, and Toxic Pits.

The review of the records satisfies all requirements as set forth in 40 CFR Section 312.26 (b) and (c) with regard to the review of federal, tribal, and state government records of databases of such government records and local government records and databases of such records pertaining to both the subject property and the nearby or adjoining properties. Further, the search distances for each particular database are as specified in 40 CFR 312.26.

Any known or suspected contaminated sites included on these lists within 0.25 miles of the Property are discussed in the following text. As a general rule, sites beyond 0.25 miles are not anticipated to impact a site significantly. Any sites beyond 0.25 miles with a high potential to impact the Property are also discussed. (Please note: the distances and directions listed in this report have been field verified and might not always match those in the EDR report.)

Sites such as TSD facilities, hazardous waste generators, HAZNET, FINDS, SQGs, LQGs, USTs, HIST UST, RCRA violations, and TRIS facilities with toxic chemical releases (generally in accordance with permitting requirements - into the air, water, or land as reported under SARA Title III) use or store hazardous materials and thus may pose a potential problem in the event of a spill or leak. However, unless these sites also appear in an agency list of contaminated sites, there is no evidence of any problems at this time. Therefore, sites on these lists will not be discussed unless on or in close proximity to the Property.

Please refer to Appendix E for further information on these sites.

### PROPERTY LISTINGS

Golden State Mutual Life Insurance Co., 1999 W. Adams Boulevard, Los Angeles, appeared on the HAZNET database for the disposal of 63 tons of pharmaceutical wastes. According to Mr. Brown, a pharmacy occupied a portion of the basement until the mid-1960s. In addition, a physician occupied one of the office suites into the early 1990s. Mr. Brown believes the wastes in question resulted from the clean up of one or both of these areas. No residual impacts to the Property are anticipated from these activities or the waste disposal.

#### Other Database Sites

The EDR database lists the following sites within a one-mile radius of the Property. Some sites may be listed on more than one database.

Database	Number of Sites (NR = Not Reported)		
Dalabase	0 - 1/4 miles	1/4 - 1/2 miles	1/2 - 1 mile
US EPA National Priority List (NPL)	О	0	0
US EPA CERCLIS (sites under review for inclusion of the NPL)	0	0	0
US EPA RCRA Corrective Actions (CORRACTS)	0	0	0
US EPA Hazardous Waste Generators	6	NR	NR
California Superfund (SPL)	0	0	0
California equivalent CERCLIS (EnviRostor)	0	0	2
California Leaking Underground Storage Tanks (LUST)	1	2	NR
California Solid Waste & Landfill Facilities (SWLF)	0	0	0
California Registered Underground Storage Tanks (UST)	2	NR	NR
California State Spills List (SLIC)	0	0	0

Sites of potential concern within 0.25 miles include the following:

- Chevron #9-0099, 2602 Western Avenue, Los Angeles (approximately 100 feet south) (UST, LUST) A release of gasoline from an underground tank at this site was reported in 1993. Both soil and groundwater were impacted. Approximately 67 tons of contaminated soils were removed and the site has been redeveloped into a parking lot. The case was closed in May 2008. There is no evidence that the soil contamination at this site extended off site. As this site lies downgradient of the Property, it is unlikely that groundwater beneath the Property was impacted by this release.
- Union Service Station 1035, 2000 West Adams Boulevard, Los Angeles (approximately 150 feet southwest) (UST) This site at the southwest corner of Adams and Western appears in the EDR report only as a UST site, but releases are known to have occurred on this site. Investigations in 1994 found extensive contamination, but determined that the contamination was confined to the site. Based on the results of the investigations conducted on this site and the fact that the Property lies upgradient of this site, no impacts to the Property are anticipated.

None of the other sites within 0.25 miles of the Property are known to have any contamination at this time; therefore, none are anticipated to have impacted the Property. Similarly, none of the sites situated beyond 0.25 miles are anticipated to have impacted the Property.

#### **Unmappable or Orphan Sites**

Thirteen unmappable sites were identified in the EDR Report according to their zip code. Unmappable sites cannot be plotted due to inaccurate or incomplete addresses. Based on review of the provided data, including the estimated locations of the unmappable sites in relation to the Property, it appears unlikely that the unmappable sites have adversely affected the environmental condition of the Property.

#### LANDFILLS

A review of the Major Waste Systems Map (June 1972) was conducted to locate any landfills or transfer stations within a one-mile radius of the Property. No active or inactive solid waste sites were identified within one mile of the Property.

#### OIL AND GAS WELLS

Available oil and gas well maps from the California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) were reviewed to identify oil and gas wells on the Property or in the nearby area. According to DOGGR map No. 118 dated September 17, 2003, there is a cluster of oil wells located approximately 0.25 miles west of the Property. Based on aerial photographs, these wells appear to have been drilled between 1954 and 1964. The photos show no oil well related activities in the vicinity of the Property. Consequently, no significant environmental impacts to the Property are anticipated from these wells.

#### LOCAL ENVIRONMENTAL CONCERNS

In March 2004, the City of Los Angeles passed Ordinance No. 175790 requiring the assessment and protection of buildings located within delineated "methane hazard zones" and "methane

buffer zones." In accordance with the Ordinance (Section 91.7103 - General Methane Mitigation Requirements), "all new buildings and paved areas located in a Methane Zone or Methane Buffer Zone shall comply with these requirements and the Methane Mitigation Standard established by the Superintendent of Building." Further, "additions, alterations, repairs, or changes of use or occupancy to existing buildings" may trigger the application of the Methane Mitigation Standard (Section 91.7105 – Existing Buildings). Under the Standard, onsite methane testing and/or methane mitigation measures may be warranted or required to protect new and/or existing buildings, or paved areas, from potential methane hazards.

According to a parcel profile report from the City of Los Angeles Planning Department (http://zimas.lacity.org/search.asp), the Property lies within a Methane Hazard Zone. A copy of the parcel profile report is provided in Appendix D.

#### 13 USER PROVIDED INFORMATION

A User Questionnaire was sent to the User, but was not returned. The User provided no information beyond what is discussed above.

#### TITLE RECORDS

No chain-of-title report was provided to SCS for review.

#### ENVIRONMENTAL LIENS OR ACTIVITY AND USE LIMITATIONS

The User provided no information pertaining to environmental liens, deed restrictions, or institutional controls filed against the Property. SCS found no indications of any environmental liens or activity/use limitations during the course of this assessment.

#### SPECIALIZED KNOWLEDGE

No specialized environmental knowledge pertaining to the Property was provided by the User.

#### VALUATION REDUCTION FOR ENVIRONMENTAL ISSUES

No information pertaining to Property valuation was provided to SCS by the User.

# 14 DEGREE OF OBVIOUSNESS OF THE PRESENCE/LIKELY PRESENCE OF CONTAMINATION ON THE PROPERTY

As discussed above, the Property was a vacant lot prior to construction of the current office building in 1948. There are no records of any historical industrial activities on or immediately adjacent to the Property. No current or historical environmental concerns were identified on the Property. SCS is of the opinion that the potential for environmental contamination on the Property is very low.

#### 15 DATA GAPS

A data gap represents an inability on the part of the environmental professional to obtain information required by the standards and practices of 40 CFR 312 to fully identify conditions indicative of releases or threatened releases of hazardous substances on, at, in, or to the Property.

The following data gap was identified:

• The User questionnaire was not returned. In light of the current and historical use of the Property and the availability of information regarding the Property, SCS does not consider this a significant data gap.

#### 16 FINDINGS AND OPINIONS

Based on the scope of work performed, SCS finds the following:

- The Property is located at the northeastern corner of the intersection of West Adams Boulevard and Western Avenue. The current address for the Property is 1999 West Adams Boulevard, Los Angeles. The Property has been assigned Los Angeles County Assessor's Parcel Number (APN) 5058-015-005.
- The Property is 70,669 square feet in area and is currently developed with a five-story (with mezzanine and basement) office building with an estimated floor area of about 50,000 square feet. The building, housing the offices of Golden State Mutual Life Insurance Company, occupies approximately one-third of the Property; the remainder of the Property is developed with an asphalt-paved parking lot, small parking office, and landscaping. Other than small quantities of janitorial supplies and maintenance chemicals (lubricating oil, small quantities of paint for touch-ups, refrigerant), no hazardous chemicals were observed on the Property. No recognized environmental conditions were observed on the Property.
- The Property was a vacant lot prior to construction of the current building in 1948. The building has been used as an office building (primarily for Golden State Mutual Life Insurance Company) since that time.
- According to a parcel profile report from the City of Los Angeles Planning Department, the Property lies within a Methane Hazard Zone.
- Regulatory database information identified few known and suspected contamination sites in the area surrounding the Property. It is unlikely that any of these sites have impacted the Property.

In summary, SCS has performed a Phase I Environmental Site Assessment of the Golden State Mutual Life Building located at 1999 West Adams Boulevard, Los Angeles, California, in

conformance with the scope and limitations of 40 CFR 312. In the opinion of the Environmental Professionals, this assessment has revealed no evidence of conditions indicative of releases or threatened releases of hazardous substances. No further investigations are recommended.

#### 17 REFERENCES

- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, 5816 Corporate Avenue, Suite 200, Cypress, CA 90630-4731, (714) 816-6847.
- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources, California Oil and Gas Fields, Volume II, Southern, Central Coastal, and Offshore California, 1991.
- California Department of Water Resources. *Planned Utilization of the Ground Water Basins of the Coastal Plain of Los Angeles County*. Bulletin No. 104. Reprinted April 1988.
- Earth Tech, Inc. Phase I Environmental Site Assessment, Golden State Mutual Life Insurance Building, 1999 West Adams Boulevard, Los Angeles, California 90018. Prepared for Colliers Seeley. September 9, 2004.
- Los Angeles County Countywide General Plan, *Major Waste Systems, Project Planning & Pollution Control Division County Engineer, Regional Planning Commission.* July 1973, Updated October 1996.
- SAIC. Case Closure Request, Former Chevron Service Station No. 9-0099, 2602 South Western Avenue, Los Angeles, California. Prepared for Chevron Environmental Management Company. September 15, 2005.
- SAIC. Additional Site Assessment Report and Closure Request, Former Chevron Service Station No. 9-0099, 2602 South Western Avenue, Los Angeles, California. Prepared for California Regional Water Quality Control Board, Los Angeles Region. September 17, 2007.
- SAIC. Submittal of 2<sup>nd</sup> Quarter 2008 Groundwater Monitoring and Progress Report, Former Chevron Service Station No. 9-0099, 2602 South Western Avenue, Los Angeles, California. Prepared for California Regional Water Quality Control Board, Los Angeles Region. May 27, 2008.
- SCS Engineers. Asbestos Investigation, Golden State Mutual Life Building, 1999 West Adams Boulevard, Los Angeles, California. Prepared for Dudley Ventures/TransCapital Solutions. December 2008.
- United States Geological Survey, Hollywood, CA 7.5 Minute Topographic Map, 1966 (Photorevised 1981).

## 18 GLOSSARY/DEFINITIONS

<u>AAI</u> -- All Appropriate Inquiry

<u>BTEX</u> -- benzene, toluene, ethylbenzene, and total xylenes

<u>CERCLA</u> -- Comprehensive, Environmental Response, Compensation, and Liability Act -- Comprehensive Environmental Response, Compensation, and Liability

**Information System** 

<u>CFR</u> -- Code of Federal Regulations

<u>CORRACTS</u> -- Corrective Action Against Responsible Parties at a RCRA site

<u>DOGGR</u> -- Department of Oil, Gas, and Geothermal Resources <u>DTSC</u> -- California EPA Department of Toxic Substances Control

EDR -- Environmental Data Resources, Inc. EPA -- Environmental Protection Agency

<u>ERNS</u> -- Emergency Response Notification System

<u>ESA</u> -- Environmental Site Assessment

<u>FINDS</u> -- Facility Index System

<u>HAZNET</u> -- California EPA Hazardous Waste Facility and Manifest Data

<u>LQG</u> -- Large Quantity Hazardous Waste Generator

LUST -- Leaking Underground Storage Tank

MCL -- Maximum contaminant level MTBE -- Methyl-tert-butyl-ether

NFA
 No Further Action determination
 NFRAP
 No Further Remedial Action Planned
 NPL
 National Priority List (Superfund)
 POlynuclear aromatic hydrocarbons

<u>PCBs</u> -- Polychlorinated biphenyls <u>PRGs</u> -- Preliminary Remediation Goals

<u>RCRA</u> -- Resource Conservation and Recovery Act

<u>RCRIS</u> -- Resource Conservation and Recovery Information System

-- Recognized environmental conditions is defined by ASTM E 1527-05 as: "The presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or material threat of a release of any hazardous substances or petroleum products into structures on the property or into ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with the law. The term is not intended to include de minimis conditions that generally do not present a material risk of harm to public 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. Conditions determined to be de minimis are not recognized environmental conditions."

ROD -- Record of Decision

RECs

<u>RBSLs</u> -- Risk-based Screening Levels

RWQCB -- Regional Water Quality Control Board

<u>SARA</u> -- Superfund Amendments and Reauthorization Act <u>SLIC</u> -- Spills, Leaks, Investigations, and Cleanups database

SQG -- Small Quantity Hazardous Waste Generator

SWIS
 SWLF
 Solid Waste Information System
 Solid Waste Facility/Landfills
 Total Petroleum Hydrocarbons

TRIS -- Toxic Release Inventory System

<u>TSD</u> -- Treatment, Storage, and/or Disposal Facility

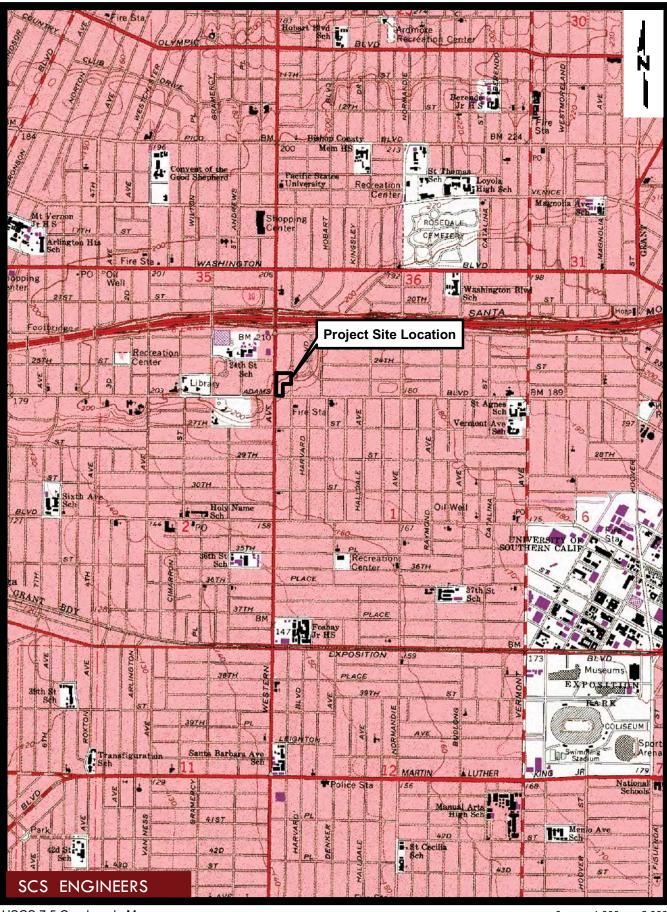
<u>User</u> -- The person or persons seeking to establish the innocent landowner defense, bona fide prospective purchaser liability protection, and/or contiguous property owner

liability protection pursuant to CERCLA sections 101 and 107.

<u>USGS</u>
<u>UST</u>
-- United States Geologic Survey
-- Underground Storage Tank
<u>VCP</u>
-- Voluntary Cleanup Program

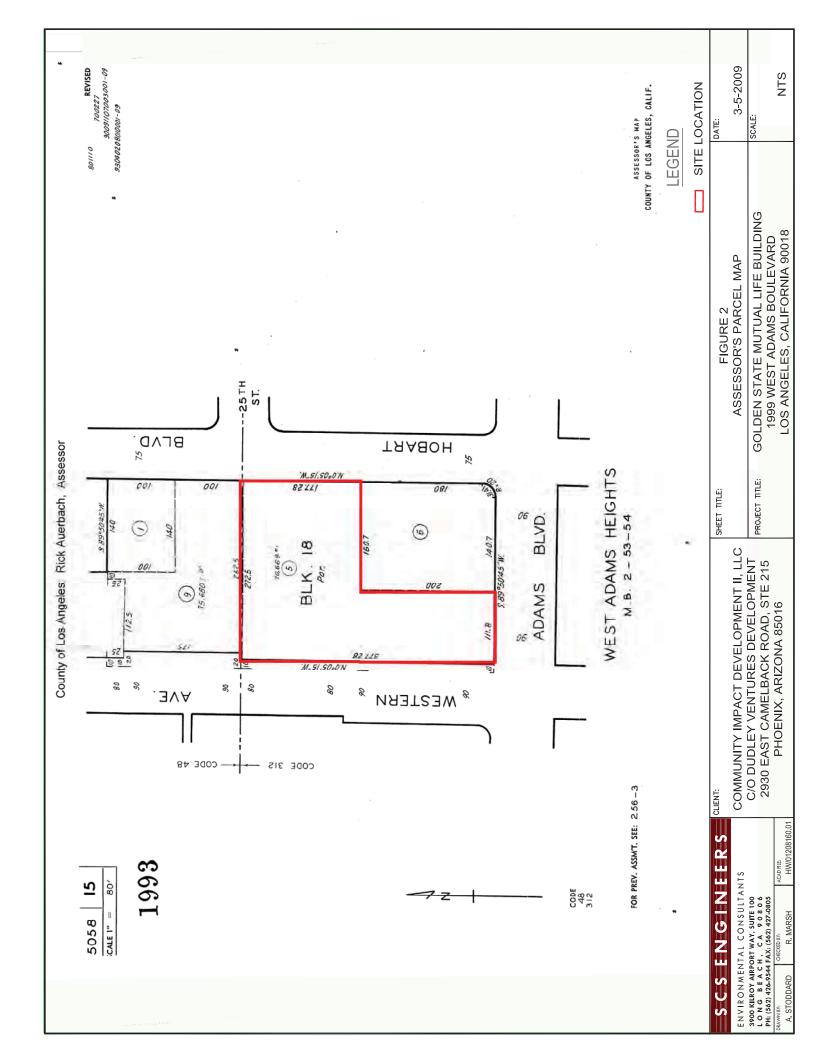
<u>VOCs</u> -- Volatile organic compounds

# APPENDIX A FIGURES



USGS 7.5 Quadrangle Map, Hollywood, CA, 1994 Project #01208160.01

Figure 1
Site Location Map



# APPENDIX B SKETCH MAP AND PHOTOGRAPHS

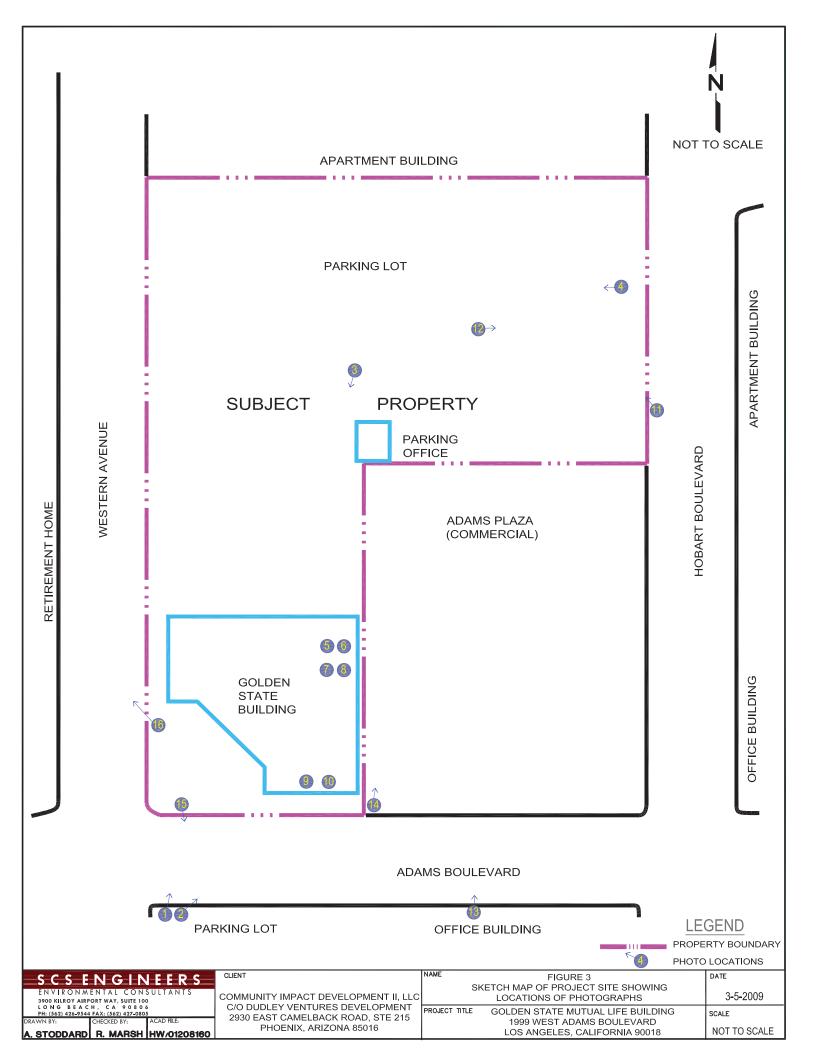




Photo 1. View North toward Entrance to Property Building



Photo 2. View Northeast toward South Side of Building



Photo 3. View North toward Rear of Building



Photo 4. View West across Parking Lot



Photo 5. Old and New Boilers



Photo 6. Hot Water Tank and Air-Cooled Transformer



Photo 7. Janitorial Supplies



Photo 8. Janitorial Supplies



Photo 9. Former Pharmacy Area



Photo 10. Former Pharmacy Area



Photo 11. Land Use to the North of Property



Photo 12. Land Use to the East across Hobart



Photo 13. Shopping Plaza to East of Property



Photo 14. Transformer on Shopping Plaza Site



Photo 15. Parking Lot to South across Adams Boulevard



Photo 16. Retirement Home to West across Western

# APPENDIX C HISTORICAL SITE USE INFORMATION

1999 W Adams Blvd

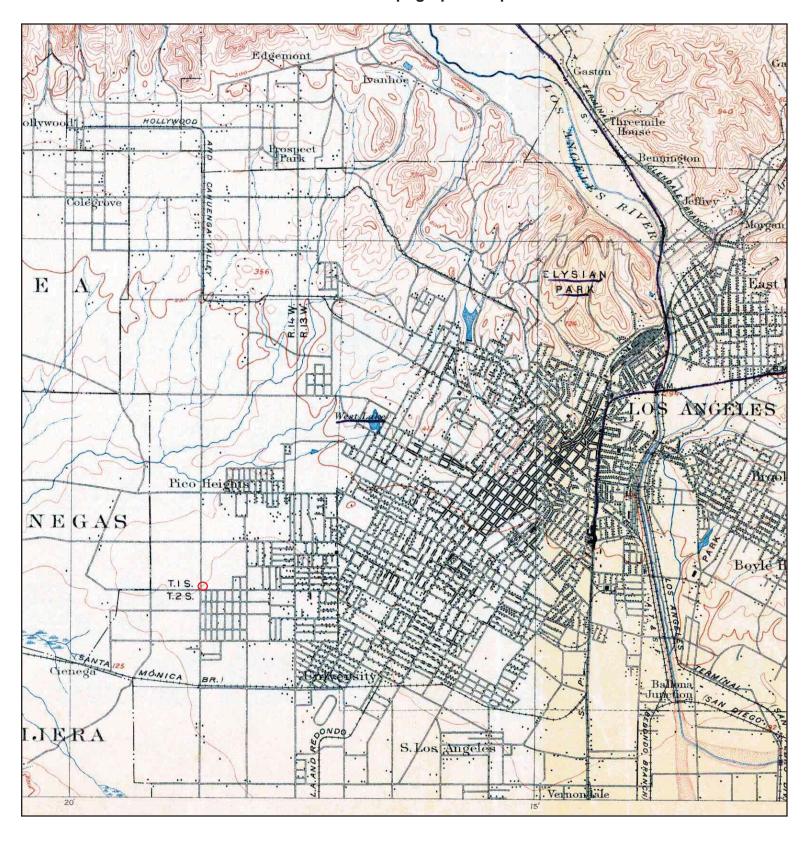
1999 W Adams Blvd Los Angeles, CA 90018

Inquiry Number: 2431846.4

March 02, 2009

# The EDR Historical Topographic Map Report







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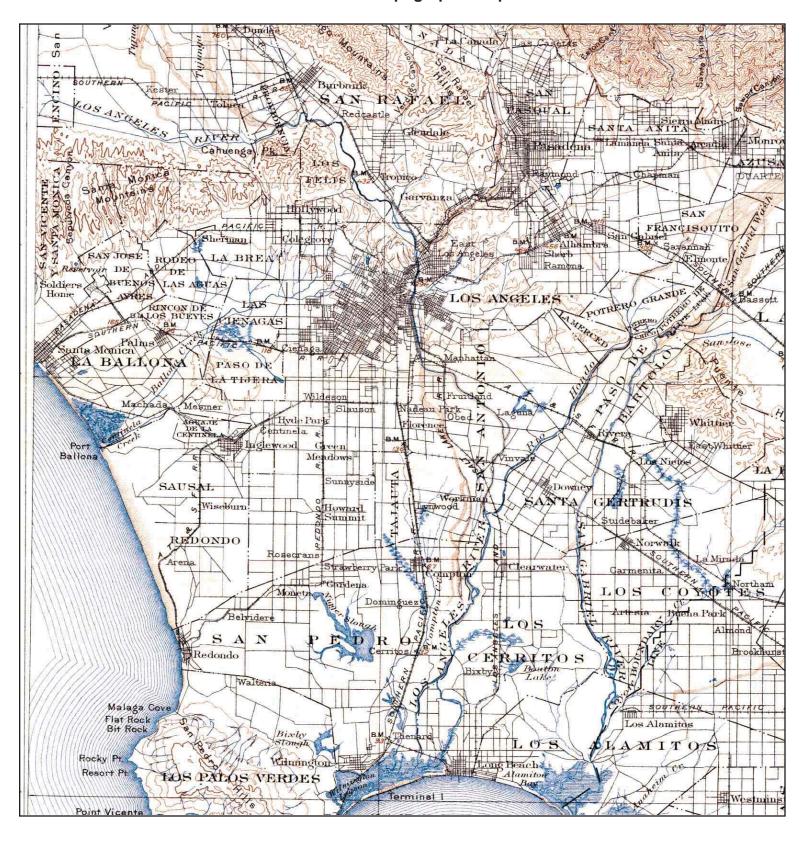
NAME: LOS ANGELES

MAP YEAR: 1900

SERIES: 15 SCALE: 1:62500 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308



TARGET QUAD

NAME: **SOUTHERN CA SHEET 1** 

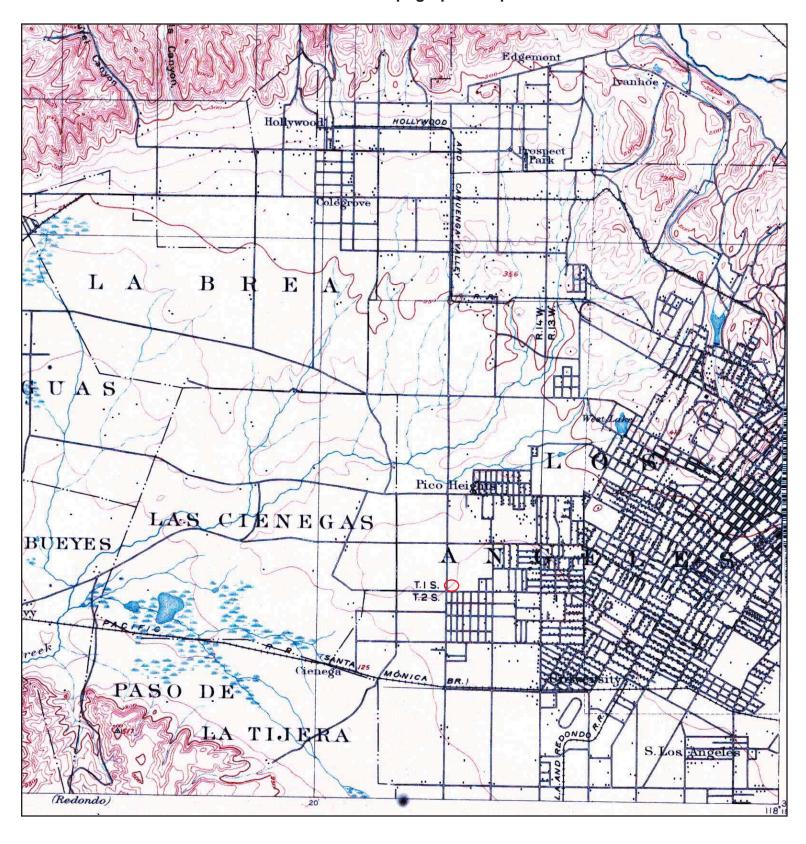
MAP YEAR: 1901 **REVISED FROM:1902** SERIES: 60

SCALE: 1:250000 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308 CLIENT: SCS Engineers CONTACT: Loran Bures 2431846.4

INQUIRY#: RESEARCH DATE: 03/02/2009





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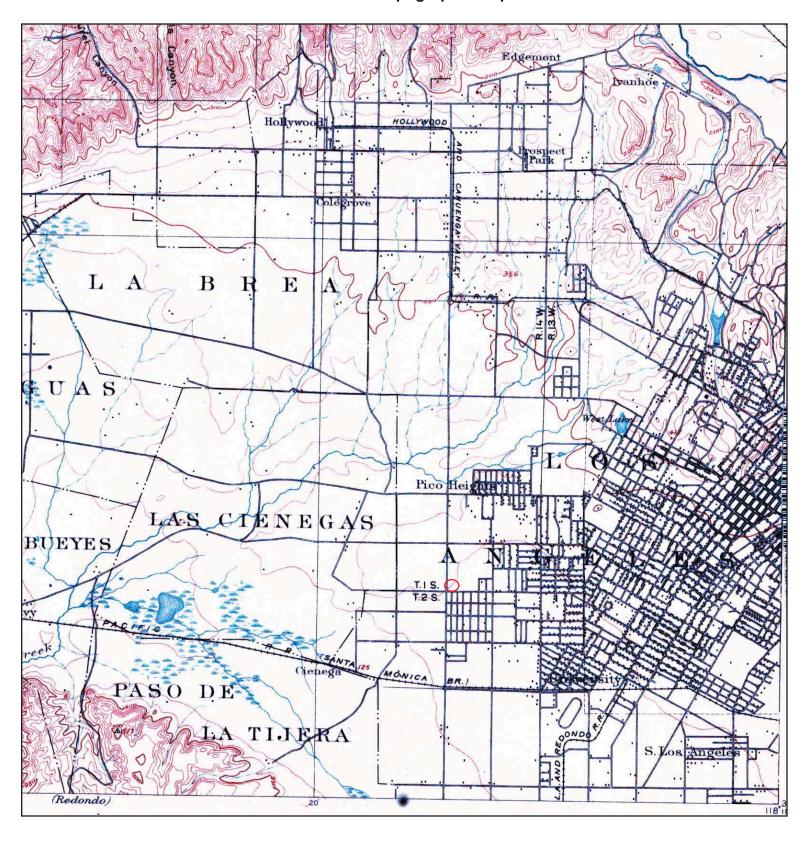
NAME: SANTA MONICA

MAP YEAR: 1902

SERIES: 15 SCALE: 1:62500 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308





TARGET QUAD

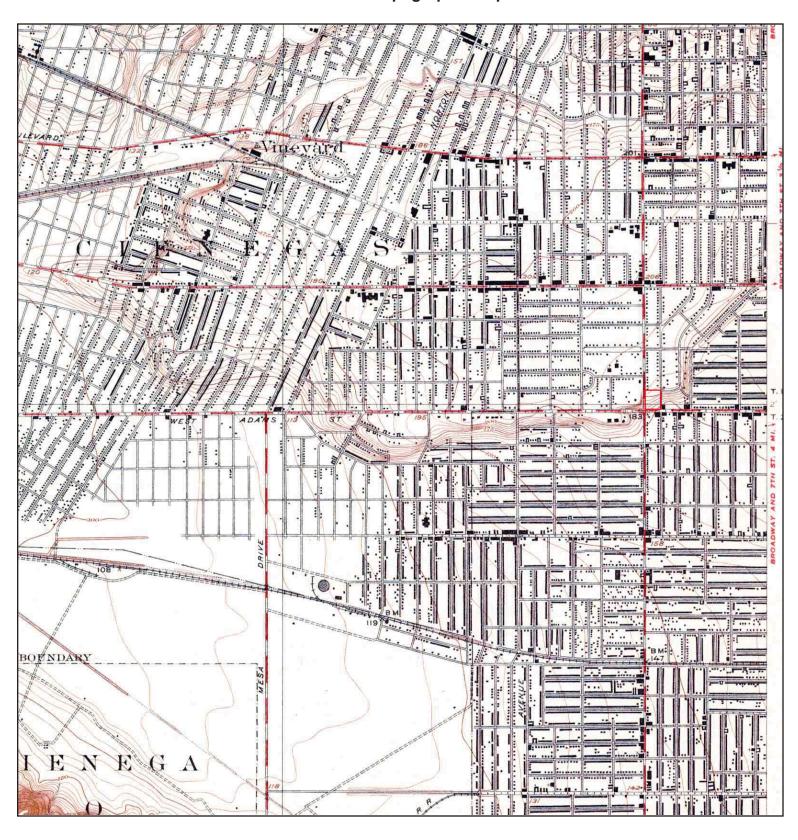
NAME: SANTA MONICA

MAP YEAR: 1902

SERIES: 15 SCALE: 1:62500 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308





TARGET QUAD

NAME: HOLLYWOOD

MAP YEAR: 1926

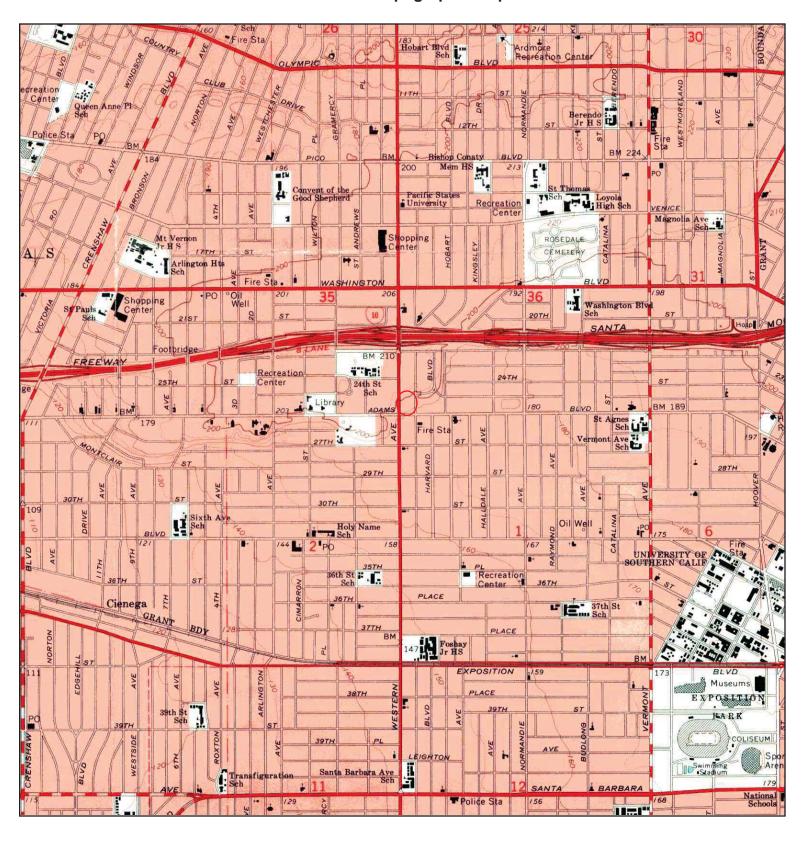
SERIES: 6

SCALE: 1:24000

SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

1999 W Adams Blvd Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308



N

TARGET QUAD

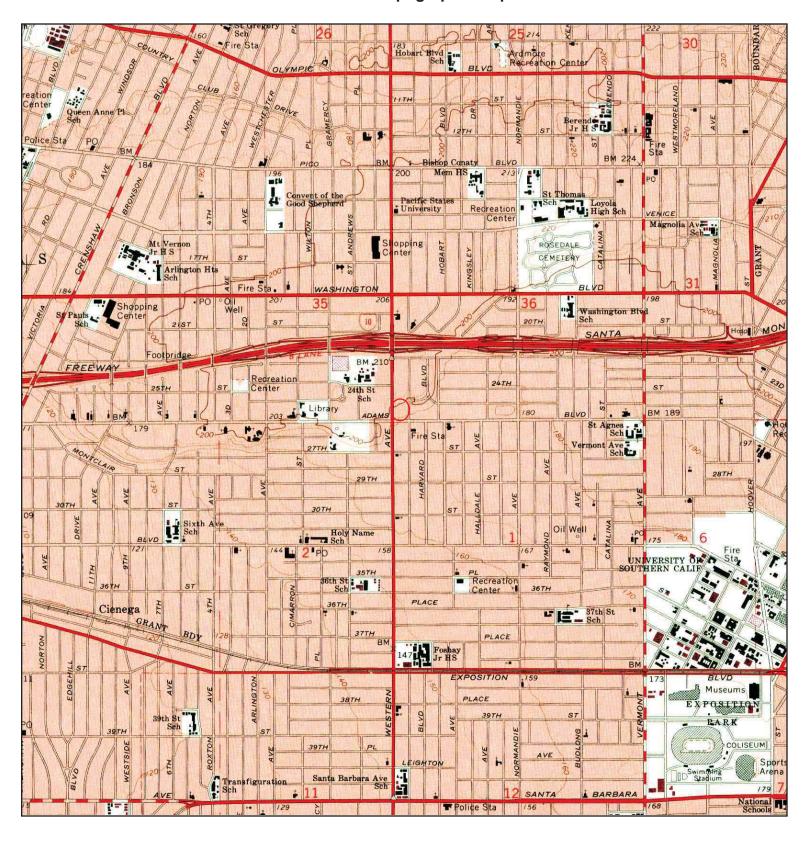
NAME: HOLLYWOOD

MAP YEAR: 1966

SERIES: 7.5 SCALE: 1:24000 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308



N ↑

TARGET QUAD

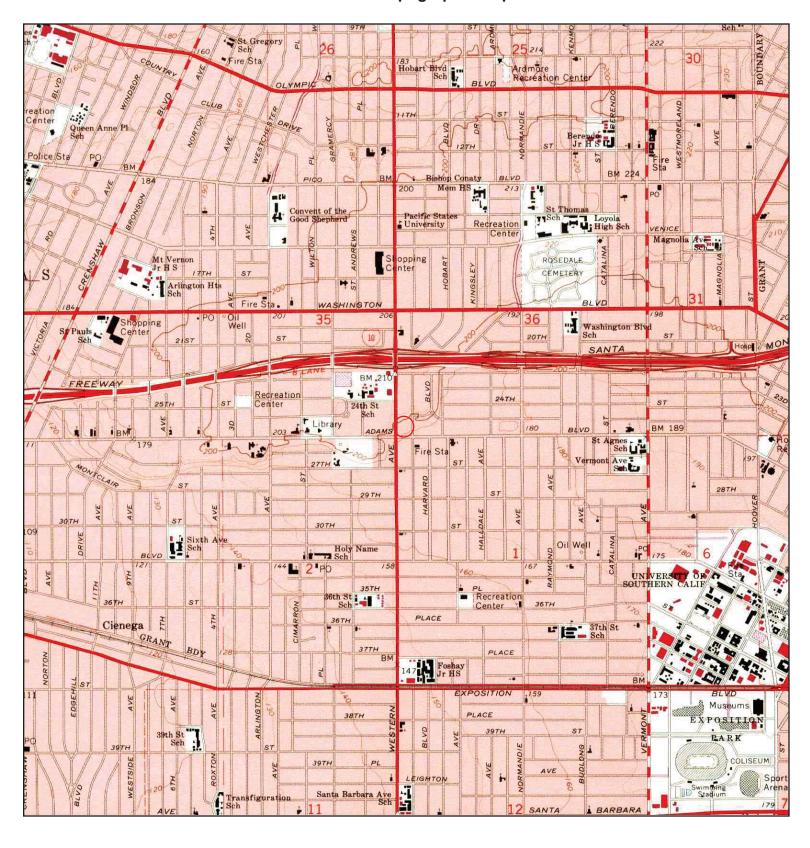
NAME: HOLLYWOOD

MAP YEAR: 1972

PHOTOREVISED FROM:1966

SERIES: 7.5 SCALE: 1:24000 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd Los Angeles, CA 90018

LAT/LONG: 34.0328 / 118.308





TARGET QUAD

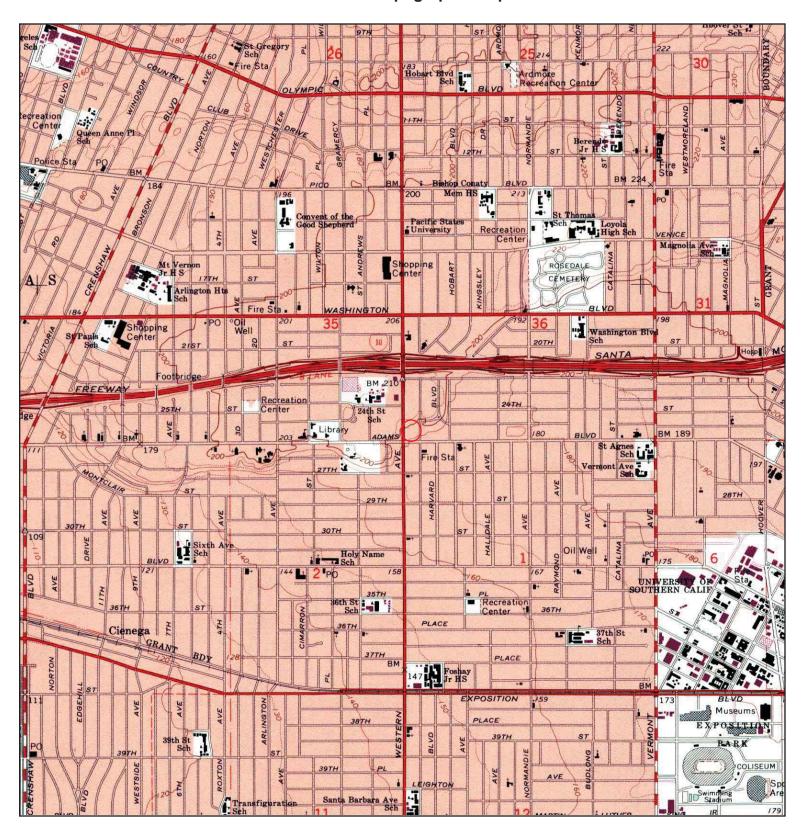
NAME: HOLLYWOOD

MAP YEAR: 1981

PHOTOREVISED FROM:1966

SERIES: 7.5 SCALE: 1:24000 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

LAT/LONG: Los Angeles, CA 90018 LAT/LONG: 34.0328 / 118.308





TARGET QUAD

NAME: HOLLYWOOD MAP YEAR: 1994 REVISED FROM:1966 SERIES: 7.5 SCALE: 1:24000 SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd

Los Angeles, CA 90018 LAT/LONG: 34.0328 / 118.308

#### 1999 W Adams Blvd

1999 W Adams Blvd Los Angeles, CA 90018

Inquiry Number: 2431846.3

March 02, 2009

# **Certified Sanborn® Map Report**



# Certified Sanborn® Map Report

3/02/09

Site Name: Client Name: 1999 W Adams Blvd SCS Engineers

1999 W Adams Blvd 3900 Kilroy Airport Way Los Angeles, CA 90018 Long Beach, CA 90806

EDR Inquiry # 2431846.3 Contact: Loran Bures



The complete Sanborn Library collection has been searched by EDR, and fire insurance maps covering the target property location provided by SCS Engineers were identified for the years listed below. The certified Sanborn Library search results in this report can be authenticated by visiting www.edrnet.com/sanborn and entering the certification number. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by Sanborn Library LLC, the copyright holder for the collection.

#### Certified Sanborn Results:

Site Name: 1999 W Adams Blvd Address: 1999 W Adams Blvd City, State, Zip: Los Angeles, CA 90018

**Cross Street:** 

P.O. # 01-08047 Project: 01208160.01 Certification # 94B2-4B68-AE2B

#### Maps Provided:

1970	1955
1969	1954
1968	1950
1966	1922
1960	1921
1956	1907



Sanborn® Library search results Certification # 94B2-4B68-AE2B

The Sanborn Library includes more than 1.2 million Sanborn fire insurance maps, which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

Library of Congress

University Publications of America

✓ EDR Private Collection

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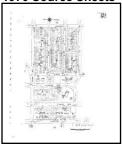
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#### Sanborn Sheet Thumbnails

This Certified Sanborn Map Report is based upon the following Sanborn Fire Insurance map sheets.



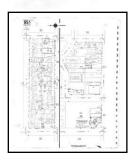
#### 1970 Source Sheets











Volume 5A, Sheet 12A

Volume 5A, Sheet 44A

Volume 5A, Sheet 59A

Volume 5A, Sheet 93A

Volume 5A, Sheet 95A

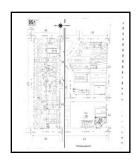
#### 1969 Source Sheets











Volume 5A, Sheet 12A

Volume 5A, Sheet 44A

Volume 5A, Sheet 59A

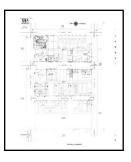
Volume 5A, Sheet 93A

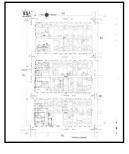
Volume 5A, Sheet 95A

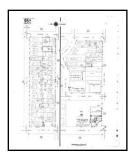
#### 1968 Source Sheets











Volume 5A, Sheet 12A

Volume 5A, Sheet 44A

Volume 5A, Sheet 59A

Volume 5A, Sheet 93A

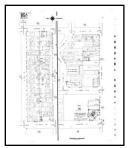
Volume 5A, Sheet 95A











Volume 5A, Sheet 12A

Volume 5A, Sheet 44A

Volume 5A, Sheet 59A

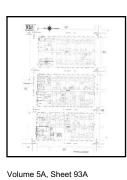
Volume 5A, Sheet 93A

Volume 5A, Sheet 95A

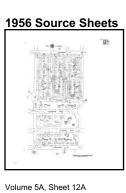
# 1960 Source Sheets Volume 5A, Sheet 12A 1956 Source Sheets



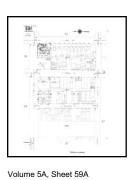












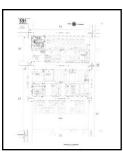


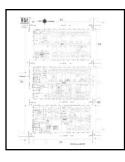


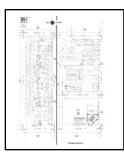
1955 Source Sheets











Volume 5A, Sheet 12A

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Volume 5A, Sheet 59A

Volume 5A, Sheet 93A

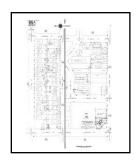
Volume 5A, Sheet 95A











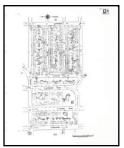
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Volume 5A, Sheet 44A

Volume 5A, Sheet 59A

Volume 5A, Sheet 93A

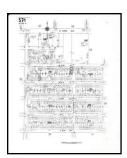
Volume 5A, Sheet 95A



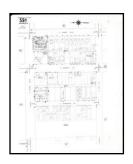




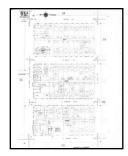
Volume 5A, Sheet 44A



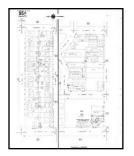
Volume 5A, Sheet 57A



Volume 5A, Sheet 59A

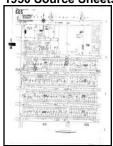


Volume 5A, Sheet 93A



Volume 5A, Sheet 95A

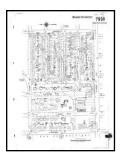
#### 1950 Source Sheets



Volume 6, Sheet 605



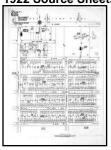
Volume 6, Sheet 606



Volume 7, Sheet 799G



Volume 8, Sheet 898



Volume 6, Sheet 605



Volume 6, Sheet 606

#### 1921 Source Sheets



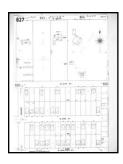


Volume 8, Sheet 898

Volume 7, Sheet 799G







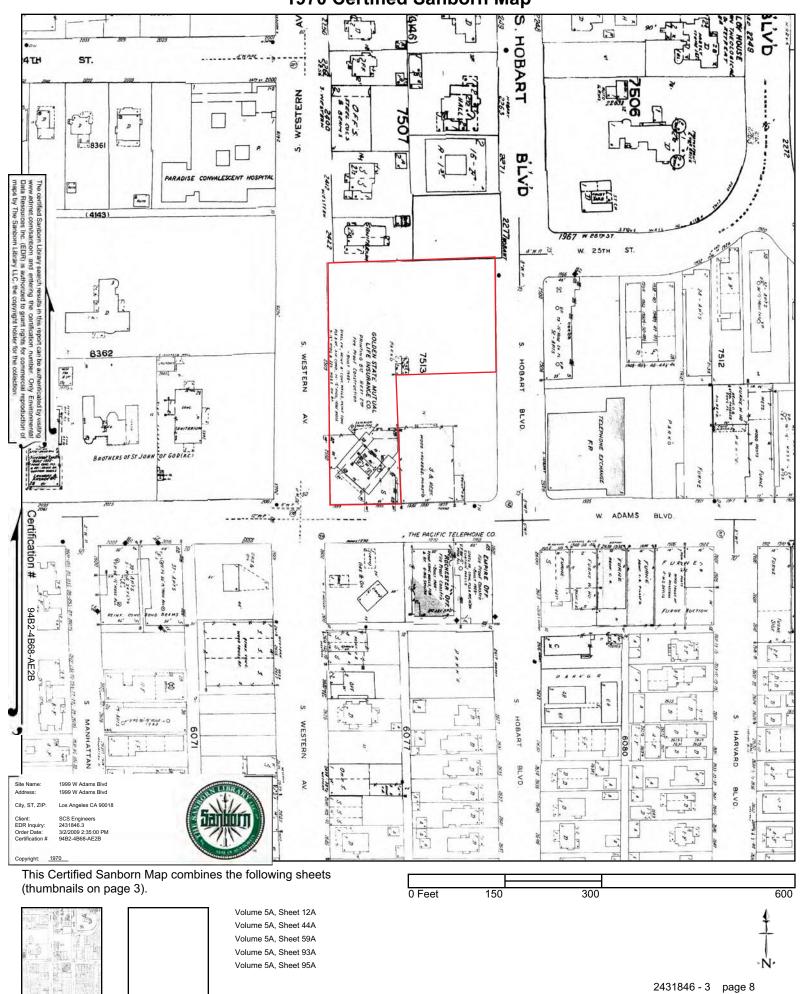


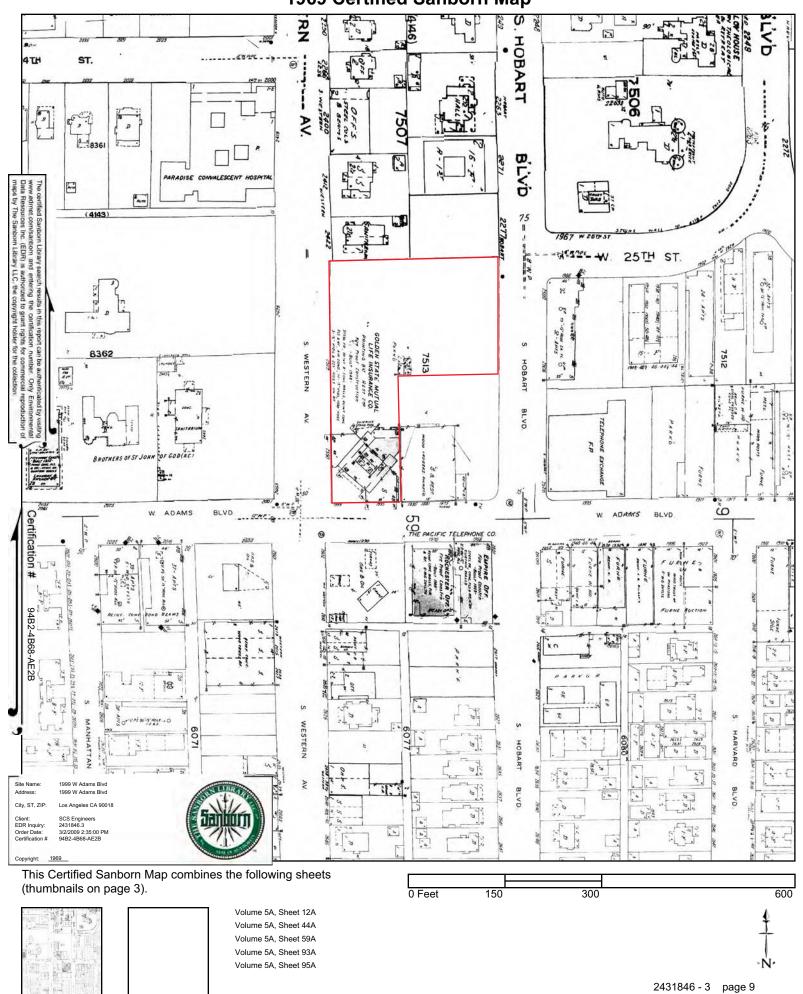
Volume 7, Sheet 854

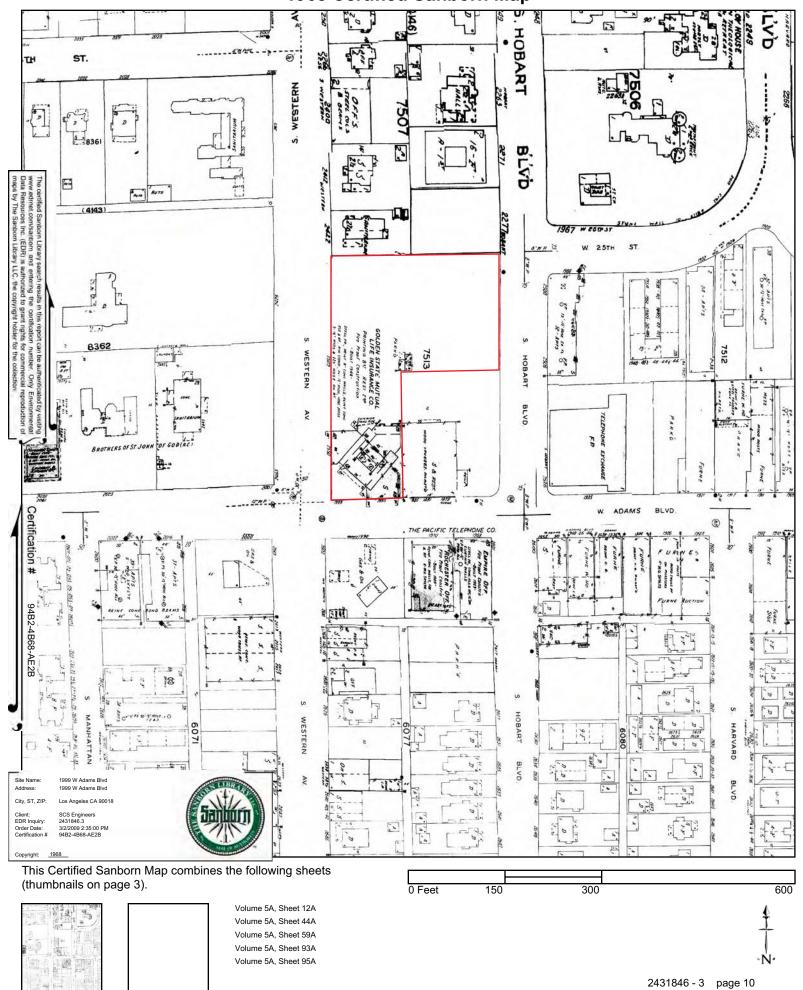
Volume 7, Sheet 855

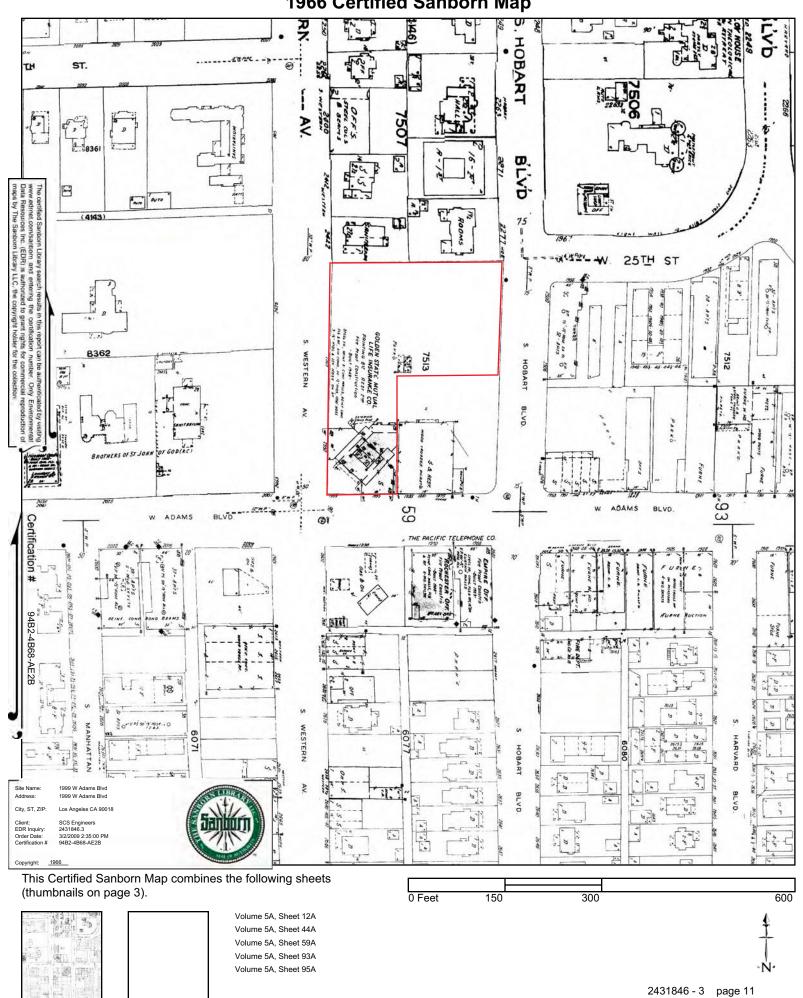
Volume 6, Sheet 627

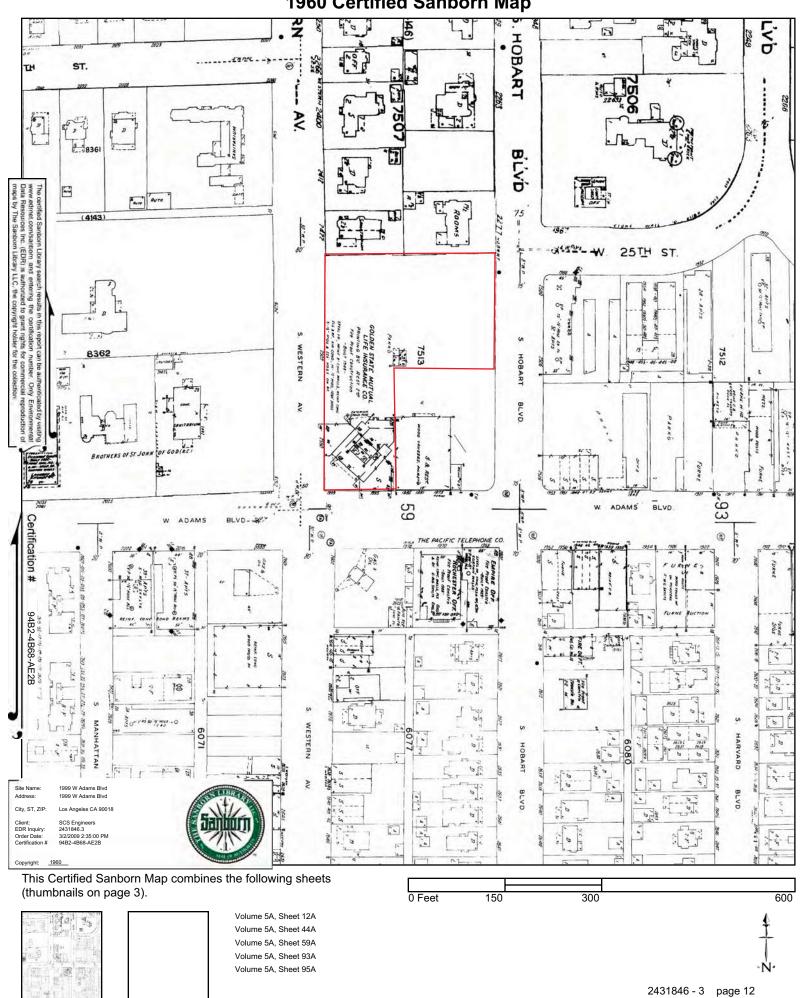
Volume 6, Sheet 628

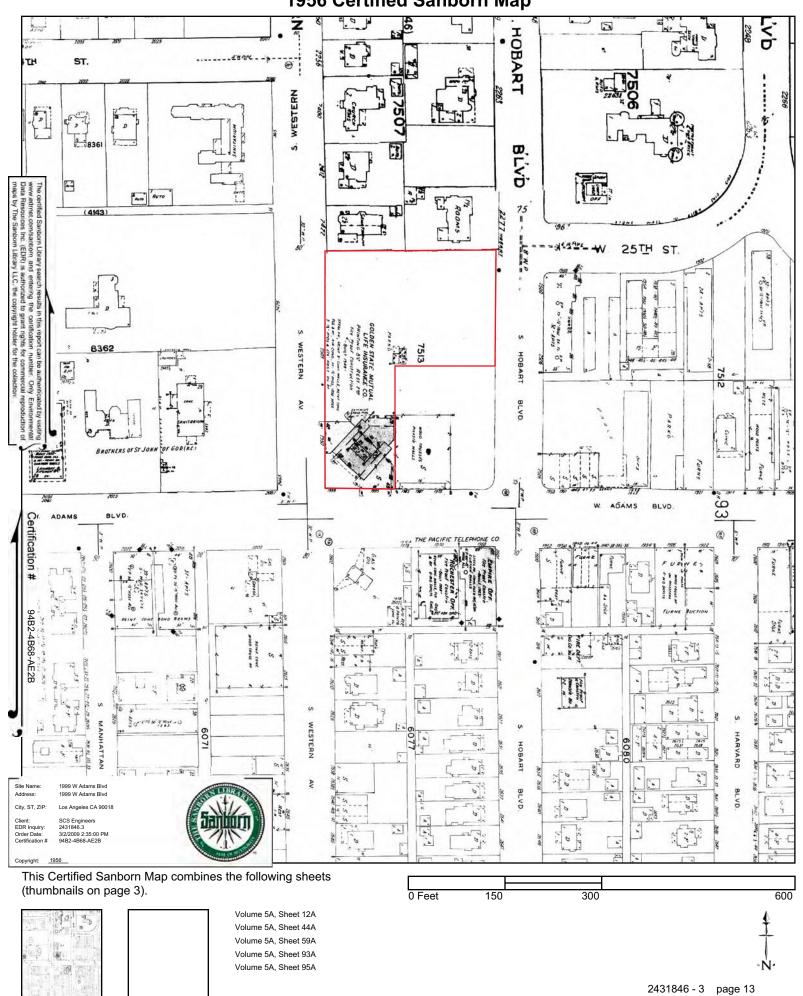


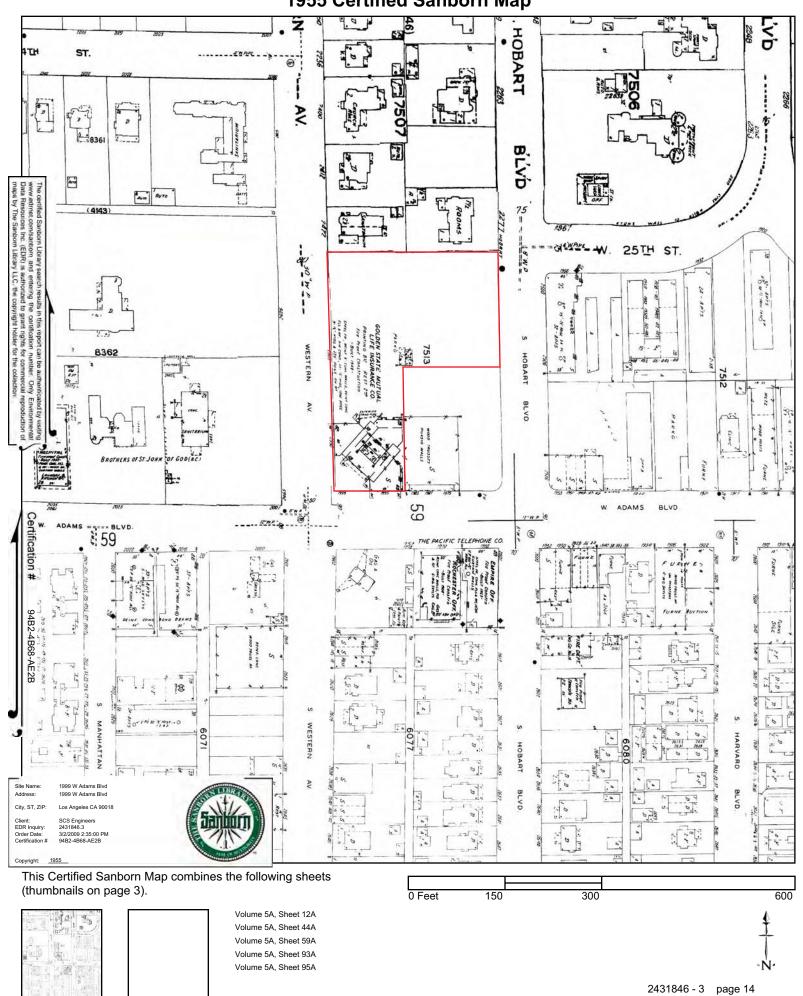


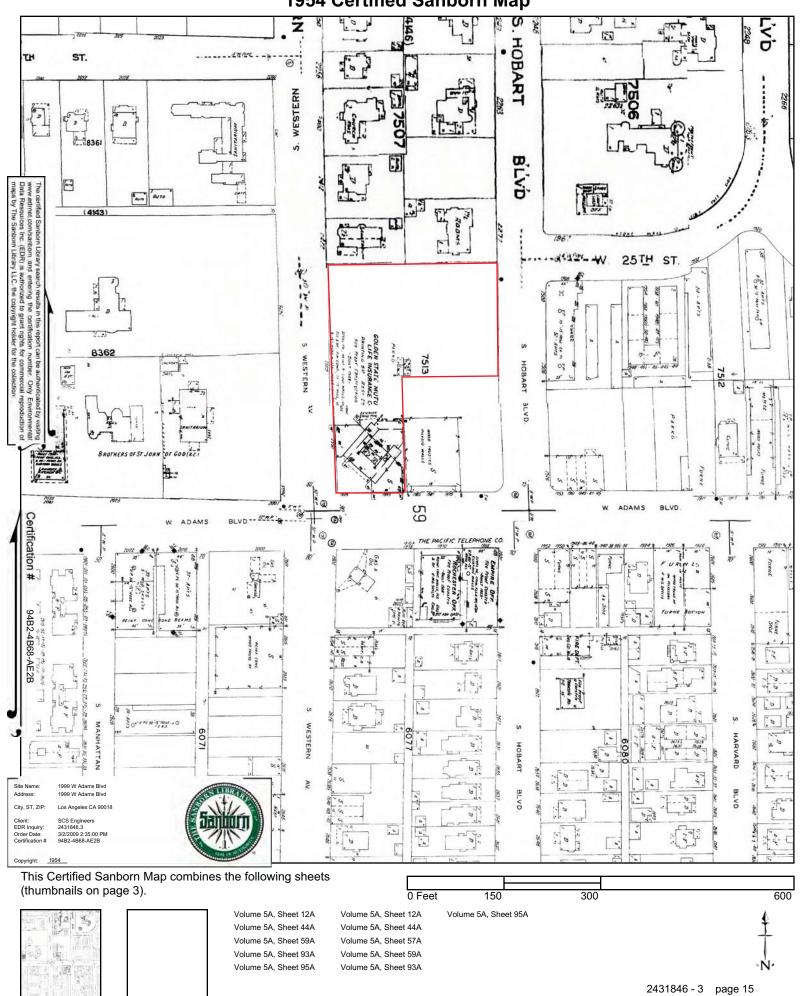


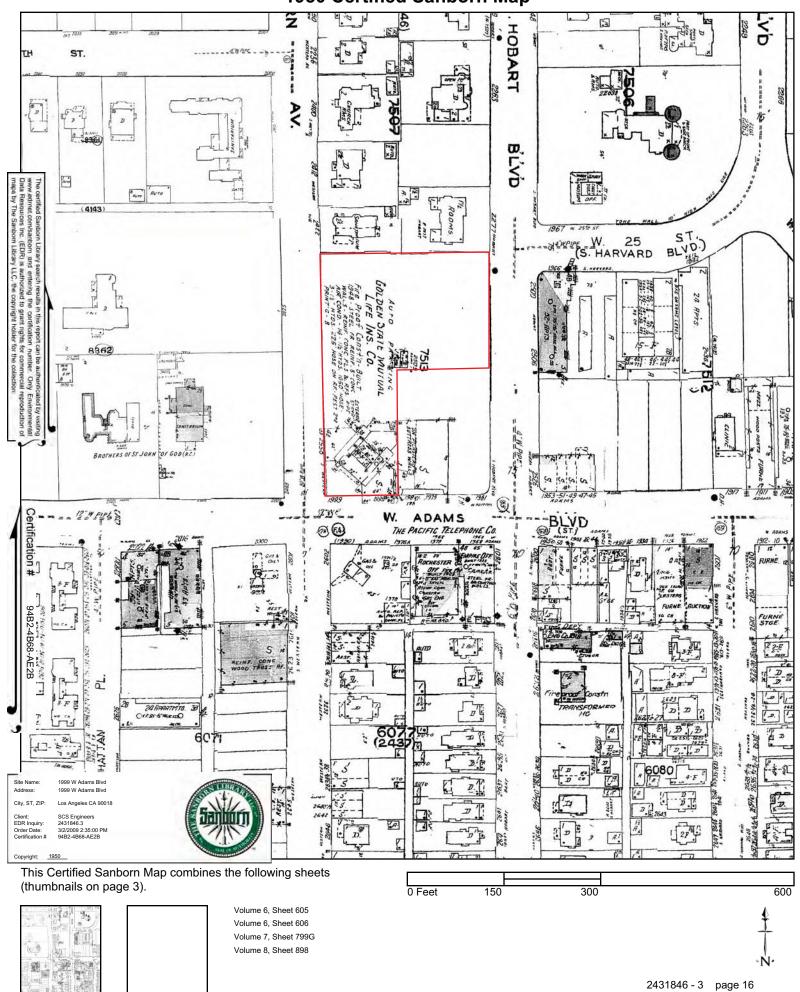


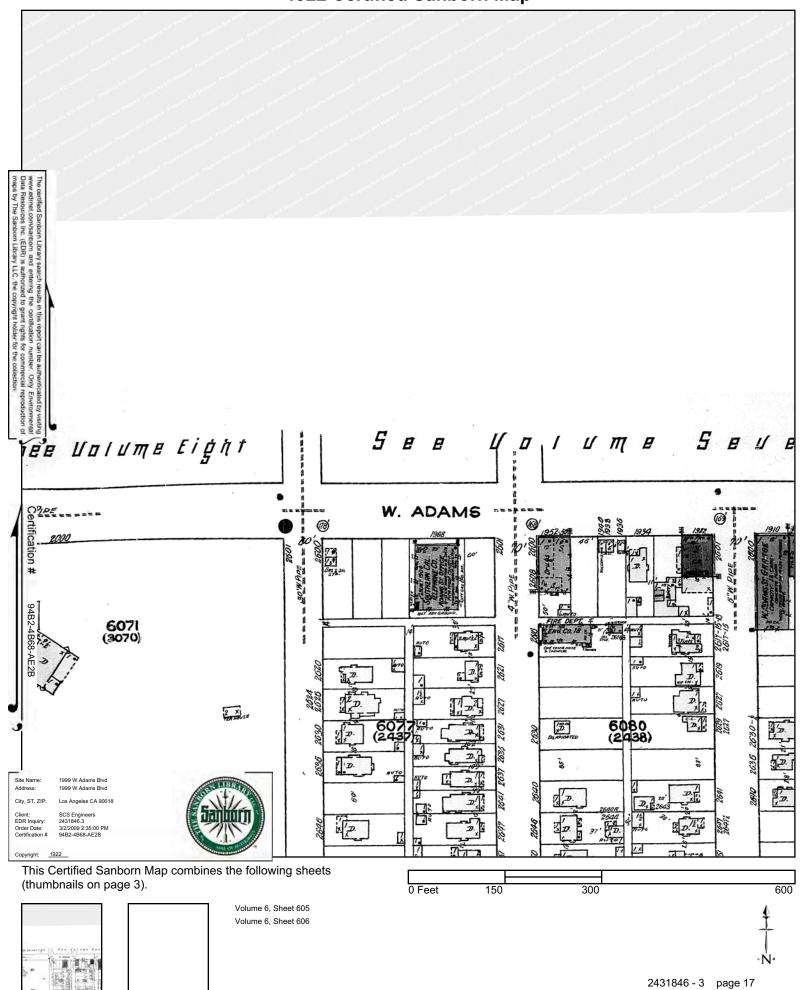


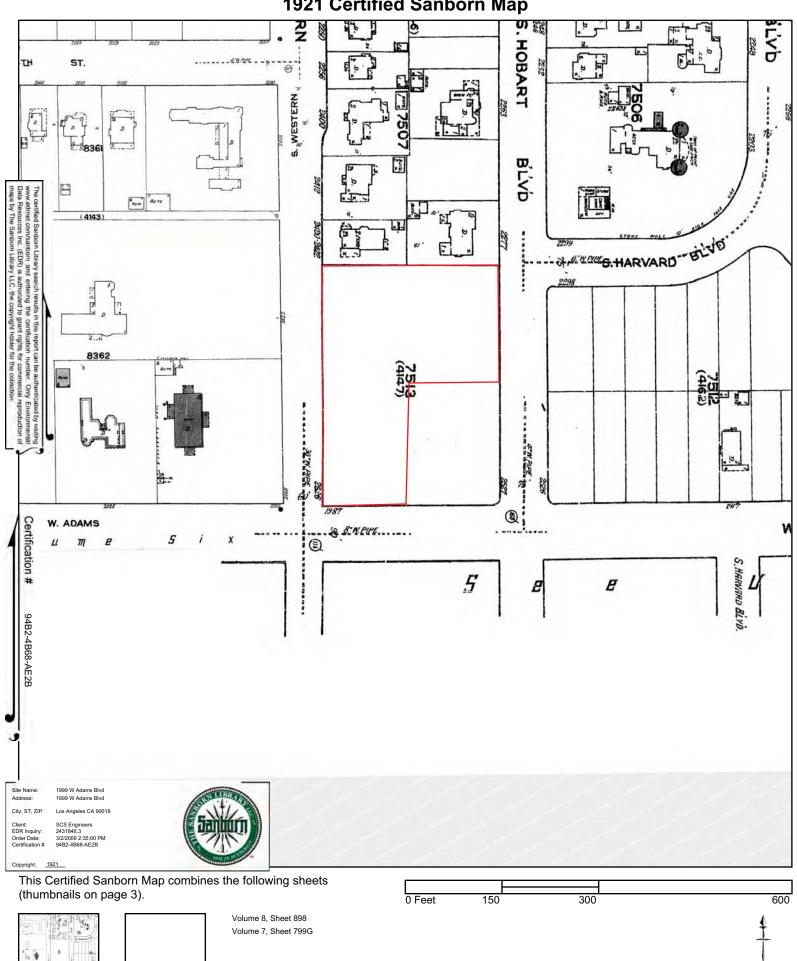




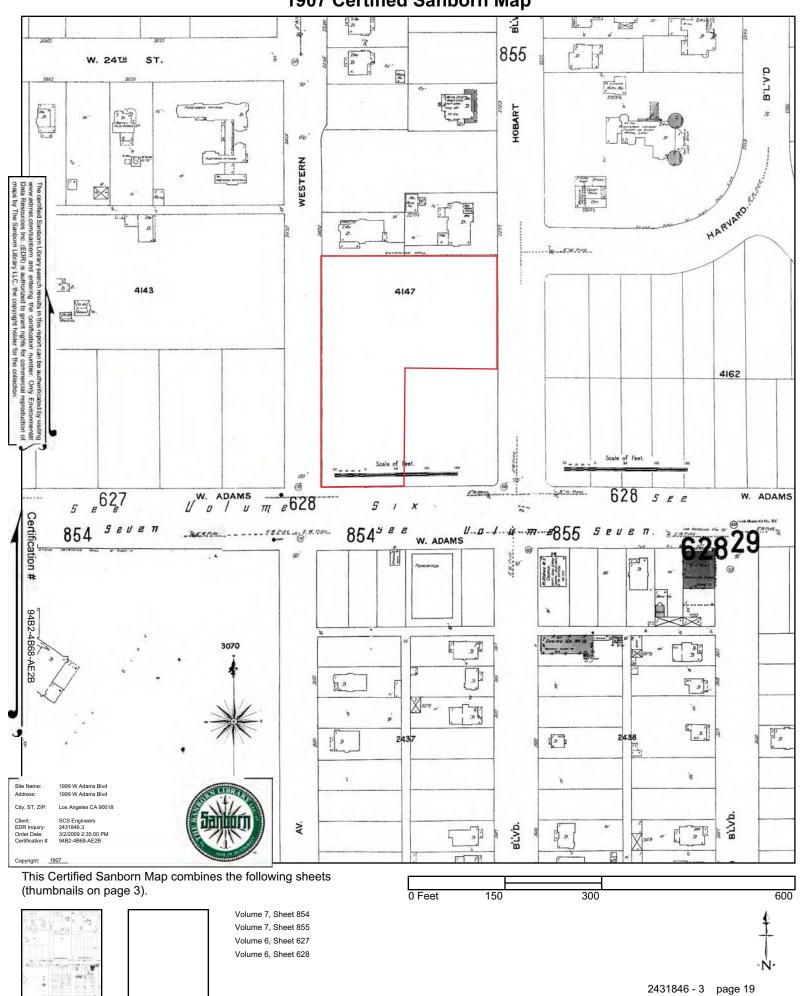








2431846 - 3 page 18



1999 W Adams Blvd

1999 W Adams Blvd Los Angeles, CA 90018

Inquiry Number: 2431846.5

March 02, 2009

# The EDR Aerial Photo Decade Package



### **Date EDR Searched Historical Sources:**

Aerial Photography March 02, 2009

# **Target Property:**

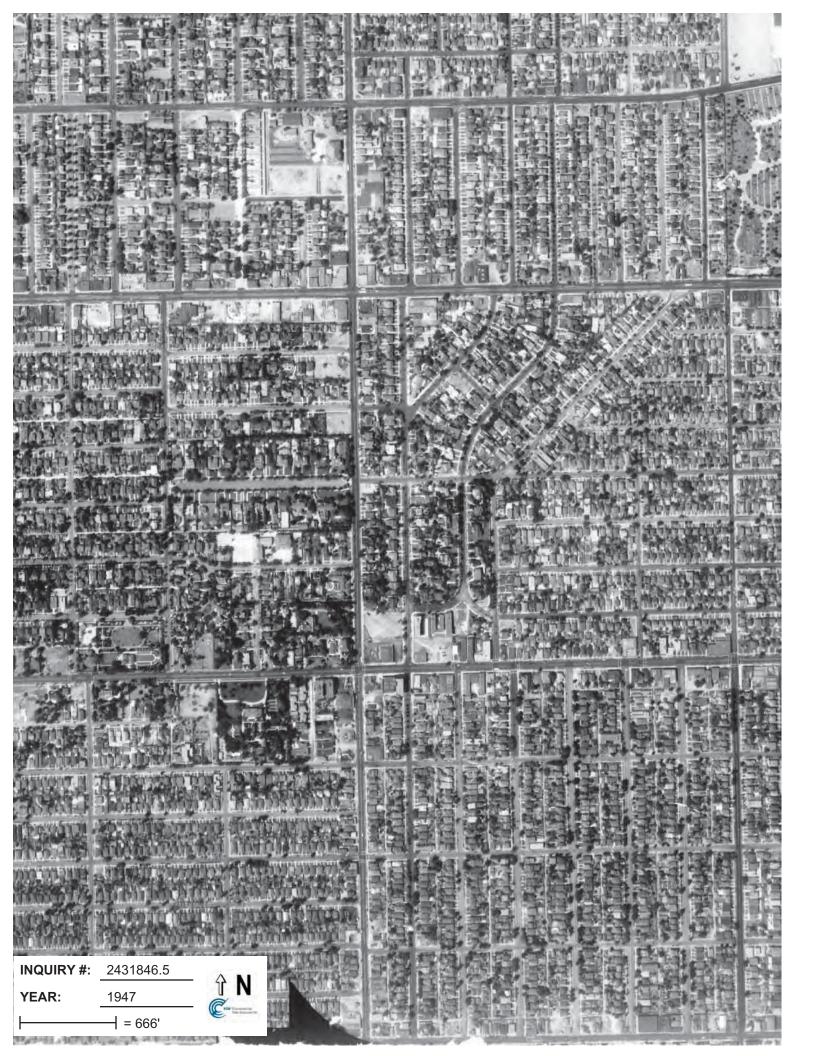
1999 W Adams Blvd

Los Angeles, CA 90018

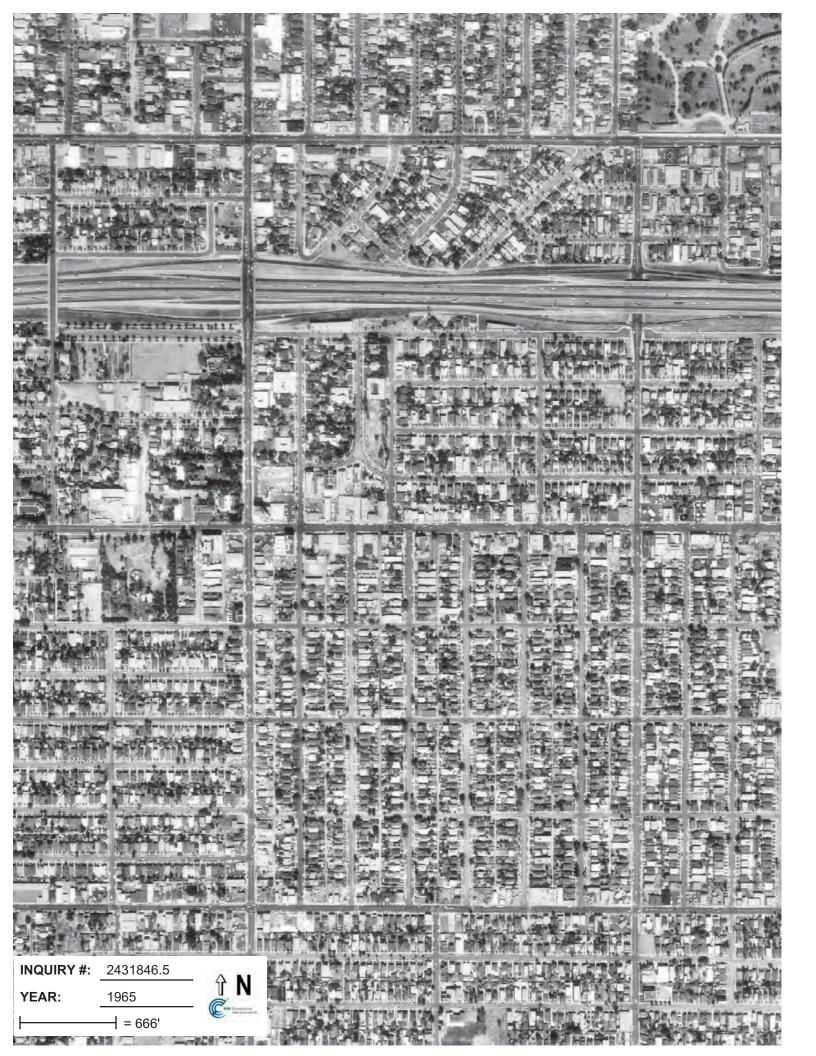
<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
1928	Aerial Photograph. Scale: 1"=500'	Flight Year: 1928	Fairchild
1938	Aerial Photograph. Scale: 1"=555'	Flight Year: 1938	Laval
1947	Aerial Photograph. Scale: 1"=666'	Flight Year: 1947	Fairchild
1956	Aerial Photograph. Scale: 1"=400'	Flight Year: 1956	Fairchild
1965	Aerial Photograph. Scale: 1"=666'	Flight Year: 1965	Fairchild
1976	Aerial Photograph. Scale: 1"=666'	Flight Year: 1976	Teledyne
1989	Aerial Photograph. Scale: 1"=666'	Flight Year: 1989	USGS
1994	Aerial Photograph. Scale: 1"=666'	Flight Year: 1994	USGS
2002	Aerial Photograph. Scale: 1"=666'	Flight Year: 2002	USGS
2005	Aerial Photograph. Scale: 1"=484'	Flight Year: 2005	EDR





















# APPENDIX D REGULATORY AGENCY FILE REVIEW INFORMATION





# City of Los Angeles Department of City Planning

#### 02/27/2009

#### PARCEL PROFILE REPORT

#### PROPERTY ADDRESSES

2490 S WESTERN AVE 2501 S HOBART BLVD 2516 S WESTERN AVE 2530 S WESTERN AVE 2550 S WESTERN AVE 1985 W ADAMS BLVD 1995 W ADAMS BLVD 1999 W ADAMS BLVD 2500 S WESTERN AVE 2536 S WESTERN AVE 2552 S WESTERN AVE

#### ZIP CODES

90018

#### RECENT ACTIVITY

None

#### CASE NUMBERS

CPC-2007-3827-ICO CPC-2007-3827-ICO CPC-2004-2395-ICO CPC-1986-603-GPC CPC-1986-603-GPC CPC-1983-506-SP ORD-70562 ORD-180103 ORD-177323 ORD-171682 ORD-167121-SA656 ORD-162128 ZA-9646 PRIOR-07/29/1962

#### Address/Legal Information

PIN Number: 123B193 477 70,105.5 (sq ft) Lot Area (Calculated): PAGE 633 - GRID H6 Thomas Brothers Grid: Assessor Parcel No. (APN): 5058015005 WEST ADAMS HEIGHTS Tract: Map Reference: MB 2-53/54 Block: **BLK 18** FR Lot: Arb (Lot Cut Reference): Map Sheet: 123B193

#### **Jurisdictional Information**

Community Plan Area:
Area Planning Commission:
Neighborhood Council:
Council District:
South Los Angeles
South Los Angeles
Empowerment Congress North
Area
CD 8 - Bernard C. Parks

2215.00

Los Angeles Metro

Census Tract #: LADBS District Office:

General Plan Land Use:

#### Planning and Zoning Information

Special Notes:

Zoning:

None
C2-1
RD1.5-1

Zoning Information (ZI): ZI-2374 Los Angeles State Enterprise Zone

ZI-699 Normandie 5 Redevelopment Project ZI-2393 Fast Food (ICO) Low Medium II Residential Community Commercial

Plan Footnote - Site Req.:

Additional Plan Footnotes:

Specific Plan Area:

See Plan Footnotes

South Los Angeles

South Los Angeles Alcohol Sales

Specific Plan Area:

Design Review Board:
Historic Preservation Review:
Historic Preservation Overlay Zone:
Other Historic Designations:
Other Historic Survey Information:

South Los Ange
No
No
No
No
No
None
None

Mills Act Contract:
POD - Pedestrian Oriented Districts:
CDO - Community Design Overlay:
NSO - Neighborhood Stabilization Overlay:
Streetscape:
None

Sign District: No Adaptive Reuse Incentive Area: None

CRA - Community Redevelopment Agency: Normandie 5 Redevelopment

Central City Parking: No
Downtown Parking: No
Building Line: 25
500 Ft School Zone: No
500 Ft Park Zone: No

#### **Assessor Information**

Assessor Parcel No. (APN): 5058015005
APN Area (Co. Public Works)\*: 1.615 (ac)
Use Code: 2300 - Bank / Savings and Loan

Assessed Land Val.: \$6,346,440

Assessed Improvement Val.: Last Owner Change: Last Sale Amount: Tax Rate Area: Deed Ref No. (City Clerk):	\$2,028,780 08/31/06 \$2,906,529 312 1947815 1208 1190341
Building 1: 1. Year Built: 1. Building Class: 1. Number of Units: 1. Number of Bedrooms: 1. Number of Bathrooms: 1. Building Square Footage:	1948 AX 0 0 0 5,234.0 (sq ft)
Building 2: 2. Year Built: 2. Building Class: 2. Number of Units: 2. Number of Bedrooms: 2. Number of Bathrooms: 2. Building Square Footage: Building 3:	1949 Not Available 0 0 0 49,002.0 (sq ft)
<ul><li>3. Year Built:</li><li>3. Building Class:</li><li>3. Number of Units:</li><li>3. Number of Bedrooms:</li><li>3. Number of Bathrooms:</li><li>3. Building Square Footage:</li></ul>	Not Available Not Available 0 0 0 0.0 (sq ft)
Building 4: 4. Year Built: 4. Building Class: 4. Number of Units: 4. Number of Bedrooms: 4. Number of Bathrooms: 4. Building Square Footage:	Not Available Not Available 0 0 0 None
Building 5: 5. Year Built: 5. Building Class: 5. Number of Units: 5. Number of Bedrooms: 5. Number of Bathrooms: 5. Building Square Footage:	Not Available Not Available 0 0 0 0.0 (sq ft)
Additional Information Airport Hazard:	None
Coastal Zone: Farmland: Very High Fire Hazard Severity Zone: Fire District No. 1: Fire District No. 2: Flood Zone: Hazardous Waste / Border Zone Properties: Methane Hazard Site: High Wind Velocity Areas: Hillside Grading: Oil Wells: Alquist-Priolo Fault Zone: Distance to Nearest Fault: Landslide: Liquefaction:	None Area not Mapped No No No Yes None No MZ No No No No No No No No No No No No No

## **Economic Development Areas**

Business Improvement District: Federal Empowerment Zone: Renewal Community: Revitalization Zone: State Enterprise Zone: None None Los Angeles Central City Los Angeles State Enterprise

Zone

West Adams Targeted Neighborhood Initiative:

#### **Public Safety**

Police Information:

South Southwest 316 Bureau:
Division / Station:
Report District:
Fire Information:
District / Fire Station:

26 3 2 No Batallion: Division: Red Flag Restricted Parking:

#### CASE SUMMARIES

Note: Information for Case Summaries is Retrieved from the Planning Department's Plan Case Tracking System (PCTS) Database.

Case Number:

CPC-2007-3827-ICO

Required Action(s):

ICO-INTERIM CONTROL ORDINANCE

Project Description(s):

ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.

Case Number:

CPC-2007-3827-ICO

Required Action(s):

ICO-INTERIM CONTROL ORDINANCE

Project Description(s):

ESTABLISHMENT OF AN ICO TO TEMPORARILY PROHIBIT THE ISSUANCE OF ALL PERMITS RELATED TO THE ESTABLISHMENT OF NEW FAST-FOOD RESTAURANTS

LOCATED IN WHOLE OR IN PART WITHIN THE PROPOSED ICO BOUNDARY.

Case Number:

CPC-2004-2395-ICO

Required Action(s):

ICO-INTERIM CONTROL ORDINANCE

Project Description(s):

ICO TO REGULATE THE ISSUANCE OF PERMITS RELATED TO

AUTOMOTIVE-RELATED USES, INCLUDING BUT NOT LIMITED TO AUTOMOBILE,

TRAILER SALES, ETC

Case Number:

CPC-1986-603-GPC

Required Action(s):

GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283) Project Description(s): GENERAL PLAN/ZONING CONSISTENCY PROGRAM

Case Number:

CPC-1986-447-GPC

Required Action(s):

GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)

Project Description(s): PLAN AND ZONE CONSISTENCY - SOUTH CENTRAL LOS ANGELES (HERB

GLASCOW)

Case Number:

CPC-1983-506-SP

Required Action(s):

SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)

Project Description(s):

SPECIFIC PLN ORD FOR INTERIM CONDITIONAL USE APPRVL FOR

ESTABLISHMENTS FOR THE SALE OF ALCOHOL WHICH ARE GENERALLY LOCATED

INTHE SOUTH CENTRAL AREA OF THE CITY

SEE GENERAL COMMENTS

CONTINUATION OF CPC-83-506. SEE GENERAL COMMENTS FOR CONTINUATION.

### DATA NOT AVAILABLE

ORD-70562 ORD-180103 ORD-177323 ORD-171682 ORD-167121-SA656 ORD-162128 ZA-9646 PRIOR-07/29/1962

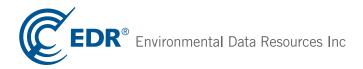
# APPENDIX E EDR DATABASE REPORT

1999 W Adams Blvd 1999 W Adams Blvd Los Angeles, CA 90018

Inquiry Number: 02431846.2r

March 02, 2009

# The EDR Radius Map™ Report with GeoCheck®



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Physical Setting Source Addendum	A-1
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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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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 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

#### TARGET PROPERTY INFORMATION

#### **ADDRESS**

1999 W ADAMS BLVD LOS ANGELES, CA 90018

#### **COORDINATES**

Latitude (North): 34.032800 - 34° 1' 58.1" Longitude (West): 118.308800 - 118° 18' 31.7"

Universal Tranverse Mercator: Zone 11 UTM X (Meters): 379174.9 UTM Y (Meters): 3766370.8

Elevation: 188 ft. above sea level

#### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 34118-A3 HOLLYWOOD, CA

Most Recent Revision: 1994

#### **AERIAL PHOTOGRAPHY IN THIS REPORT**

Photo Year: 2005

#### TARGET PROPERTY SEARCH RESULTS

The target property was identified in the following records. For more information on this property see page 7 of the attached EDR Radius Map report:

 Site
 Database(s)
 EPA ID

GOLDEN STATE MUTUAL LIFE INSURANC 1999 W ADAMS BLVD LOS ANGELES, CA 90018 HAZNET

N/A

#### **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

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 CERCLIS NFRAP site List

CERC-NFRAP..... CERCLIS No Further Remedial Action Planned

Federal RCRA CORRACTS facilities list

CORRACTS...... Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF...... RCRA - Transporters, Storage and Disposal

Federal RCRA generators list

RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

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 - equivalent NPL

RESPONSE...... State Response Sites

State- and tribal - equivalent CERCLIS

AOCONCERN..... San Gabriel Valley Areas of Concern

State and tribal landfill and/or solid waste disposal site lists

SWF/LF..... Solid Waste Information System

State and tribal leaking storage tank lists

SLIC..... Statewide SLIC Cases

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

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 VCP.....Voluntary Cleanup Program Properties

#### ADDITIONAL ENVIRONMENTAL RECORDS

#### Local Brownfield lists

US BROWNFIELDS..... A Listing of Brownfields Sites

#### Local Lists of Landfill / Solid Waste Disposal Sites

ODI..... Open Dump Inventory

DEBRIS REGION 9...... Torres Martinez Reservation Illegal Dump Site Locations WMUDS/SWAT...... Waste Management Unit Database

HAULERS...... Registered Waste Tire Haulers Listing

#### Local Lists of Hazardous waste / Contaminated Sites

US CDL..... Clandestine Drug Labs HIST Cal-Sites Database

SCH...... School Property Evaluation Program

Toxic Pits...... Toxic Pits Cleanup Act Sites AOCONCERN..... San Gabriel Valley Areas of Concern

CDL..... Clandestine Drug Labs

#### Local Land Records

LIENS 2..... CERCLA Lien Information

LUCIS.....Land Use Control Information System

LIENS..... Environmental Liens Listing 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

#### Other Ascertainable Records

DOT OPS..... Incident and Accident Data DOD...... Department of Defense Sites FUDS..... Formerly Used Defense Sites

CONSENT...... Superfund (CERCLA) Consent Decrees

ROD...... Records Of Decision UMTRA..... Uranium Mill Tailings Sites MINES..... Mines Master Index File

Act)/TSCA (Toxic Substances Control Act)

HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing

SSTS..... Section 7 Tracking Systems

ICIS...... Integrated Compliance Information System

PADS PCB Activity Database System
MLTS Material Licensing Tracking System
RADINFO Radiation Information Database

FINDS\_\_\_\_\_\_Facility Index System/Facility Registry System RAATS\_\_\_\_\_\_RCRA Administrative Action Tracking System

CA BOND EXP. PLAN. Bond Expenditure Plan
CA WDS. Waste Discharge System
Notify 65. Proposition 65 Records
LA Co. Site Mitigation. Site Mitigation List
DRYCLEANERS. Cleaner Facilities

LOS ANGELES CO. HMS.... HMS: Street Number List

WIP...... Well Investigation Program Case List

EMI\_\_\_\_\_\_Emissions Inventory Data INDIAN RESERV\_\_\_\_\_Indian Reservations

SCRD DRYCLEANERS...... State Coalition for Remediation of Drycleaners Listing

#### **EDR PROPRIETARY RECORDS**

#### **EDR Proprietary Records**

Manufactured Gas Plants\_\_\_\_ EDR Proprietary Manufactured Gas Plants

#### 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 RCRA generators list

RCRA-LQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

A review of the RCRA-LQG list, as provided by EDR, and dated 09/10/2008 has revealed that there are 2

RCRA-LQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ANIMO PAT BROWN HIGH SCHOOL	2400 S WESTERN AVE	0 - 1/8 (0.000 mi.)	B2	7
24TH STREET EARLY EDUCATION CE	2101 W 24TH ST	WNW 1/8 - 1/4 (0.181 mi.)	30	34

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 09/10/2008 has revealed that there are 4 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CRENSHAW MANAGEMENT LA HSNG AU	2455 ST ST ANDREWS PLAC	W 1/8 - 1/4 (0.132 mi.)	27	29
LOS ANGELES DOCTORS HOSPITAL	2231 SOUTH WESTERN AVE	N 1/8 - 1/4 (0.143 mi.)	28	30
NUEVO LAS CIENEGAS FIELD MURPH	2126 W ADAMS	W 1/8 - 1/4 (0.206 mi.)	31	36
Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL C/O CD PACKER H11	1935 W ADAMS	SE 0 - 1/8 (0.055 mi.)	D14	16

#### 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 11/25/2008 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CENTRAL REGION ELEMENTARY SCHO Status: Certified	WEST WASHINGTO	N BLVD/BUENE 1/2 - 1 (0.788 mi.)	39	43
Lower Elevation	Address	Direction / Distance	Map ID	Page
MANUAL ARTS NEW ELEMENTARY SCH Status: No Further Action	JEFFERSON BOULE	VARD/SO <b>E</b> SE 1/2 - 1 (0.973 mi.)	40	47

#### 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 01/06/2009 has revealed that there are 3 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHEVRON #9-0099 Status: Completed - Case Closed	2602 WESTERN AVE S	S 0 - 1/8 (0.065 mi.)	E21	25
SHELL SERVICE STATION Status: Open - Remediation	2603 NORMANDIE AVE S.	E 1/4 - 1/2 (0.437 mi.)	H37	40
SHELL NORMANDIE Status: Completed - Case Closed	2603 NORMANDIE AVE S	E 1/4 - 1/2 (0.437 mi.)	H38	41

#### 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 01/06/2009 has revealed that there are 2 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ST. JOHN OF GOD RETIREMENTAND	2035 W ADAMS BLVD	W 0 - 1/8 (0.064 mi.)	17	22
Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL C/O CD PACKER H11	1935 W ADAMS	SE 0 - 1/8 (0.055 mi.)	D14	16

#### ADDITIONAL ENVIRONMENTAL RECORDS

#### Local Lists of Landfill / Solid Waste Disposal Sites

SWRCY: A listing of recycling facilities in California.

A review of the SWRCY list, as provided by EDR, and dated 01/05/2009 has revealed that there are 3 SWRCY sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
ADAMS AUTO SERVICE	1885 W ADAMS BLVD	ESE 1/8 - 1/4 (0.125 mi.)	F25	27
WESTERN RECYCLING	3104 S WESTERN AVE	S 1/4 - 1/2 (0.430 mi.)	G35	39
A & E RECYCLING	3104 S WESTERN AVE	S 1/4 - 1/2 (0.430 mi.)	G36	39

#### Local Lists of Registered Storage Tanks

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 11 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEROME SINAY PHD	2415 S WESTERN AVE	0 - 1/8 (0.000 mi.)	В3	8
UNION SERVICE STATION 1035	2000 W ADAMS BLVD	0 - 1/8 (0.000 mi.)	A5	10
LOS ANGELES DOCTORS HOSPITAL	2231 SOUTH WESTERN AVE	N 1/8 - 1/4 (0.143 mi.)	28	30
GOLDEN AUTO CENTER	2137 S WESTERN AVE	N 1/8 - 1/4 (0.173 mi.)	29	33
AUTOBAHN MOTORS	2020 S WESTERN AVE	NNW 1/8 - 1/4 (0.225 mi.)	32	37
Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL CO	1968 W ADAMS	E 0 - 1/8 (0.024 mi.)	C10	13
PACIFIC BELL C/O CD PACKER H11	1935 W ADAMS	SE 0 - 1/8 (0.055 mi.)	D14	16
COMMUNITY REDEVELOPMENT AGENCY	2601 S WESTERN AVE	S 0 - 1/8 (0.064 mi.)	E16	21
ROY'S SERVICE	2602 S WESTERN AVE	S 0 - 1/8 (0.065 mi.)	E19	23
ADAMS AUTO SERVICE	1885 W ADAMS BLVD	ESE 1/8 - 1/4 (0.125 mi.)	F25	27
TUKES AUTO REPAIR	1820 W ADAMS BLVD	E 1/8 - 1/4 (0.237 mi.)	33	38

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 6 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SERVICE STATION 1035	2000 W ADAMS BLVD	0 - 1/8 (0.000 mi.)	A4	9
UNION OIL SERVICE STATION 1035	2000 W ADAMS BLVD	0 - 1/8 (0.000 mi.)	A6	11
LOS ANGELES DOCTORS HOSPITAL	2231 SOUTH WESTERN AVE	N 1/8 - 1/4 (0.143 mi.)	28	30
Lower Elevation	Address	Direction / Distance	Map ID	Page
Lower Elevation  PACIFIC BELL CO	Address 1968 W ADAMS	Direction / Distance E 0 - 1/8 (0.024 mi.)	Map ID	Page 13
			<u> </u>	

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 10 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
JEROME SINAY PHD	2415 S WESTERN AVE	0 - 1/8 (0.000 mi.)	В3	8
UNION SERVICE STATION 1035	2000 W ADAMS BLVD	0 - 1/8 (0.000 mi.)	A5	10
LOS ANGELES DOCTORS HOSPITAL	2231 SOUTH WESTERN AVE	N 1/8 - 1/4 (0.143 mi.)	28	30
GOLDEN AUTO CENTER	2137 S WESTERN AVE	N 1/8 - 1/4 (0.173 mi.)	29	33

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
AUTOBAHN MOTORS	2020 S WESTERN AVE	NNW 1/8 - 1/4 (0.225 mi.)	32	37
Lower Elevation	Address	Direction / Distance	Map ID	Page
PACIFIC BELL CO	1968 W ADAMS	E 0 - 1/8 (0.024 mi.)	C10	13
PACIFIC BELL	1935 W ADAMS BLVD	SE 0 - 1/8 (0.055 mi.)	D13	16
ROY'S SERVICE	2602 S WESTERN AVE	S 0 - 1/8 (0.065 mi.)	E19	23
ADAMS AUTO SERVICE	1885 W ADAMS BLVD	ESE 1/8 - 1/4 (0.125 mi.)	F25	27
TUKES AUTO REPAIR	1820 W ADAMS BLVD	E 1/8 - 1/4 (0.237 mi.)	33	38

#### Other Ascertainable Records

RCRA-NonGen: 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 list, as provided by EDR, and dated 09/10/2008 has revealed that there is 1 RCRA-NonGen site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page	
PACIFIC BELL CO	1968 W ADAMS	E 0 - 1/8 (0.024 mi.)	C10	13	

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites). This listing is no longer updated by the state agency.

A review of the Cortese list, as provided by EDR, and dated 04/01/2001 has revealed that there are 3 Cortese sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page 38	
SHELL 204-4531-2000	2190 WASHINGTON	N 1/4 - 1/2 (0.415 mi.)	34		
Lower Elevation	Address	Direction / Distance	Map ID	Page	
CHEVRON #9-0099 SHELL NORMANDIE	2602 WESTERN <b>2603 NORMANDIE AVE S</b>	S 0 - 1/8 (0.065 mi.) E 1/4 - 1/2 (0.437 mi.)	E20 <b>H38</b>	25 <b>41</b>	

#### **EDR PROPRIETARY RECORDS**

#### **EDR Proprietary Records**

EDR Historical Auto Stations: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR

researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc.

A review of the EDR Historical Auto Stations list, as provided by EDR, has revealed that there are 5 EDR Historical Auto Stations sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page	
DEETER H H	1978 W ADAMS BLVD	E 0 - 1/8 (0.007 mi.)	A7	12	
TIBHS STEPH	1976 W ADAMS BLVD	E 0 - 1/8 (0.011 mi.)	C8	12	
CHEVRON STATIONS	2602 S WESTERN AVE	S 0 - 1/8 (0.017 mi.)	C9	12	
NUGENT J R	1926 W ADAMS BLVD	SE 0 - 1/8 (0.072 mi.)	22	27	
PAUTZ R N	1885 W ADAMS BLVD	ESE 1/8 - 1/4 (0.129 mi.)	F26	29	

EDR Historical Cleaners: EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc.

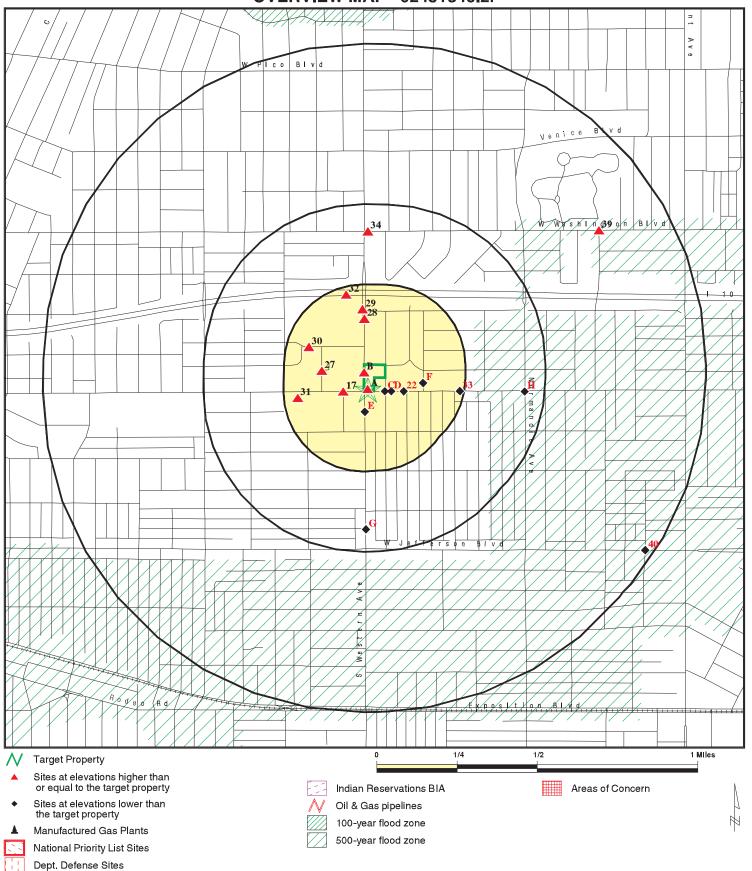
A review of the EDR Historical Cleaners list, as provided by EDR, has revealed that there are 5 EDR Historical Cleaners sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
GREEN SARAH MRS	1953 W ADAMS BLVD	E 0 - 1/8 (0.035 mi.)	C11	15
TORREY M E MRS	1948 W ADAMS BLVD	SSE 0 - 1/8 (0.046 mi.)	D12	15
BLANK LOUIS	1938 W ADAMS BLVD	SE 0 - 1/8 (0.056 mi.)	D15	21
SING QUONG	1890 W ADAMS BLVD	ESE 0 - 1/8 (0.119 mi.)	F23	27
SKURATOWSKY SAML	2521 LA SALLE AVE	E 0 - 1/8 (0.120 mi.)	F24	27

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
MOBIL #18-LLR	LUST, Cortese
EXXONMOBIL #18-LLF	LUST
SHELL 204-4531-2000	LUST
SHELL SERVICE STATION	LUST
P/M SERVICE STATION #973	UST
2045 EAST WASHINGTON BLVD	HMIRS
1955 E WASHINGTON BLVD	HMIRS
1955 E WASHINGTON BLVD	HMIRS
1955 E. WASHINGTON BLVD.	HMIRS
1955 EAST WASHINGTON BLVD	HMIRS
1955 E. WASHINGTON BLVD.	HMIRS
1955 E. WASHINGTON BLVD.	HMIRS
1955 E. WASHINGTON BLVD	HMIRS
1955 E WASHINGTON BLVD	HMIRS
2715 EAST WASHINGTON BLVD.	ERNS
WASHINGTON BLVD AND HILL ST	ERNS
EAST WASHINGTON BLVD AND OAK ST	ERNS
2750 E WASHINGTON BLVD	ERNS
SHELL OIL #204-2928-0538	LOS ANGELES CO. HMS
BLU AUTOBODY GROUP INC	LOS ANGELES CO. HMS

#### **OVERVIEW MAP - 02431846.2r**

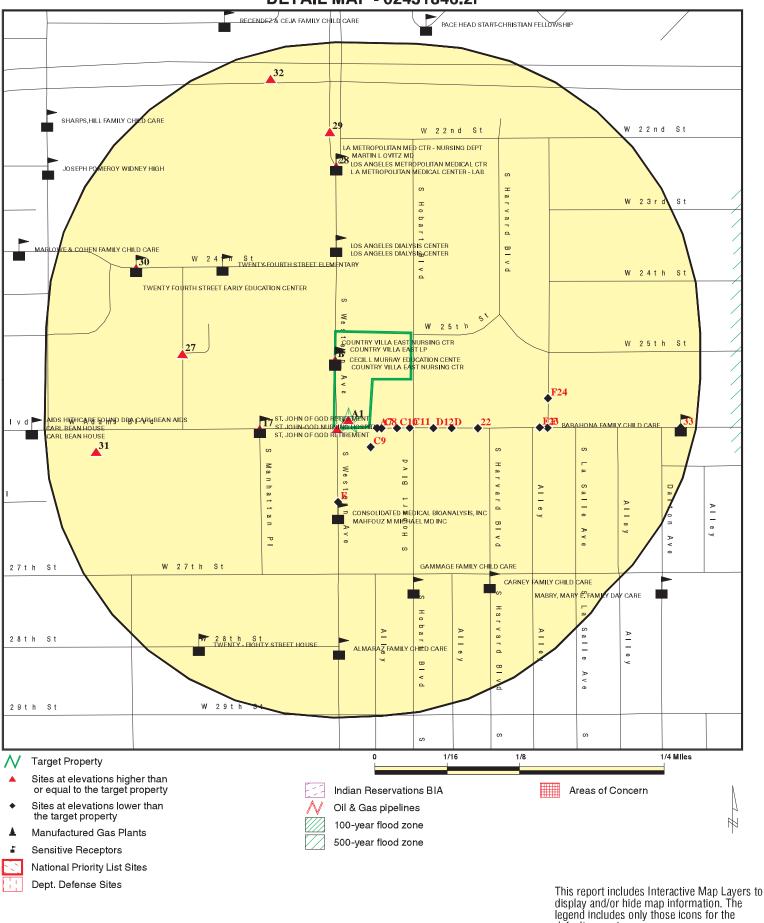


This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 1999 W Adams Blvd SCS Engineers CLIENT: CONTACT: Loran Bures ADDRESS: 1999 W Adams Blvd INQUIRY #: 02431846.2r Los Angeles CA 90018 LAT/LONG: 34.0328 / 118.3088

DATE: March 02, 2009 1:12 pm

### **DETAIL MAP - 02431846.2r**



SITE NAME:

ADDRESS:

LAT/LONG:

1999 W Adams Blvd

1999 W Adams Blvd

34.0328 / 118.3088

Los Angeles CA 90018

CLIENT: SCS Engineers
CONTACT: Loran Bures
INQUIRY #: 02431846.2r
DATE: March 02, 2009 1:12 pm

default map view.

# **MAP FINDINGS SUMMARY**

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted		
STANDARD ENVIRONMEN	STANDARD ENVIRONMENTAL RECORDS									
Federal NPL site list										
NPL Proposed NPL NPL LIENS		1.000 1.000 TP	0 0 NR	0 0 NR	0 0 NR	0 0 NR	NR NR NR	0 0 0		
Federal Delisted NPL sit	te list									
Delisted NPL		1.000	0	0	0	0	NR	0		
Federal CERCLIS list										
CERCLIS		0.500	0	0	0	NR	NR	0		
Federal CERCLIS NFRA	P site List									
CERC-NFRAP		0.500	0	0	0	NR	NR	0		
Federal RCRA CORRAC	TS facilities li	st								
CORRACTS		1.000	0	0	0	0	NR	0		
Federal RCRA non-COR	RACTS TSD f	acilities list								
RCRA-TSDF		0.500	0	0	0	NR	NR	0		
Federal RCRA generator	rs list									
RCRA-LQG RCRA-SQG RCRA-CESQG		0.250 0.250 0.250	1 1 0	1 3 0	NR NR NR	NR NR NR	NR NR NR	2 4 0		
Federal institutional cor engineering controls re										
US ENG CONTROLS US INST CONTROL		0.500 0.500	0 0	0 0	0 0	NR NR	NR NR	0 0		
Federal ERNS list										
ERNS		TP	NR	NR	NR	NR	NR	0		
State- and tribal - equiva	alent NPL									
RESPONSE		1.000	0	0	0	0	NR	0		
State- and tribal - equiva	alent CERCLIS	;								
AOCONCERN ENVIROSTOR		1.000 1.000	0 0	0 0	0 0	0 2	NR NR	0 2		
State and tribal landfill a solid waste disposal site										
SWF/LF		0.500	0	0	0	NR	NR	0		
State and tribal leaking	storage tank li	ists								
LUST SLIC		0.500 0.500	1 0	0 0	2 0	NR NR	NR NR	3 0		

# **MAP FINDINGS SUMMARY**

Database	Target Property	Search Distance (Miles)	< 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
State and tribal registered	d storage tar	nk lists						
UST AST INDIAN UST		0.250 0.250 0.250	2 0 0	0 0 0	NR NR NR	NR NR NR	NR NR NR	2 0 0
State and tribal voluntary	cleanup site	es						
INDIAN VCP VCP		0.500 0.500	0 0	0 0	0 0	NR NR	NR NR	0 0
ADDITIONAL ENVIRONMEN	TAL RECORDS	<u>s</u>						
Local Brownfield lists								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
Local Lists of Landfill / S Waste Disposal Sites	olid							
ODI DEBRIS REGION 9 WMUDS/SWAT SWRCY HAULERS		0.500 0.500 0.500 0.500 TP	0 0 0 0 NR	0 0 0 1 NR	0 0 0 2 NR	NR NR NR NR NR	NR NR NR NR NR	0 0 0 3 0
Local Lists of Hazardous Contaminated Sites	waste /							
US CDL HIST Cal-Sites SCH Toxic Pits AOCONCERN CDL		TP 1.000 0.250 1.000 1.000 TP	NR 0 0 0 0 NR	NR 0 0 0 0 NR	NR 0 NR 0 0 NR	NR 0 NR 0 0 NR	NR NR NR NR NR	0 0 0 0 0
Local Lists of Registered	Storage Tan	ıks						
CA FID UST HIST UST SWEEPS UST		0.250 0.250 0.250	6 5 5	5 1 5	NR NR NR	NR NR NR	NR NR NR	11 6 10
Local Land Records								
LIENS 2 LUCIS LIENS DEED		TP 0.500 TP 0.500	NR 0 NR 0	NR 0 NR 0	NR 0 NR 0	NR NR NR NR	NR NR NR NR	0 0 0
Records of Emergency R	elease Repo	rts						
HMIRS CHMIRS LDS MCS		TP TP TP TP	NR NR NR NR	NR NR NR NR	NR NR NR NR	NR NR NR NR	NR NR NR NR	0 0 0
Other Ascertainable Reco	ords							
RCRA-NonGen		0.250	1	0	NR	NR	NR	1

# **MAP FINDINGS SUMMARY**

Database	Target Property	Search Distance (Miles)	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DOT OPS DOD FUDS CONSENT ROD UMTRA MINES TRIS TSCA FTTS HIST FTTS SSTS ICIS PADS MLTS RADINFO FINDS RAATS CA BOND EXP. PLAN CA WDS Cortese Notify 65 LA Co. Site Mitigation DRYCLEANERS LOS ANGELES CO. HMS WIP HAZNET EMI INDIAN RESERV SCRD DRYCLEANERS	X	TP 1.000 1.000 1.000 1.000 0.500 0.250 TP TP TP TP TP TP TP TP TP TP TP TP TP	NR	NR 000000RRRRRRRRRRRRR NR OR OOOOORR NOO	NR 0 0 0 0 0 RR RR RR RR RR NR NR O R 2 0 RR RR RR NR NR NR NR O NR 2 0 RR RR RR NR O 0	N O O O O R R R R R R R R R R R R O R R O R R R R R R R O R R O R R R R R R R O R	N N N N N N N N N N N N N N N N N N N	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
EDR PROPRIETARY RECOR	_							
EDR Proprietary Records  Manufactured Gas Plants  EDR Historical Auto Station  EDR Historical Cleaners		1.000 0.250 0.250	0 4 5	0 1 0	0 NR NR	0 NR NR	NR NR NR	0 5 5

#### NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID MAP FINDINGS

Direction Distance

**Target** 

**EDR ID Number** Elevation Site **EPA ID Number** Database(s)

**A1 GOLDEN STATE MUTUAL LIFE INSURANCE CO** HAZNET S103639468

1999 W ADAMS BLVD N/A

LOS ANGELES, CA 90018 **Property** 

Site 1 of 5 in cluster A

HAZNET: Actual:

CAL000180181 188 ft. Gepaid:

> Contact: **GOLDEN STATE MUTUAL LIFE INS**

Telephone: 000000000 Facility Addr2: Not reported Mailing Name: Not reported

Mailing Address: 1999 W ADAMS BLVD Mailing City, St, Zip: LOS ANGELES, CA 900180000

Los Angeles Gen County: TSD EPA ID: CAD000088252 TSD County: Los Angeles

Waste Category: Pharmaceutical waste Transfer Station Disposal Method: Tons: 63.2100 Facility County: Los Angeles

B2 ANIMO PAT BROWN HIGH SCHOOL

RCRA-LQG 1010783816 2400 S WESTERN AVE

< 1/8 LOS ANGELES, CA 90018

1 ft.

Site 1 of 2 in cluster B

RCRA-LQG: Relative:

Date form received by agency: 04/23/2008 Higher

ANIMO PAT BROWN HIGH SCHOOL Facility name:

Actual: Facility address: 2400 S WESTERN AVE

203 ft.

LOS ANGELES, CA 90018

EPA ID: CAR000191783 Mailing address: 333 S BEAUDRY AVE

LAUSD OEHS 20TH FL LOS ANGELES, CA 90017

Contact: SOE AUNG

Contact address: 333 S BEAUDRY AVE LAUSD OEHS 20TH FL

LOS ANGELES, CA 90017

Contact country: US

Contact telephone: 213-241-3904

Contact email: SOE.AUNG@LAUSD.NET

EPA Region:

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:

CAR000191783

Map ID MAP FINDINGS

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### ANIMO PAT BROWN HIGH SCHOOL (Continued)

1010783816

Owner/operator name: ANIMO PAT BROWN HIGH SCHOOL

Owner/operator address: Not reported Not reported

Owner/operator country: Not reported Owner/operator telephone: Not reported Legal status: District Owner/Operator Type: Operator Owner/Op start date: 04/16/2008 Owner/Op end date: Not reported

LOS ANGELES UNIFIED SCHOOL DIST Owner/operator name:

Owner/operator address: 333 S BEAUDRY AVE

LOS ANGELES, CA 90017

Owner/operator country: Not reported Owner/operator telephone: Not reported Legal status: District Owner/Operator Type: Owner Owner/Op start date: 04/16/2008 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

Off-site waste receiver: Commercial status unknown

Hazardous Waste Summary:

Waste code: D008 LEAD Waste name:

Violation Status: No violations found

19056483

В3 **JEROME SINAY PHD** 2415 S WESTERN AVE LOS ANGELES, CA 90018 < 1/8

Site 2 of 2 in cluster B

1 ft.

CA FID UST:

Relative: Higher Facility ID:

UTNKA Regulated By: Actual: Regulated ID: Not reported 204 ft. Cortese Code: Not reported

SIC Code: Not reported 2130000000 Facility Phone: Mail To: Not reported S101588242

N/A

CA FID UST

**SWEEPS UST** 

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

**JEROME SINAY PHD (Continued)** 

S101588242

Mailing Address: 2415 S WESTERN AVE

Mailing Address 2: Not reported

Mailing City,St,Zip: LOS ANGELES 900180000

Contact: Not reported Contact Phone: Not reported Not reported **DUNs Number:** Not reported NPDES Number: EPA ID: Not reported Not reported Comments: Status: Active

SWEEPS UST:

Status: Α Comp Number: 7316 Number:

Board Of Equalization: Not reported 01-11-93 Ref Date: Act Date: 01-11-93 Created Date: 02-29-88 Tank Status: Not reported Not reported Owner Tank Id: Swrcb Tank Id: Not reported Actv Date: Not reported Capacity: Not reported Tank Use: Not reported Stg: Not reported Not reported Content: Number Of Tanks: Not reported

Α4 **SERVICE STATION 1035** 2000 W ADAMS BLVD < 1/8 LOS ANGELES, CA 90018

0.000 mi.

Site 2 of 5 in cluster A 2 ft.

Relative: Higher

190 ft.

HIST UST: Region:

Actual:

STATE 0000003903 Facility ID: Facility Type: Gas Station Other Type: Not reported

Total Tanks: 0003

Contact Name: MYUNG RAE CHO

Telephone: 2137329722

UNION OIL COMPANY OF CALIFORNI Owner Name: Owner Address: 3701 WILSHIRE BOULEVARD-SUITE

Owner City, St, Zip: LOS ANGELES, CA 90010

Tank Num: 001 10354 Container Num: Year Installed: 1959 00000280 Tank Capacity: Tank Used for: WASTE Type of Fuel: WASTE OIL Tank Construction: Not reported

Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 002 HIST UST U001560788

N/A

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### **SERVICE STATION 1035 (Continued)**

U001560788

S101586602

N/A

CA FID UST

**SWEEPS UST** 

Container Num: 10352 Year Installed: 1982 Tank Capacity: 00009886 Tank Used for: **PRODUCT** Type of Fuel: **PREMIUM** Tank Construction: Not reported

Leak Detection: Stock Inventor, Pressure Test, 10

Tank Num: 003 Container Num: 1035-1 1982 Year Installed: 00009886 Tank Capacity: **PRODUCT** Tank Used for: Type of Fuel: **UNLEADED** Tank Construction: Not reported

Leak Detection: Stock Inventor, Pressure Test, 10

Α5 **UNION SERVICE STATION 1035** 2000 W ADAMS BLVD

< 1/8 LOS ANGELES, CA 90018

0.000 mi.

2 ft. Site 3 of 5 in cluster A

CA FID UST: Relative:

Higher

Facility ID: 19054169 Regulated By: UTNKI

Actual: Regulated ID: 00003903 190 ft. Cortese Code: Not reported SIC Code: Not reported Facility Phone: 2137329722 Mail To: Not reported

> Mailing Address: 3701 WILSHIRE BLVD

Mailing Address 2: Not reported

Mailing City,St,Zip: LOS ANGELES 900180000

Contact: Not reported Contact Phone: Not reported **DUNs Number:** Not reported Not reported NPDES Number: Not reported EPA ID: Not reported Comments: Status: Inactive

SWEEPS UST:

Status: Not reported

Comp Number: 313

Number: Not reported Board Of Equalization: 44-000051 Ref Date: Not reported Not reported Act Date: Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported

Swrcb Tank Id: 19-050-000313-000001

Not reported Actv Date: Capacity: 280 Tank Use: OIL WASTE Stg:

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### **UNION SERVICE STATION 1035 (Continued)**

S101586602

Content: WASTE OIL

Number Of Tanks:

Status: Not reported

Comp Number: 313

Not reported Number: 44-000051 Board Of Equalization: Ref Date: Not reported Act Date: Not reported Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported

19-050-000313-000002 Swrcb Tank Id:

Actv Date: Not reported Capacity: 9886 Tank Use: M.V. FUEL **PRODUCT** Stg: **REG UNLEADED** Content: Number Of Tanks: Not reported

Status: Not reported Comp Number: 313 Number: Not reported Board Of Equalization: 44-000051 Ref Date: Not reported Act Date: Not reported Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported

19-050-000313-000003 Swrcb Tank Id:

Actv Date: Not reported Capacity: 9886 Tank Use: M.V. FUEL Stg: **PRODUCT** Content: **REG UNLEADED** Number Of Tanks: Not reported

**UNION OIL SERVICE STATION 1035 A6** 

2000 W ADAMS BLVD

< 1/8 LOS ANGELES, CA 90018

0.000 mi.

2 ft. Site 4 of 5 in cluster A

Relative: Higher

HIST UST:

Region:

Actual: 190 ft.

STATE Facility ID: 00000055778 Facility Type: Gas Station Other Type: Not reported Total Tanks: 0001

Contact Name: MYUNG RAE CHO

Telephone: 2137329722

UNION OIL COMPANY OF CALIFORNI Owner Name: 3701 WILSHIRE BOULEVARD - SUIT Owner Address:

Owner City, St, Zip: LOS ANGELES, CA 90010

001 Tank Num: Container Num:

Year Installed: Not reported HIST UST U001560790

N/A

Map ID MAP FINDINGS

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

UNION OIL SERVICE STATION 1035 (Continued)

U001560790

Tank Capacity: 00000180 Tank Used for: WASTE Type of Fuel: WASTE OIL Tank Construction: Not reported Leak Detection: None

Α7 **DEETER H H EDR Historical Auto Stations** 1009080621

**East** 1978 W ADAMS BLVD N/A

< 1/8 LOS ANGELES, CA

0.007 mi.

Site 5 of 5 in cluster A 36 ft.

**EDR Historical Auto Stations:** Relative: HASEROT R W Name: Lower

Year: 1933

Actual: GASOLINE AND OIL SERVICE STATIONS Type:

182 ft.

Name: DEETER H H

Year: 1942

**AUTOMOBILE REPAIRING** Type:

C8 **TIBHS STEPH EDR Historical Auto Stations** 1009079739

**East** 1976 W ADAMS BLVD N/A

< 1/8 LOS ANGELES, CA

0.011 mi.

56 ft. Site 1 of 4 in cluster C

EDR Historical Auto Stations: Relative:

Name: **TIBHS STEPH** Lower

Year: 1937

Actual: Type: **AUTOMOBILE REPAIRING** 182 ft.

C9 **CHEVRON STATIONS EDR Historical Auto Stations** 1008994418 N/A

South 2602 S WESTERN AVE < 1/8 LOS ANGELES, CA 90000

0.017 mi.

92 ft. Site 2 of 4 in cluster C

**EDR Historical Auto Stations:** Relative: Name: ROY'S CHEVRON SERVICE Lower

Year: 1994

Actual:

Type: Not reported 182 ft.

**CHEVRON STATIONS** Name:

> Year: 1999 Type: Not reported

Map ID MAP FINDINGS

Direction Distance

Elevation Site Database(s) EPA ID Number

 C10
 PACIFIC BELL CO
 FINDS
 1000250223

 East
 1968 W ADAMS
 CA FID UST
 CAD982348872

< 1/8 LOS ANGELES, CA 90018 HIST UST 0.024 mi. SWEEPS UST 127 ft. Site 3 of 4 in cluster C RCRA-NonGen

Relative: FINDS:

Lower Other Pertinent Environmental Activity Identified at Site

**Actual:** Registry ID: 110002798713 **181 ft.** 

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.

CA FID UST:

Facility ID: 19005593
Regulated By: UTNKI
Regulated ID: 00061247
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4155426758
Mail To: Not reported

Mailing Address: 177 COLORADO BLVD-ROOM

Mailing Address 2: Not reported

Mailing City, St, Zip: LOS ANGELES 900180000

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:

Region: STATE
Facility ID: 00000061247
Facility Type: Other
Other Type: SIC 4800
Total Tanks: 0001

Contact Name: E.J. KOEHLER
Telephone: 4155426758
Owner Name: PACIFIC BELL
Owner Address: 370 THIRD STREET

Owner City, St, Zip: SAN FRANCISCO, CA 94107

001 Tank Num: Container Num: 1 Year Installed: 1976 00004000 Tank Capacity: Tank Used for: **PRODUCT** Type of Fuel: DIESEL Tank Construction: Not reported Leak Detection: None

**EDR ID Number** 

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

#### PACIFIC BELL CO (Continued)

1000250223

SWEEPS UST:

Status: Not reported Comp Number: 3383 Number: Not reported 44-012968 Board Of Equalization: Not reported Ref Date: Not reported Act Date: Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported

Swrcb Tank Id: 19-050-003383-000001

Actv Date: Not reported 4000 Capacity: Tank Use: M.V. FUEL **PRODUCT** Stg: Content: DIESEL Number Of Tanks: 1

RCRA-NonGen:

Date form received by agency: 09/02/1997 Facility name: PACIFIC BELL CO Facility address: 1968 W ADAMS

LOS ANGELES, CA 90018

EPA ID: CAD982348872

Mailing address: 3020 WILSHIRE BLVD RM 200 LOS ANGELES, CA 90010

Contact: **ENVIRONMENTAL MANAGER** 

Contact address: **1968 W ADAMS** 

LOS ANGELES, CA 90018

Contact country: US

Contact telephone: (213) 738-8454 Contact email: Not reported

EPA Region: 09

Classification: Non-Generator

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

PACIFIC BELL Owner/operator name: **NOT REQUIRED** Owner/operator address:

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: Unknown Mixed waste (haz. and radioactive): Unknown 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: Unknown

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

PACIFIC BELL CO (Continued) 1000250223

Furnace exemption: Unknown 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

Off-site waste receiver: Commercial status unknown

**Historical Generators:** 

Date form received by agency: 09/01/1996 Facility name: PACIFIC BELL CO Classification: Small Quantity Generator

Date form received by agency: 03/03/1988 Facility name: PACIFIC BELL CO Classification: Large Quantity Generator

Violation Status: No violations found

C11 **GREEN SARAH MRS EDR Historical Cleaners** 1009189489 1953 W ADAMS BLVD N/A

**East** LOS ANGELES, CA < 1/8

0.035 mi.

184 ft. Site 4 of 4 in cluster C

Relative:

**EDR Historical Cleaners:** 

Lower

NO DE LAY Name: 1933

Year: Actual:

Type: **CLOTHES PRESSERS AND CLEANERS** 

181 ft.

Name: **GREEN SARAH MRS** 

Year: 1937

**CLOTHES PRESSERS AND CLEANERS** Type:

D12 1009188287 **TORREY M E MRS EDR Historical Cleaners** 

SSE 1948 W ADAMS BLVD < 1/8 LOS ANGELES, CA

0.046 mi.

245 ft. Site 1 of 4 in cluster D

**EDR Historical Cleaners:** Relative:

Name: TORREY M E MRS Lower

Year: 1933

Actual: CLOTHES PRESSERS AND CLEANERS Type:

181 ft.

Name: TORREY M E MRS

Year: 1937

Type: CLOTHES PRESSERS AND CLEANERS N/A

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

D13 **PACIFIC BELL SWEEPS UST** U003879739

SE 1935 W ADAMS BLVD LOS ANGELES, CA 90018 < 1/8

0.055 mi.

290 ft. Site 2 of 4 in cluster D

Relative: Lower

SWEEPS UST:

Status: Not reported

Comp Number: 3384

Actual: Number: Not reported 180 ft. Board Of Equalization: 44-012969

Ref Date: Not reported Act Date: Not reported Not reported Created Date: Not reported Tank Status: Owner Tank Id: Not reported

19-050-003384-000001 Swrcb Tank Id:

Actv Date: Not reported 10000 Capacity: M.V. FUEL Tank Use: Stg: **PRODUCT** DIESEL Content: Number Of Tanks: 1

Status: Α Comp Number: 3384 Number: 9

44-012969 Board Of Equalization: Ref Date: 10-06-92 Act Date: 04-19-94 02-29-88 Created Date:

Tank Status:

0000003384 Owner Tank Id:

Swrcb Tank Id: 19-050-003384-000002

Actv Date: 10-23-92 Capacity: 8000 Tank Use: M.V. FUEL

Stg: Content: Number Of Tanks:

PACIFIC BELL C/O CD PACKER H1116

SE **1935 W ADAMS** 

< 1/8

0.055 mi.

D14

Site 3 of 4 in cluster D

Relative:

RCRA-SQG:

Actual: Date form received by agency: 09/01/1996

> Facility name: PACIFIC BELL C/O CD PACKER H1116

LOS ANGELES, CA 90018

EPA ID: CAD982413395

3020 WILSHIRE BLVD RM 200 Mailing address:

LOS ANGELES, CA 90010

Contact: Not reported Not reported Contact address: Not reported

N/A

RCRA-SQG

**CA FID UST** 

**HIST UST** 

**FINDS** 

**UST** 

**EMI** 

**HAZNET** 

1000250231

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CAD982413395

DIESEL

LOS ANGELES, CA 90018

290 ft.

Lower

Direction Distance

Elevation Site Database(s) EPA ID Number

# PACIFIC BELL C/O CD PACKER H1116 (Continued)

1000250231

**EDR ID Number** 

Contact country: Not reported 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: PACIFIC BELL
Owner/operator address: NOT REQUIRED

NOT REQUIRED, ME 99999

Owner/operator country:

Owner/operator telephone:

Legal status:

Owner/Operator Type:

Owner/Op start date:

Owner/Op end date:

Not reported

Not reported

Not reported

Owner/operator name: NOT REQUIRED Owner/operator address: NOT REQUIRED

NOT REQUIRED, ME 99999

Owner/operator country:

Owner/operator telephone:

Legal status:

Owner/Operator Type:

Owner/Op start date:

Owner/Op end date:

Not reported

Not reported

Not reported

### Handler Activities Summary:

U.S. importer of hazardous waste: Unknown Mixed waste (haz. and radioactive): Unknown 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: Unknown Furnace exemption: Unknown 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

Off-site waste receiver: Commercial status unknown

Historical Generators:

Date form received by agency: 04/22/1988

Facility name: PACIFIC BELL C/O CD PACKER H1116

Classification: Large Quantity Generator

Violation Status: No violations found

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# PACIFIC BELL C/O CD PACKER H1116 (Continued)

1000250231

FINDS:

Other Pertinent Environmental Activity Identified at Site

Registry ID: 110002807794

California - Hazardous Waste Tracking System - Datamart

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:

Gepaid: CAD982413395

Contact: SHARON BAYLE/STAFF ASSOC

Telephone: 9258675741 Facility Addr2: Not reported Mailing Name: Not reported

Mailing Address: PO BOX 5095 RM 3E000 Mailing City, St, Zip: SAN RAMON, CA 945830995

Gen County: Los Angeles TSD EPA ID: Not reported TSD County: Los Angeles

Waste Category: Aqueous solution with 10% or more total organic residues

Disposal Method: Recycler 0.08 Tons: Facility County: Not reported

Gepaid: CAD982413395

Contact: SHARON BAYLE/STAFF ASSOC

9258675741 Telephone: Facility Addr2: Not reported Mailing Name: Not reported

Mailing Address: PO BOX 5095 RM 3E000 Mailing City, St, Zip: SAN RAMON, CA 945830995

Gen County: Los Angeles TSD EPA ID: Not reported TSD County: Los Angeles

Waste Category: Waste oil and mixed oil

Disposal Method: Recycler 3.75 Tons:

Facility County: Not reported

Gepaid: CAD982413395

Contact: SHARON BAYLE/STAFF ASSOC

9258675741 Telephone: Facility Addr2: Not reported Mailing Name: RM 1N200

Mailing Address: PO BOX 5095 RM 3E000 Mailing City, St, Zip: SAN RAMON, CA 945830995

Gen County: Los Angeles TSD EPA ID: CAD982444481 TSD County: Los Angeles

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# PACIFIC BELL C/O CD PACKER H1116 (Continued)

1000250231

Waste Category: Unspecified oil-containing waste

Disposal Method: **Transfer Station** 

Tons: 0.22 Facility County: Los Angeles

CAD982413395 Gepaid: PACIFIC BELL Contact: 9258236161 Telephone: Facility Addr2: Not reported Mailing Name: Not reported RM 3E000 Mailing Address:

Mailing City, St, Zip: SAN RAMON, CA 945830995

Gen County: Los Angeles TSD EPA ID: CAD067786749 TSD County: Los Angeles

Waste Category: Asbestos-containing waste

Disposal Method: Disposal, Land Fill

Tons: 5.0568 Facility County: Los Angeles

Gepaid: CAD982413395 PACIFIC BELL Contact: Telephone: 9258236161 Facility Addr2: Not reported Mailing Name: Not reported Mailing Address: RM 3E000

Mailing City, St, Zip: SAN RAMON, CA 945830995

Gen County: Los Angeles CAT000646117 TSD EPA ID:

TSD County: Kings

Contaminated soil from site clean-ups Waste Category:

Disposal Method: Not reported Tons: 1.2500 Facility County: Los Angeles

> Click this hyperlink while viewing on your computer to access 2 additional CA HAZNET: record(s) in the EDR Site Report.

UST:

Global ID: 7800 34.03271 Latitude: Longitude: -118.30724

CA FID UST:

Facility ID: 19033215 Regulated By: UTNKA Regulated ID: 00061248 Cortese Code: Not reported SIC Code: Not reported 4158238723 Facility Phone: Mail To: Not reported

1445 VANNESS AVE Mailing Address:

Mailing Address 2: Not reported

Mailing City,St,Zip: LOS ANGELES 900180000

Contact: Not reported Contact Phone: Not reported

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# PACIFIC BELL C/O CD PACKER H1116 (Continued)

1000250231

**DUNs Number:** Not reported NPDES Number: Not reported Not reported EPA ID: Not reported Comments: Status: Active

HIST UST:

STATE Region: Facility ID: 00000061248 Facility Type: Other SIC 4800 Other Type: Total Tanks: 0001

Contact Name: E.J. KOEHLER Telephone: 4155426758 PACIFIC BELL Owner Name: 370 THIRD STREET Owner Address:

Owner City, St, Zip: SAN FRANCISCO, CA 94107

Tank Num: 001 Container Num: Year Installed: 1968 00080000 Tank Capacity: Tank Used for: **PRODUCT** Type of Fuel: DIESEL Tank Construction: Not reported Leak Detection: None

EMI:

1987 Year: County Code: 19 Air Basin: SC Facility ID: 15927 Air District Name: SC SIC Code: 4922

SOUTH COAST AQMD Air District Name:

Community Health Air Pollution Info System: Not reported Consolidated Emission Reporting Rule: Not reported

Total Organic Hydrocarbon Gases Tons/Yr: Reactive Organic Gases Tons/Yr: 0 0 Carbon Monoxide Emissions Tons/Yr: NOX - Oxides of Nitrogen Tons/Yr: 0 SOX - Oxides of Sulphur Tons/Yr: 0 Particulate Matter Tons/Yr: Part. Matter 10 Micrometers & Smllr Tons/Yr:

Year: 1990 County Code: 19 Air Basin: SC Facility ID: 15927 Air District Name: SC SIC Code: 4813

SOUTH COAST AQMD Air District Name:

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

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

PACIFIC BELL C/O CD PACKER H1116 (Continued)

Carbon Monoxide Emissions Tons/Yr: 0

NOX - Oxides of Nitrogen Tons/Yr: SOX - Oxides of Sulphur Tons/Yr: 0 Particulate Matter Tons/Yr:

Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

D15 **BLANK LOUIS EDR Historical Cleaners** 1009191990 N/A

1938 W ADAMS BLVD SE LOS ANGELES, CA

< 1/8

0.056 mi.

295 ft.

**EDR Historical Cleaners:** Relative: Name:

PLANK LOUIS Lower

Year: 1933

Site 4 of 4 in cluster D

Actual: Type: **CLOTHES PRESSERS AND CLEANERS** 180 ft.

Name: **BLANK LOUIS** 

> Year: 1937

**CLOTHES PRESSERS AND CLEANERS** Type:

**COMMUNITY REDEVELOPMENT AGENCY** E16

South 2601 S WESTERN AVE LOS ANGELES, CA 90018

< 1/8

0.064 mi.

336 ft. Site 1 of 5 in cluster E

Relative:

CA FID UST: Facility ID:

Lower Regulated By: **UTNKA** Actual:

Regulated ID: Not reported 179 ft. Cortese Code: Not reported SIC Code: Not reported Facility Phone: 2130000000 Mail To: Not reported

> Mailing Address: 2601 S WESTERN AVE

Mailing Address 2: Not reported

LOS ANGELES 900180000 Mailing City, St, Zip:

19016384

Contact: Not reported Contact Phone: Not reported Not reported **DUNs Number:** NPDES Number: Not reported Not reported EPA ID: Comments: Not reported Status: Active

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1000250231

S101584862

N/A

CA FID UST

Direction Distance

Distance Elevation Site EDR ID Number

Database(s) EPA ID Number

17 ST. JOHN OF GOD RETIREMENTAND CARE CENTER UST U003780198

West 2035 W ADAMS BLVD < 1/8 LOS ANGELES, CA 90018

0.064 mi. 338 ft.

Relative: UST:

Higher Global ID: 6381 Latitude: 34.0327

Actual: Longitude: -118.31002

201 ft.

\_\_\_\_

E18 90099 HIST UST U001560763
South 2602 S WESTERN AVE N/A

South 2602 S WESTERN AVE < 1/8 LOS ANGELES, CA 90018

0.065 mi.

344 ft. Site 2 of 5 in cluster E

Relative:

Actual:

179 ft.

HIST UST:

Lower Region: STATE

Facility ID: 00000061715
Facility Type: Gas Station
Other Type: Not reported

Total Tanks: 0004

Contact Name: CISNEROS,ROGELIO I

Telephone: 2137379174

Owner Name: CHEVRON U.S.A. INC.

Owner Address: 575 MARKET

Owner City,St,Zip: SAN FRANCISCO, CA 94105

Tank Num: 001 Container Num: 1

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 002 Container Num: 2

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 003 Container Num: 3

Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

Tank Num: 004 Container Num: 4

Year Installed: Not reported Tank Capacity: 00001000

N/A

Direction Distance

Elevation Site Database(s) EPA ID Number

90099 (Continued) U001560763

Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: 0000370 unknown
Leak Detection: Stock Inventor

E19 ROY'S SERVICE HAZNET S101586315
South 2602 S WESTERN AVE CA FID UST N/A

< 1/8 LOS ANGELES, CA 90018

0.065 mi.

344 ft. Site 3 of 5 in cluster E

Relative: HAZNET:

Lower Gepaid: CAL000195239

Contact: CHEVRON PRODUCTS COMPANY

Actual: Telephone: 9258425931
179 ft. Facility Addr2: Not reported

Mailing Name: Not reported Mailing Address: PO BOX 6004

Mailing City,St,Zip: SAN RAMON, CA 945830000

Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles

Waste Category: Waste oil and mixed oil Disposal Method: Transfer Station

Tons: .1668
Facility County: Los Angeles

Gepaid: CAL000195239

Contact: CHEVRON PRODUCTS COMPANY

Telephone: 9258425931 Facility Addr2: Not reported Mailing Name: Not reported Mailing Address: PO BOX 6004

Mailing City, St, Zip: SAN RAMON, CA 945830000

Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles
Waste Category: Other organic solids
Disposal Method: Transfer Station

Tons: .0750

Facility County: Los Angeles

CA FID UST:

19044638 Facility ID: Regulated By: UTNKA Regulated ID: 00061715 Cortese Code: Not reported SIC Code: Not reported 2137379174 Facility Phone: Mail To: Not reported Mailing Address: 575 MARKET Mailing Address 2: Not reported

Mailing City,St,Zip: LOS ANGELES 900180000

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
Not reported

**EDR ID Number** 

**SWEEPS UST** 

Direction Distance

Elevation Site Database(s) EPA ID Number

ROY'S SERVICE (Continued)

EPA ID: Not reported Comments: Not reported Status: Active

SWEEPS UST:

Status: A
Comp Number: 3446
Number: 9

 Board Of Equalization:
 44-012993

 Ref Date:
 08-21-92

 Act Date:
 03-07-94

 Created Date:
 02-29-88

Tank Status: A

Owner Tank Id: Not reported

Swrcb Tank Id: 19-050-003446-000001

 Actv Date:
 04-20-88

 Capacity:
 10000

 Tank Use:
 CHEMICAL

Stg: P

Content: REGULAR UNLE

Number Of Tanks: 4

Status: A
Comp Number: 3446
Number: 9

 Board Of Equalization:
 44-012993

 Ref Date:
 08-21-92

 Act Date:
 03-07-94

 Created Date:
 02-29-88

Tank Status: A

Owner Tank Id: Not reported

Swrcb Tank Id: 19-050-003446-000002

 Actv Date:
 04-20-88

 Capacity:
 10000

 Tank Use:
 CHEMICAL

Stg: F

Content: REGULAR UNLE Number Of Tanks: Not reported

Status: A
Comp Number: 3446
Number: 9

 Board Of Equalization:
 44-012993

 Ref Date:
 08-21-92

 Act Date:
 03-07-94

 Created Date:
 02-29-88

 Tank Status:
 A

Owner Tank Id: Not reported

Swrcb Tank Id: 19-050-003446-000003

Actv Date: 04-20-88
Capacity: 10000
Tank Use: CHEMICAL

Stg: P

Content: REGULAR UNLE Number Of Tanks: Not reported

Status: A

**EDR ID Number** 

S101586315

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

**ROY'S SERVICE (Continued)** 

Comp Number: 3446 Number: 9

Board Of Equalization: 44-012993 Ref Date: 08-21-92 Act Date: 03-07-94 02-29-88 Created Date: Tank Status: Α

Owner Tank Id: Not reported

Swrcb Tank Id: 19-050-003446-000004

Actv Date: 04-20-88 Capacity: 1000 Tank Use: **CHEMICAL** 

Stg:

Content: **UNKNOWN** Number Of Tanks: Not reported

E20 **CHEVRON #9-0099** Cortese S105024718

N/A

South 2602 WESTERN

0.065 mi.

< 1/8

344 ft. Site 4 of 5 in cluster E

Cortese: Relative:

**CORTESE** Lower Region:

LOS ANGELES, CA 90018

Facility County Code: 19 Actual: LTNKA Reg By:

179 ft. Reg Id: 900180107

E21 **CHEVRON #9-0099** LUST S102427067 N/A

South 2602 WESTERN AVE S LOS ANGELES, CA 90018 < 1/8

0.065 mi.

Site 5 of 5 in cluster E 344 ft.

LUST: Relative:

Region: STATE Lower Global Id: T0603700609 Actual: Latitude: 34.0325541

179 ft. Longitude: -118.3087677 Case Type: LUST Cleanup Site Status: Completed - Case Closed Status Date: 2008-05-12 00:00:00

> Lead Agency: LOS ANGELES RWQCB (REGION 4)

Case Worker: Not reported

Local Agency: LOS ANGELES, CITY OF

RB Case Number: 900180107 LOC Case Number: Not reported File Location: Regional Board

Potential Media Affect: Other Groundwater (uses other than drinking water)

Potential Contaminats of Concern: Gasoline Site History: Not reported

LUST REG 4:

Region: 4 Regional Board: 04

Los Angeles County:

S101586315

Map ID MAP FINDINGS
Direction

Distance

Elevation Site Database(s) EPA ID Number

# CHEVRON #9-0099 (Continued)

S102427067

**EDR ID Number** 

facid: 900180107

Status: Pollution Characterization

Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater

Abatement Method Used at the Site: Not reported

Global ID: T0603700609
W Global ID: Not reported
Staff: TCS
Local Agency: 19050
Cross Street: ADAMS
Enforcement Type: SEL
Date Leak Discovered: 6/23/1993

Date Leak First Reported: 6/24/1993

Date Leak Record Entered: 5/30/1995 Date Confirmation Began: 6/24/1993 Date Leak Stopped: 6/23/1993

Date Case Last Changed on Database: 9/26/2002
Date the Case was Closed: Not reported

How Leak Discovered:
How Leak Stopped:
Cause of Leak:
Leak Source:
Operator:
Water System:
Well Name:

Tank Test
Not reported
Not reported
Not reported
Not reported
Not reported

Approx. Dist To Production Well (ft): 6552.1808778204723044851261665

Source of Cleanup Funding: Other Source Preliminary Site Assessment Workplan Submitted: 5/9/1999 Preliminary Site Assessment Began: 5/17/1999 Pollution Characterization Began: 10/15/1999 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: 4220 Hist Max MTBE Conc in Soil: .73

Significant Interim Remedial Action Taken: Not reported

GW Qualifier:

Soil Qualifier:

Organization:

Owner Contact:

Responsible Party:

RP Address:

Program:

Not reported

Not reported

Y. M. TUAN

P.O. BOX 2292

LUST

Lat/Long: 34.0325541 / -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: 9/29/00 OFF-SITE INVESTIGATION; 10/23/00 3RD QTR GW SAMPLING RPT 2000;

1/11/01 4TH QTR GW MON RPT 2000; 4/4/01 1ST QTR GW MON RPT 2001

Direction Distance

Distance Elevation Site EDR ID Number

Database(s) EPA ID Number

22 NUGENT J R EDR Historical Auto Stations 1009079457

SE 1926 W ADAMS BLVD < 1/8 LOS ANGELES, CA

0.072 mi. 379 ft.

Relative: EDR Historical Auto Stations:

**Lower** Name: NUGENT J R

Year: 1933

Actual: Type: AUTOMOBILE REPAIRING 180 ft.

\_\_\_\_\_

F23 SING QUONG EDR Historical Cleaners 1009189216 ESE 1890 W ADAMS BLVD N/A

< 1/8 LOS ANGELES, CA

0.119 mi.

628 ft. Site 1 of 4 in cluster F

Relative: EDR Historical Cleaners:

Lower Name: SING QUONG

Year: 1933

Actual: Type: LAUNDRIES CHINESE 180 ft.

Name: QUONG SING

Year: 1937

Type: LAUNDRIES CHINESE

Name: SING QUONG

Year: 1942

Type: LAUNDRIES ORIENTAL

F24 SKURATOWSKY SAML EDR Historical Cleaners 1009189553

East 2521 LA SALLE AVE < 1/8 LOS ANGELES, CA

0.120 mi.

631 ft. Site 2 of 4 in cluster F

Relative: EDR Historical Cleaners:

Lower Name: SKURATOWSKY SAML

Year: 1929

Actual: Type: CLOTHES PRESSERS CLEANERS AND REPAIRERS 181 ft.

\_\_\_\_\_

F25 ADAMS AUTO SERVICE CA FID UST S101586750
ESE 1885 W ADAMS BLVD SWRCY N/A
1/8-1/4 LOS ANGELES, CA 90018 SWEEPS UST

0.125 mi.

661 ft. Site 3 of 4 in cluster F

Relative: CA FID UST:

Lower Facility ID: 19054426

Regulated By: UTNKI

Actual: Regulated ID: Not reported

180 ft. Cortese Code: Not reported

SIC Code: Not reported
Facility Phone: 2137320451
Mail To: Not reported
Moiling Address: 1895 W ADAMS R

Mailing Address: 1885 W ADAMS BLVD

Mailing Address 2: Not reported

N/A

N/A

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# **ADAMS AUTO SERVICE (Continued)**

S101586750

Mailing City, St, Zip: LOS ANGELES 900180000

Not reported Contact: Not reported Contact Phone: **DUNs Number:** Not reported NPDES Number: Not reported EPA ID: Not reported Not reported Comments: Status: Inactive

### SWRCY:

Certification Status:

(323) 735-7023 Facility Phone Number: Date facility became certified: 3/31/1992 Date facility began operating: 5/17/1992 Date facility ceased operating: Still operating Whether The Facility Is Grandfathered: Not reported Convenience Zone Where Facilty Located: Not Accepted Convenience Zone Where Faciltiy Located 2: Not Accepted Convenience Zone Where Faciltiy Located 3: Not Accepted Convenience Zone Where Faciltiy Located 4: Not Accepted Convenience Zone Where Faciltiy Located 5: Not Accepted Convenience Zone Where Faciltiy Located 6: Not Accepted Convenience Zone Where Faciltiy Located 7: Not Accepted

Aluminum Beverage Containers Redeemed: Glass Beverage Containers Redeemed: GL Plastic Beverage Containers Redeemed: PL

Other mat beverage containers redeemed: Not reported Refillable Beverage Containers Redeemed: Not reported

# SWEEPS UST:

Number Of Tanks:

Status: Not reported Comp Number: 5406 Number: Not reported Not reported Board Of Equalization: Not reported Ref Date: Act Date: Not reported Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported Swrcb Tank Id: Not reported Not reported Actv Date: Capacity: Not reported Tank Use: Not reported Not reported Stg: Content: Not reported

Direction Distance

Distance Elevation Site EDR ID Number

EDR ID Number

EPA ID Number

F26 PAUTZ R N EDR Historical Auto Stations 1009080454
ESE 1885 W ADAMS BLVD N/A

ESE 1885 W ADAMS BLVD 1/8-1/4 LOS ANGELES, CA

0.129 mi.

679 ft. Site 4 of 4 in cluster F

Relative: EDR Historical Auto Stations:

Lower Name: MOCK J R Year: 1933

Actual: Type: GASOLINE AND OIL SERVICE STATIONS

180 ft.

Name: PAUTZ R N

Year: 1937

Type: GASOLINE AND OIL SERVICE STATIONS

Name: PAUTZ R N Year: 1942

Type: GASOLINE AND OIL SERVICE STATIONS

\_\_\_\_

27 CRENSHAW MANAGEMENT LA HSNG AUTHORITY

West 2455 ST ST ANDREWS PLACE 1/8-1/4 LOS ANGELES, CA 90018

0.132 mi. 696 ft.

Relative: RCRA-SQG:

Higher Date form received by agency: 11/24/1986

Facility name: CRENSHAW MANAGEMENT LA HSNG AUTHORITY

Actual: Facility address: 2455 ST ST ANDREWS PLACE

**212 ft.** LOS ANGELES, CA 90018

EPA ID: CAD981690191

Mailing address: 2455 S ST ANDREWS PLACE

LOS ANGELES, CA 90018

Contact: ENVIRONMENTAL MANAGER
Contact address: 2455 ST ST ANDREWS PLACE

LOS ANGELES, CA 90018

Contact country: US

Contact telephone: (213) 732-0174 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: LA CITY HOUSING AUTHOIRTY

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

RCRA-SQG

**FINDS** 

1000320092

CAD981690191

Direction Distance

Elevation Site **EPA ID Number** Database(s)

# **CRENSHAW MANAGEMENT LA HSNG AUTHORITY (Continued)**

1000320092

**EDR ID Number** 

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: Operator Owner/Op start date: Not reported Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: Unknown Mixed waste (haz. and radioactive): Unknown 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: Unknown Furnace exemption: Unknown 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

Off-site waste receiver: Commercial status unknown

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site

Registry ID: 110002754083

California - Hazardous Waste Tracking System - Datamart

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.

28 LOS ANGELES DOCTORS HOSPITAL North 2231 SOUTH WESTERN AVE

1/8-1/4 LOS ANGELES, CA 90018

0.143 mi. **CA FID UST** 753 ft. Relative: **SWEEPS UST** 

Higher

RCRA-SQG:

Actual: Date form received by agency: 04/22/1986

205 ft. Facility name: LOS ANGELES DOCTORS HOSPITAL

> Facility address: 2231 SOUTH WESTERN AVE

LOS ANGELES, CA 90018

EPA ID: CAD098625437 RCRA-SQG 1000102046

CAD098625437

**FINDS** 

**HAZNET** 

**HIST UST EMI** 

Direction Distance Elevation

vation Site Database(s) EPA ID Number

# LOS ANGELES DOCTORS HOSPITAL (Continued)

1000102046

**EDR ID Number** 

Contact: ENVIRONMENTAL MANAGER
Contact address: 2231 SOUTH WESTERN AVE

LOS ANGELES, CA 90018

Contact country: US

Contact telephone: (213) 737-7372 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

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: JUPITER HOSPITAL CORP

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/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:

U.S. importer of hazardous waste: Unknown Mixed waste (haz. and radioactive): Unknown Recycler of hazardous waste: No Transporter of hazardous waste: Nο Treater, storer or disposer of HW: No Underground injection activity: No On-site burner exemption: Unknown Furnace exemption: Unknown Used oil fuel burner: No Used oil processor: No User oil refiner: No No

Used oil fuel marketer to burner:

Used oil Specification marketer:

Used oil transfer facility:

Used oil transporter:

No

No

Off-site waste receiver: Commercial status unknown

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site

Direction Distance Elevation

on Site Database(s) EPA ID Number

# LOS ANGELES DOCTORS HOSPITAL (Continued)

1000102046

**EDR ID Number** 

Registry ID: 110002665946

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:

Gepaid: CAL000068785

Contact: LOS ANGELES DOCTORS HOSPITAL

Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported

Mailing Address: 2231 S WESTERN AVE
Mailing City, St, Zip: LOS ANGELES, CA 900181302

Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Tank bottom waste

Disposal Method: Recycler
Tons: .1042
Facility County: Los Angeles

CA FID UST:

Facility ID: 19000174
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2137377372
Mail To: Not reported

Mailing Address: 2231 S WESTERN AVE

Mailing Address 2: Not reported

Mailing City, St, Zip: LOS ANGELES 900180000

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

HIST UST:

Region: STATE
Facility ID: 00000065160
Facility Type: Other
Other Type: HOSPITAL
Total Tanks: 0001

Contact Name: A. VAJI NASOORDEEN

Telephone: 2137377372

Owner Name: LOS ANGELES DOCTORS HOSPITAL I
Owner Address: 2231 SOUTH WESTERN AVENUE
Owner City,St,Zip: LOS ANGELES, CA 90018

Owner Ony, 51,21p. 200711022220, 67100010

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# LOS ANGELES DOCTORS HOSPITAL (Continued)

1000102046

Tank Num: 001 Container Num: 1

Year Installed: Not reported Tank Capacity: 00000500 Tank Used for: **PRODUCT** Type of Fuel: DIESEL Tank Construction: Not reported Leak Detection: Stock Inventor

EMI:

1990 Year: County Code: 19 Air Basin: SC Facility ID: 45821 Air District Name: SC SIC Code: 8062

SOUTH COAST AQMD Air District Name:

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 0 Carbon Monoxide Emissions Tons/Yr: 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

# SWEEPS UST:

Status: 3789 Comp Number: Number:

Board Of Equalization: Not reported Ref Date: 04-20-92 04-20-94 Act Date: Created Date: 02-29-88 Not reported Tank Status: Owner Tank Id: Not reported Swrcb Tank Id: Not reported Actv Date: Not reported Capacity: Not reported Tank Use: Not reported Stg: Not reported Not reported Content: Number Of Tanks: Not reported

29 **GOLDEN AUTO CENTER** North 2137 S WESTERN AVE 1/8-1/4 LOS ANGELES, CA 90018 0.173 mi.

CA FID UST: Relative:

911 ft.

19036827 Facility ID: Higher Regulated By: **UTNKA** 

Actual: Regulated ID: Not reported 204 ft. Cortese Code: Not reported Not reported SIC Code:

S101586040

N/A

CA FID UST

**SWEEPS UST** 

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

**GOLDEN AUTO CENTER (Continued)** 

Facility Phone: 2137358288 Mail To: Not reported

2137 S WESTERN AVE Mailing Address:

Mailing Address 2: Not reported

Mailing City, St, Zip: LOS ANGELES 900180000

Contact: Not reported Contact Phone: Not reported DUNs Number: Not reported NPDES Number: Not reported EPA ID: Not reported Not reported Comments: Active Status:

SWEEPS UST:

Status: Α 5630 Comp Number: Number:

Board Of Equalization: Not reported Ref Date: 09-22-93 03-18-94 Act Date: 02-29-88 Created Date: Tank Status: Not reported Owner Tank Id: Not reported Swrcb Tank Id: Not reported Actv Date: Not reported Capacity: Not reported Tank Use: Not reported Stq: Not reported Content: Not reported Number Of Tanks: Not reported

30 24TH STREET EARLY EDUCATION CENTER

WNW 2101 W 24TH ST

1/8-1/4 LOS ANGELES, CA 90018

0.181 mi. 954 ft.

RCRA-LQG: Relative:

Date form received by agency: 03/27/2008 Higher

Facility name: 24TH STREET EARLY EDUCATION CENTER

Actual: 213 ft.

Facility address: 2101 W 24TH ST LOS ANGELES, CA 90018

EPA ID: CAR000191072 Mailing address: 333 S BEAUDRY AVE

LAUSD OEHS 20TH FL LOS ANGELES, CA 90017

Contact: SOE AUNG

333 S BEAUDRY AVE LAUSD OEHS 20TH FL Contact address:

LOS ANGELES, CA 90017

Contact country:

Contact telephone: 213-241-3904

Contact email: SOE.AUNG@LAUSD.NET

EPA Region:

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

RCRA-LQG

1010783759

CAR000191072

S101586040

Map ID MAP FINDINGS
Direction

Elevation Site

Distance

Site Database(s) EPA ID Number

# 24TH STREET EARLY EDUCATION CENTER (Continued)

1010783759

**EDR ID Number** 

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/Op end date:

Owner/operator name: 24TH STREET EARLY EDUCATION CENTER

Owner/operator address:

Owner/operator country:

Owner/operator telephone:

Legal status:

Owner/Operator Type:

Owner/Op start date:

Not reported

Not reported

Not reported

Operator

Operator

Operator

Operator

O6/17/1988

Owner/operator name: LOS ANGELES UNIFIED SCHOOL DISTRICT

Not reported

Owner/operator address: 333 S BEAUDRY AVE

LOS ANGELES, CA 90017

Owner/operator country: US

Owner/operator telephone: Not reported Legal status: District 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: No Underground injection activity: No On-site burner exemption: No Furnace exemption: Nο 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

Off-site waste receiver: Commercial status unknown

Hazardous Waste Summary:

Waste code: D008 Waste name: LEAD

Violation Status: No violations found

Direction Distance

Elevation Site Database(s) **EPA ID Number** 

31 **NUEVO LAS CIENEGAS FIELD MURPHY SITE** RCRA-SQG 1001111696 West **2126 W ADAMS** FINDS CAR000012344

1/8-1/4 LOS ANGELES, CA 90007

0.206 mi. 1090 ft.

RCRA-SQG: Relative:

Higher Date form received by agency: 04/11/1997

NUEVO LAS CIENEGAS FIELD MURPHY SITE Facility name:

LOS ANGELES, CA 90007

Actual: Facility address: **2126 W ADAMS** 211 ft.

> EPA ID: CAR000012344 Contact: BRYCE TENOLD

Contact address: 500 N KRAEMER BLVD BLDG B

BREA, CA 92821

Contact country:

Contact telephone: (714) 257-1612 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: NUEVO ENERGY CO Owner/operator address: 210 S BROADWAY

ORCUTT, CA 93455

Owner/operator country: Not reported (805) 739-9111 Owner/operator telephone: Legal status: Private Owner/Operator Type: Owner Owner/Op start date: Not reported Owner/Op end date: Not reported

Handler Activities Summary:

Used oil transporter:

U.S. importer of hazardous waste: Unknown Mixed waste (haz. and radioactive): Unknown 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: Unknown Furnace exemption: Unknown Used oil fuel burner: No Used oil processor: No User oil refiner: No Used oil fuel marketer to burner: No Used oil Specification marketer: Nο Used oil transfer facility: No

Off-site waste receiver: Commercial status unknown

Violation Status: No violations found

FINDS:

Other Pertinent Environmental Activity Identified at Site

**EDR ID Number** 

Direction Distance

Elevation Site Database(s) EPA ID Number

# **NUEVO LAS CIENEGAS FIELD MURPHY SITE (Continued)**

1001111696

**EDR ID Number** 

Registry ID: 110009552545

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.

32 AUTOBAHN MOTORS NNW 2020 S WESTERN AVE 1/8-1/4 LA, CA 90018 CA FID UST S101586398 SWEEPS UST N/A

1/8-1/4 LA, CA 900 0.225 mi. 1189 ft.

Relative: Higher

Actual:

202 ft.

CA FID UST:

Facility ID: 19048820
Regulated By: UTNKA
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2137359285

Mail To: Not reported
Mailing Address: 2020 S WESTERN BLVD

Mailing Address 2: Not reported Mailing City, St, Zip: LA 900060000 Contact: Not reported Not reported Contact Phone: **DUNs Number:** Not reported NPDES Number: Not reported EPA ID: Not reported Not reported Comments: Status: Active

# SWEEPS UST:

Status: Not reported Comp Number: 5629 Number: Not reported Board Of Equalization: Not reported Ref Date: Not reported Act Date: Not reported Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported Swrcb Tank Id: Not reported Actv Date: Not reported Not reported Capacity: Tank Use: Not reported Stg: Not reported Content: Not reported Number Of Tanks: Not reported

Direction Distance

Distance Elevation Site EDR ID Number

Database(s) EPA ID Number

 33
 TUKES AUTO REPAIR
 CA FID UST
 \$101586739

 East
 1820 W ADAMS BLVD
 SWEEPS UST
 N/A

1/8-1/4 0.237 mi. 1250 ft.

Relative: CA FID UST:

Lower Facility ID: 19054414

LOS ANGELES, CA 90018

Regulated By: UTNKI

Actual: Regulated ID: Not reported

178 ft. Cordes: Not reported

SIC Code: Not reported

SIC Code: Not reported Facility Phone: 2137373839 Mail To: Not reported

Mailing Address: 1820 W ADAMS BLVD

Mailing Address 2: Not reported

Mailing City, St, Zip: LOS ANGELES 900180000

Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:

Not reported Status: Comp Number: 5272 Not reported Number: Board Of Equalization: Not reported Ref Date: Not reported Act Date: Not reported Created Date: Not reported Tank Status: Not reported Owner Tank Id: Not reported Swrcb Tank Id: Not reported Not reported Actv Date: Capacity: Not reported Tank Use: Not reported Stg: Not reported Content: Not reported

Number Of Tanks: 0

34 SHELL 204-4531-2000 Cortese S105024716
North 2190 WASHINGTON N/A

1/4-1/2 LOS ANGELES, CA 90018

0.415 mi. 2191 ft.

Relative: Cortese:

 Higher
 Region:
 CORTESE

 Facility County Code:
 19

 Actual:
 Reg By:
 LTNKA

 205 ft.
 Reg Id:
 900180016

Direction Distance

Elevation Site Database(s) EPA ID Number

G35 WESTERN RECYCLING SWRCY S107138344
South 3104 S WESTERN AVE N/A

South 3104 S WESTERN AVE 1/4-1/2 LOS ANGELES, CA 90018

0.430 mi.

2270 ft. Site 1 of 2 in cluster G

Relative: SWRCY:

Lower Certification Status: O

Facility Phone Number: (323) 732-4017

Actual: Date facility became certified: 6/1/2001

163 ft. Date facility began operating: 6/12/2001

Date facility ceased operating: Still operating Whether The Facility Is Grandfathered: Not reported

Convenience Zone Where Faciltiy Located: 498

Convenience Zone Where Facility Located 2: Not Accepted Convenience Zone Where Facility Located 3: Not Accepted Convenience Zone Where Facility Located 4: Not Accepted Convenience Zone Where Facility Located 5: Not Accepted Convenience Zone Where Facility Located 6: Not Accepted Convenience Zone Where Facility Located 7: Not Accepted Convenience Zone Where Facility Located 7: Not Accepted

Aluminum Beverage Containers Redeemed: AL Glass Beverage Containers Redeemed: GL Plastic Beverage Containers Redeemed: PL

Other mat beverage containers redeemed: Not reported Refillable Beverage Containers Redeemed: Not reported

G36 A & E RECYCLING SWRCY S107136564

South 3104 S WESTERN AVE 1/4-1/2 LOS ANGELES, CA 90018

0.430 mi.

2270 ft. Site 2 of 2 in cluster G

Relative: SWRCY:

Lower Certification Status:

Facility Phone Number: (323) 732-4017

Actual: Date facility became certified: 3/9/2000

163 ft. Date facility began operating: 4/27/2000

Date facility ceased operating: 2/28/2001

Whether The Facility Is Grandfathered: Not reported Convenience Zone Where Facility Located: 498

Convenience Zone Where Facility Located 2: Not Accepted Convenience Zone Where Facility Located 3: Not Accepted Convenience Zone Where Facility Located 4: Not Accepted Convenience Zone Where Facility Located 5: Not Accepted Convenience Zone Where Facility Located 6: Not Accepted Convenience Zone Where Facility Located 7: Not Accepted Convenience Zone Where Facility Located 7: Not Accepted

Aluminum Beverage Containers Redeemed: AL Glass Beverage Containers Redeemed: GL Plastic Beverage Containers Redeemed: PL Other mat beverage containers redeemed: OB

Refillable Beverage Containers Redeemed: Not reported

N/A

**EDR ID Number** 

Direction Distance

Elevation Site Database(s) EPA ID Number

H37 SHELL SERVICE STATION LUST S106116249
East 2603 NORMANDIE AVE S. N/A

1/4-1/2 LOS ANGELES, CA 90007

0.437 mi.

Actual:

182 ft.

2308 ft. Site 1 of 2 in cluster H

Relative: LUST:

Lower Region: STATE

Global Id: T0603777067
Latitude: 34.032376
Longitude: -118.300682

Case Type: LUST Cleanup Site
Status: Open - Remediation
Status Date: 2007-08-17 00:00:00

Lead Agency: LOS ANGELES RWQCB (REGION 4)

Case Worker: Not reported

Local Agency: LOS ANGELES, CITY OF

RB Case Number: 900070034A

LOC Case Number: Not reported
File Location: Regional Board

Potential Media Affect: Other Groundwater (uses other than drinking water)

Potential Contaminats of Concern: Gasoline
Site History: Not reported

LUST REG 4:

Region: 4 Regional Board: 04

County: Los Angeles facid: 900070034A

Status: Preliminary site assessment underway

Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Soil

Abatement Method Used at the Site: Not reported

Global ID: T0603777067
W Global ID: Not reported
Staff: WXT
Local Agency: 19050
Cross Street: ADAMS BLVD
Enforcement Type: DLSEL
Date Leak Discovered: 1/8/2002

Date Leak First Reported: 1/23/2002

Date Leak Record Entered: Not reported Date Confirmation Began: 1/23/2002 Date Leak Stopped: Not reported

Date Case Last Changed on Database: Not reported Date the Case was Closed: Not reported

How Leak Discovered: Subsurface Monitoring

How Leak Stopped: Other Means
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: Not reported
Well Name: Not reported

Approx. Dist To Production Well (ft): Not reported Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported Preliminary Site Assessment Began: 7/15/2003

**EDR ID Number** 

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### SHELL SERVICE STATION (Continued)

S106116249

Pollution Characterization Began: 2/25/2003 Remediation Plan Submitted: Not reported Remedial Action Underway: Not reported Post Remedial Action Monitoring Began: Not reported **Enforcement Action Date:** Not reported Historical Max MTBE Date: Not reported Hist Max MTBE Conc in Groundwater: Not reported Not reported Hist Max MTBE Conc in Soil: Significant Interim Remedial Action Taken: Not reported

GW Qualifier: Not reported Soil Qualifier: Not reported Organization: Not reported Owner Contact: Not reported Responsible Party: **DEBORAH PRYOR** 

RP Address: 2551 STATE ST., SUITE #226

Program: LUST Lat/Long: 0/0 Local Agency Staff: Not reported Beneficial Use: Not reported Priority: Not reported Cleanup Fund Id:

Not reported Suspended: Not reported Not reported Assigned Name: Summary: Not reported

H38 **SHELL NORMANDIE** LUST S106023120 **East** 2603 NORMANDIE AVE S Cortese N/A

1/4-1/2 0.437 mi.

2308 ft. Site 2 of 2 in cluster H

LUST: Relative:

STATE Region: Lower

LOS ANGELES, CA 90007

Global Id: T0603700479 Actual: 34.0325902 Latitude: 182 ft. -118.3003555 Longitude:

Case Type: LUST Cleanup Site Status: Completed - Case Closed 1998-02-06 00:00:00 Status Date: LOS ANGELES, CITY OF Lead Agency:

Case Worker: Not reported

Local Agency: LOS ANGELES, CITY OF

RB Case Number: 900070034 LOC Case Number: Not reported File Location: Not reported

Potential Media Affect: Soil

Potential Contaminats of Concern: Gasoline Site History: Not reported

LUST REG 4:

4 Region: Regional Board: 04

County: Los Angeles facid: 900070034 Status: Case Closed Substance: Gasoline Not reported Substance Quantity:

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

SHELL NORMANDIE (Continued)

S106023120

Local Case No: Not reported Case Type: Soil

Abatement Method Used at the Site: Not reported

Global ID: T0603700479 W Global ID: Not reported Staff: UNK Local Agency: 19050 Cross Street: **ADAMS Enforcement Type:** Not reported Date Leak Discovered: 1/24/1996

Date Leak First Reported: 1/13/1996

Date Leak Record Entered: 2/13/1996 Date Confirmation Began: 1/24/1996 Date Leak Stopped: 1/24/1996

Date Case Last Changed on Database: 2/6/1998 Date the Case was Closed: 2/6/1998

How Leak Discovered: OM

How Leak Stopped: Not reported Cause of Leak: Structure Failure

Leak Source: Tank

Operator: MICHAEL ISMAIL Water System: Not reported Well Name: Not reported

Approx. Dist To Production Well (ft): 6007.1528382324212227559567201

Source of Cleanup Funding: Tank 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 Not reported Post Remedial Action Monitoring Began: **Enforcement Action Date:** Not reported Historical Max MTBE Date: Not reported Hist Max MTBE Conc in Groundwater: Not reported Hist Max MTBE Conc in Soil: Not reported Significant Interim Remedial Action Taken: Not reported

GW Qualifier: Not reported Soil Qualifier: Not reported Organization: Not reported Owner Contact: Not reported

Responsible Party: SHELL OIL PRODUCTS COMPANY

RP Address: 511 BROOKHURST ST ANAHEIM CA 92801

Program: LUST

34.0325902 / -1 Lat/Long:

Local Agency Staff: PEJ

Beneficial Use: Not reported Priority: Not reported Cleanup Fund Id: Not reported Suspended: Not reported Assigned Name: Not reported

FIBERGLASS TANK LEAK - 7 YEARS OLD 12,000 GALLON CAPACITY OLD CASE Summary:

#960213-03

Direction Distance

Elevation Site Database(s) EPA ID Number

39 CENTRAL REGION ELEMENTARY SCHOOL #15 SCH S107736105
ENE WEST WASHINGTON BLVD/BUDLONG AVENUE/WEST CORDOVA S ENVIROSTOR N/A

1/2-1 LOS ANGELES, CA 90007

0.788 mi. 4161 ft.

Relative: SCH:

Higher

 Facility ID:
 60000072

 Actual:
 Site Type:
 School Cleanup

 193 ft.
 Site Type Detail:
 School

Acres: 2.7 National Priorities List: NO Cleanup Oversight Agencies: **SMBRP** SMBRP Lead Agency: Lead Agency Description: DTSC - Sit Project Manager: MARTINA DIAZ Supervisor: Javier Hinojosa Division Branch: Chatsworth 304489-11 Site Code: Assembly: 46 22 Senate:

Special Program Status: Not reported Status: Certified

Status Date: 2008-01-11 00:00:00

Restricted Use: NO

Funding: School District
Latitude: 34.039
Longitude: -118.2947
Alias Name: 60000072

 Alias Type:
 Envirostor ID Number

 Alias Name:
 110033619387

 Alias Type:
 EPA (FRS #)

 Alias Name:
 5075-035-004-009

Alias Type: APN

Alias Name: LAUSD-CENTRAL L.A. R

Alias Type: Alternate Name
Alias Name: 304489-11

Alias Type: Project Code (Site Code)
Alias Name: 5075-035-013-020

Alias Type: APN

APN: 5075-035-013-020, 5075-035-004-009

APN Description: Not reported APN Description: Not reported

Comments: Concurred with SOW.field work - completed on weekends. Over 3

weeks.SSI required for delineation of lead impacts and LBP - PEA recommd removal of 1.5 cy of lead impacted soilfinal certification approved by management on Jan. 11, 2008.Based on the review of the documents submitted, the RACR Report was approved on 9/14/2007.

Completed Info:

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Site Inspections/ Visit (Non LUC)

Completed Date: 2005-02-17 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

Completed Document Type: Site Inspections/ Visit (Non LUC)

**EDR ID Number** 

Direction Distance

Elevation Site Database(s) EPA ID Number

# CENTRAL REGION ELEMENTARY SCHOOL #15 (Continued)

S107736105

**EDR ID Number** 

Completed Date: 2005-03-22 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Environmental Oversight Agreement

Completed Date: 2000-02-10 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification

Completed Date: 2008-01-11 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Report

Completed Date: 2005-10-20 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Supplemental Site Investigation Report

Completed Date: 2006-10-30 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Removal Action Workplan Completed Date: 2007-03-23 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Workplan

Completed Date: 2005-03-22 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork

Completed Date: 2007-04-29 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Action Completion Report

Completed Date: 2007-09-14 00:00:00

Confirmed: 30013-NO Confirmed Description: Not reported Future Area Name: Not reported Future Sub Area Name: Not reported Future Document Type: Not reported Future Due Date: Not reported Media Affected: 30013 Media Affected Desc: Not reported

Management:

Management Required: NONE SPECIFIED Management Required Desc: Not reported Potential: SOIL

Potenital Description:
Schedule Area Name:
Not reported
Not reported
Not reported
Not reported

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

# CENTRAL REGION ELEMENTARY SCHOOL #15 (Continued)

S107736105

Schedule Document Type: Not reported Schedule Due Date: Not reported Not reported Schedule Revised Date:

PastUse: MANUFACTURING - OTHER

**ENVIROSTOR:** 

Assembly:

School Cleanup Site Type:

Site Type Detailed: School Acres: 2.7 NPL: NO Regulatory Agencies: **SMBRP SMBRP** Lead Agency: Program Manager: MARTINA DIAZ Supervisor: Javier Hinojosa Division Branch: Chatsworth Facility ID: 60000072 304489-11 Site Code:

Senate: 22 Special Program: Not reported Certified

Status: Status Date: 2008-01-11 00:00:00

46

Restricted Use:

Funding: School District Latitude: 34.039 Longitude: -118.2947 60000072 Alias Name:

Alias Type: **Envirostor ID Number** Alias Name: 110033619387 Alias Type: EPA (FRS#) Alias Name: 5075-035-004-009

Alias Type: APN

Alias Name: LAUSD-CENTRAL L.A. R

Alias Type: Alternate Name Alias Name: 304489-11

Alias Type: Project Code (Site Code) Alias Name: 5075-035-013-020

Alias Type: APN

APN: 5075-035-013-020, 5075-035-004-009

APN Description: Not reported APN Description: Not reported

Comments: Concurred with SOW.field work - completed on weekends. Over 3

weeks.SSI required for delineation of lead impacts and LBP - PEA recommd removal of 1.5 cy of lead impacted soilfinal certification approved by management on Jan. 11, 2008. Based on the review of the documents submitted, the RACR Report was approved on 9/14/2007.

Completed Info:

PROJECT WIDE Completed Area Name: Completed Sub Area Name: Not reported

Completed Document Type: Site Inspections/ Visit (Non LUC)

Completed Date: 2005-02-17 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Site Inspections/ Visit (Non LUC)

Direction Distance

Elevation Site Database(s) EPA ID Number

# CENTRAL REGION ELEMENTARY SCHOOL #15 (Continued)

S107736105

**EDR ID Number** 

Completed Date: 2005-03-22 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Environmental Oversight Agreement

Completed Date: 2000-02-10 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification

Completed Date: 2008-01-11 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Report

Completed Date: 2005-10-20 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Supplemental Site Investigation Report

Completed Date: 2006-10-30 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Removal Action Workplan Completed Date: 2007-03-23 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Workplan

Completed Date: 2005-03-22 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork

Completed Date: 2007-04-29 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Remedial Action Completion Report

Completed Date: 2007-09-14 00:00:00

Confirmed: 30013-NO Confirmed Description: Not reported Future Area Name: Not reported Future Sub Area Name: Not reported Future Document Type: Not reported Future Due Date: Not reported Media Affected: 30013 Media Affected Desc: Not reported

Management:

Management Required: NONE SPECIFIED Management Required Desc: Not reported Potential: SOIL

Potenital Description:
Schedule Area Name:
Not reported
Not reported
Schedule Sub Area Name:
Not reported

Direction Distance

**EDR ID Number** Elevation Site Database(s) **EPA ID Number** 

### CENTRAL REGION ELEMENTARY SCHOOL #15 (Continued)

S107736105

Schedule Document Type: Not reported Schedule Due Date: Not reported Not reported Schedule Revised Date:

PastUse: MANUFACTURING - OTHER

MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 3 40 SCH S107736663 **ESE** JEFFERSON BOULEVARD/SOUTH CATALINA STREET **ENVIROSTOR** N/A

1/2-1 LOS ANGELES, CA 90007

0.973 mi. 5135 ft.

SCH: Relative:

Lower

Facility ID: 19880011

Actual: Site Type: School Investigation 176 ft.

Site Type Detail: School 2.7 National Priorities List: NO SMBRP Cleanup Oversight Agencies: Lead Agency: **SMBRP** DTSC - Sit Lead Agency Description: Project Manager: Not reported Supervisor: Javier Hinojosa Division Branch: Chatsworth 304326-11

Site Code: 48 Assembly: Senate: 26

Special Program Status: Not reported No Further Action Status: Status Date: 2003-08-25 00:00:00

Restricted Use: NO

Funding: School District Latitude: 34.0522761593686 Longitude: -118.252787171101 Alias Name: 304326-11

Project Code (Site Code) Alias Type: Alias Name: MANUAL ARTS NEW ELEM

Alias Type: Alternate Name

MANUAL ARTS NEW ELEM Alias Name:

Alias Type: Alternate Name

Alias Name: LOS ANGELES UNIFIED

Alias Type: Alternate Name Alias Name:

MANUAL ARTS NEW ELEM Alias Type: Alternate Name

LAUSD-MANUAL ARTS ES Alias Name:

Alias Type: Alternate Name Alias Name: 19880011

**Envirostor ID Number** Alias Type:

APN: NONE SPECIFIED APN Description: Not reported Comments: Not reported

Completed Info:

PROJECT WIDE Completed Area Name: Completed Sub Area Name: Not reported

Completed Document Type: Cost Recovery Closeout Memo

Completed Date: 2003-08-25 00:00:00

Direction Distance

Elevation Site Database(s) EPA ID Number

# MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 3 (Continued)

S107736663

**EDR ID Number** 

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Environmental Oversight Agreement

Completed Date: 2000-02-10 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1

Completed Date: 2001-08-08 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Supplemental Site Investigation Report

Completed Date: 2003-07-01 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Report

Completed Date: 2002-01-18 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Technical Memorandums
Completed Date: 2002-10-31 00:00:00

Confirmed: NONE SPECIFIED
Confirmed Description: Not reported
Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

Media Affected: , 30032, 30136, 30191, 30577, 30003, 30550, 30022, 30593, 30272,

30115, 30578, 30027

Media Affected Desc: Not reported Not reported Media Affected Desc: Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Not reported Media Affected Desc: Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported

Management:

NONE SPECIFIED Management Required: Management Required Desc: Not reported Potential: NONE SPECIFIED Potenital Description: Not reported Schedule Area Name: Not reported Schedule Sub Area Name: Not reported Not reported Schedule Document Type: Schedule Due Date: Not reported Schedule Revised Date: Not reported

PastUse: RESIDENTIAL AREA

Direction Distance Elevation

evation Site Database(s) EPA ID Number

# MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 3 (Continued)

S107736663

**EDR ID Number** 

**ENVIROSTOR:** 

Site Type: School Investigation

Site Type Detailed: School Acres: 2.7 NPL: NO **SMBRP** Regulatory Agencies: **SMBRP** Lead Agency: Program Manager: Not reported Supervisor: Javier Hinojosa Division Branch: Chatsworth 19880011 Facility ID: Site Code: 304326-11 48 Assembly: Senate: 26

Special Program: Not reported
Status: No Further Action
Status Date: 2003-08-25 00:00:00

Restricted Use: NO

Funding: School District
Latitude: 34.0522761593686
Longitude: -118.252787171101
Alias Name: 304326-11

Alias Type: Project Code (Site Code)
Alias Name: MANUAL ARTS NEW ELEM

Alias Type: Alternate Name

Alias Name: MANUAL ARTS NEW ELEM

Alias Type: Alternate Name

Alias Name: LOS ANGELES UNIFIED

Alias Type: Alternate Name

Alias Name: MANUAL ARTS NEW ELEM

Alias Type: Alternate Name

Alias Name: LAUSD-MANUAL ARTS ES

Alias Type: Alternate Name
Alias Name: 19880011

Alias Type: Envirostor ID Number

APN: NONE SPECIFIED
APN Description: Not reported
Comments: Not reported

Completed Info:

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Cost Recovery Closeout Memo

Completed Date: 2003-08-25 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Environmental Oversight Agreement

Completed Date: 2000-02-10 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Phase 1

Completed Date: 2001-08-08 00:00:00

Completed Area Name: PROJECT WIDE

Direction Distance

Elevation Site Database(s) EPA ID Number

# MANUAL ARTS NEW ELEMENTARY SCHOOL NO. 3 (Continued)

S107736663

**EDR ID Number** 

Completed Sub Area Name: Not reported

Completed Document Type: Supplemental Site Investigation Report

Completed Date: 2003-07-01 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Preliminary Endangerment Assessment Report

Completed Date: 2002-01-18 00:00:00

Completed Area Name: PROJECT WIDE Completed Sub Area Name: Not reported

Completed Document Type: Technical Memorandums
Completed Date: 2002-10-31 00:00:00

Confirmed: NONE SPECIFIED
Confirmed Description: Not reported
Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported

Media Affected: , 30032, 30136, 30191, 30577, 30003, 30550, 30022, 30593, 30272,

30115, 30578, 30027

Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported Media Affected Desc: Not reported

Management:

Management Required: NONE SPECIFIED Management Required Desc: Not reported NONE SPECIFIED Potential: Potenital Description: 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

PastUse: RESIDENTIAL AREA

# ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip [	Database(s)
JEFFERSON PARK	S102433611	EXXONMOBIL #18-LLF	4380 ADAMS BLVD W	90018 L	UST
JEFFERSON PARK	S102436855	SHELL 204-4531-2000	2190 WASHINGTON BLVD W	90018 L	LUST
LOS ANGELES	S102058052	SHELL OIL #204-2928-0538	1695 W PACIFIC COAST HWY	_	OS ANGELES CO. HMS
LOS ANGELES	S108740844	BLU AUTOBODY GROUP INC	731 W PACIFIC COAST HWY	_	OS ANGELES CO. HMS
LOS ANGELES	2008432224	2045 EAST WASHINGTON BLVD	2045 EAST WASHINGTON BLVD	_	HMIRS
LOS ANGELES	2008430544	1955 E WASHINGTON BLVD	1955 E WASHINGTON BLVD	_	HMIRS
LOS ANGELES	2008455287	1955 E WASHINGTON BLVD	1955 E WASHINGTON BLVD	_	HMIRS
LOS ANGELES	2007438423	1955 E. WASHINGTON BLVD.	1955 E. WASHINGTON BLVD.	_	HMIRS
LOS ANGELES	2007436467	1955 EAST WASHINGTON BLVD	1955 EAST WASHINGTON BLVD	_	HMIRS
LOS ANGELES	2007433220	1955 E. WASHINGTON BLVD.	1955 E. WASHINGTON BLVD.	_	HMIRS
LOS ANGELES	2007433206	1955 E. WASHINGTON BLVD.	1955 E. WASHINGTON BLVD.	_	HMIRS
LOS ANGELES	2007434224	1955 E. WASHINGTON BLVD	1955 E. WASHINGTON BLVD	_	HMIRS
LOS ANGELES	2007430883	1955 E WASHINGTON BLVD	1955 E WASHINGTON BLVD	_	HMIRS
LOS ANGELES	2006818357	2715 EAST WASHINGTON BLVD.	2715 EAST WASHINGTON BLVD.	ш	ERNS
LOS ANGELES	99625261	WASHINGTON BLVD AND HILL ST	WASHINGTON BLVD AND HILL ST	ш	ERNS
LOS ANGELES	2005633658	EAST WASHINGTON BLVD AND OAK ST	EAST WASHINGTON BLVD AND OAK S	ш	ERNS
LOS ANGELES	2002618883	2750 E WASHINGTON BLVD	2750 E WASHINGTON BLVD	ш	ERNS
LOS ANGELES	U003941005	P/M SERVICE STATION #973	3423 S WESTERN AVE # 973	90018 L	UST
LOS ANGELES	S108536606	SHELL SERVICE STATION	1303 WESTERN AVE. S.	1 90006	LUST
LOS ANGELES	S103891210	MOBIL #18-LLR	989 WESTERN AVE W	90019 L	LUST, Cortese

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: 09/29/2008 Source: EPA
Date Data Arrived at EDR: 10/10/2008 Telephone: N/A

Date Made Active in Reports: 11/19/2008 Last EDR Contact: 01/26/2009

Number of Days to Update: 40 Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: Quarterly

**NPL Site Boundaries** 

Sources

EPA's Environmental Photographic Interpretation Center (EPIC)

Telephone: 202-564-7333

EPA Region 1 EPA Region 6

Telephone 617-918-1143 Telephone: 214-655-6659

EPA Region 3 EPA Region 7

Telephone 215-814-5418 Telephone: 913-551-7247

EPA Region 4 EPA Region 8

Telephone 404-562-8033 Telephone: 303-312-6774

EPA Region 5 EPA Region 9

Telephone 312-886-6686 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: 09/29/2008 Source: EPA
Date Data Arrived at EDR: 10/10/2008 Telephone: N/A

Date Made Active in Reports: 11/19/2008 Last EDR Contact: 01/26/2009

Number of Days to Update: 40 Next Scheduled EDR Contact: 04/27/2009
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.

Source: EPA

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

Telephone: 202-564-4267 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: No Update Planned

#### Federal Delisted NPL site list

**DELISTED NPL: National Priority List Deletions** 

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 09/29/2008
Date Data Arrived at EDR: 10/10/2008

Date Made Active in Reports: 11/19/2008

Number of Days to Update: 40

Source: EPA Telephone: N/A

Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Quarterly

#### Federal CERCLIS list

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: 10/07/2008 Date Data Arrived at EDR: 10/16/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 53

Source: EPA

Telephone: 703-412-9810 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/13/2009 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: 12/03/2007 Date Data Arrived at EDR: 12/06/2007 Date Made Active in Reports: 02/20/2008

Number of Days to Update: 76

Source: EPA

Telephone: 703-412-9810 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 03/16/2009 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: 09/11/2008 Date Data Arrived at EDR: 09/19/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 27

Source: EPA

Telephone: 800-424-9346 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

## Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Transporters, 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: 09/10/2008 Date Data Arrived at EDR: 09/23/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 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: 09/10/2008 Date Data Arrived at EDR: 09/23/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 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: 09/10/2008
Date Data Arrived at EDR: 09/23/2008
Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 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: 09/10/2008
Date Data Arrived at EDR: 09/23/2008
Date Made Active in Reports: 10/16/2008
Number of Days to Lindate: 23

Number of Days to Update: 23

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

## Federal institutional controls / engineering controls registries

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: 10/06/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 52

Source: Environmental Protection Agency

Telephone: 703-603-0695 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 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: 10/06/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 52

Source: Environmental Protection Agency

Telephone: 703-603-0695 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 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: 12/31/2007 Date Data Arrived at EDR: 01/23/2008 Date Made Active in Reports: 03/17/2008

Number of Days to Update: 54

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/19/2009 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: 11/25/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 62

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/24/2009

Next Scheduled EDR Contact: 05/25/2009 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 identifies 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: 11/25/2008
Date Data Arrived at EDR: 11/26/2008
Date Made Active in Reports: 01/27/2009

Number of Days to Update: 62

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/24/2009

Next Scheduled EDR Contact: 05/25/2009 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 inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 12/01/2008 Date Data Arrived at EDR: 12/09/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 49

Source: Integrated Waste Management Board

Telephone: 916-341-6320 Last EDR Contact: 12/09/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Quarterly

## State and tribal leaking storage tank lists

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: 01/12/2009

Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer

to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005 Date Data Arrived at EDR: 02/15/2005 Date Made Active in Reports: 03/28/2005

Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)

Telephone: 909-782-4496 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009

Data Release Frequency: Varies

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: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 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: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 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: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Quarterly

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: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: State Water Resources Control Board

Telephone: see region list Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 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: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Quarterly

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: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004 Date Data Arrived at EDR: 09/07/2004 Date Made Active in Reports: 10/12/2004

Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)

Telephone: 213-576-6710 Last EDR Contact: 12/23/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: No Update Planned

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: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 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: 02/16/2009

Next Scheduled EDR Contact: 05/18/2008

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: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 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: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 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: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 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: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 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: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 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: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009

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: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 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: 02/23/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Annually

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 11/18/2008 Date Data Arrived at EDR: 11/19/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 34

Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Quarterly

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: 12/02/2008 Date Data Arrived at EDR: 12/04/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 19

Source: EPA Region 8 Telephone: 303-312-6271 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Quarterly

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: 10/10/2008 Date Data Arrived at EDR: 10/10/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 6

Source: Environmental Protection Agency

Telephone: 415-972-3372 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Quarterly

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: 03/12/2008 Date Data Arrived at EDR: 03/14/2008 Date Made Active in Reports: 03/20/2008

Number of Days to Update: 6

Source: EPA Region 1 Telephone: 617-918-1313 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 06/06/2008 Date Data Arrived at EDR: 10/09/2008 Date Made Active in Reports: 11/19/2008

Number of Days to Update: 41

Source: EPA Region 4 Telephone: 404-562-8677 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Semi-Annually

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 11/25/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 27

Source: EPA Region 6 Telephone: 214-665-6597 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/01/2008 Date Data Arrived at EDR: 12/03/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 20

Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

# State and tribal registered storage tank lists

UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 22

Source: SWRCB Telephone: 916-480-1028 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities Registered Aboveground Storage Tanks.

Date of Government Version: 11/01/2007 Date Data Arrived at EDR: 11/27/2007 Date Made Active in Reports: 02/14/2008

Number of Days to Update: 79

Source: State Water Resources Control Board

Telephone: 916-341-5712 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Quarterly

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: 03/12/2008 Date Data Arrived at EDR: 03/14/2008 Date Made Active in Reports: 03/20/2008

Number of Days to Update: 6

Source: EPA, Region 1 Telephone: 617-918-1313 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 06/06/2008 Date Data Arrived at EDR: 10/09/2008 Date Made Active in Reports: 11/19/2008

Number of Days to Update: 41

Source: EPA Region 4 Telephone: 404-562-9424 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Semi-Annually

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: 09/08/2008 Date Data Arrived at EDR: 09/19/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 27

Source: EPA Region 5 Telephone: 312-886-6136 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 11/25/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 27

Source: EPA Region 6 Telephone: 214-665-7591 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 06/01/2007 Date Data Arrived at EDR: 06/14/2007 Date Made Active in Reports: 07/05/2007

Number of Days to Update: 21

Source: EPA Region 7 Telephone: 913-551-7003 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 12/01/2008 Date Data Arrived at EDR: 12/04/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 19

Source: EPA Region 8 Telephone: 303-312-6137 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 11/18/2008 Date Data Arrived at EDR: 11/19/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 34

Source: EPA Region 10 Telephone: 206-553-2857 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Quarterly

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: 09/05/2008 Date Data Arrived at EDR: 09/19/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 27

Source: EPA Region 9 Telephone: 415-972-3368 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Quarterly

# State and tribal voluntary cleanup sites

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: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Varies

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: 04/02/2008 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 1 Telephone: 617-918-1102 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009

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: 11/25/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 62

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/24/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Quarterly

# ADDITIONAL ENVIRONMENTAL RECORDS

## Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities—especially those without EPA Brownfields Assessment Demonstration Pilots—minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become Brownfields Cleanup Revolving Loan Fund (BCRLF) cooperative agreement recipients when they enter into BCRLF cooperative agreements with the U.S. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Date of Government Version: 10/01/2008 Date Data Arrived at EDR: 11/14/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 39

Source: Environmental Protection Agency

Telephone: 202-566-2777 Last EDR Contact: 02/10/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Semi-Annually

## Local Lists of Landfill / Solid Waste Disposal Sites

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: 03/25/2008 Date Data Arrived at EDR: 04/17/2008 Date Made Active in Reports: 05/15/2008

Number of Days to Update: 28

Source: EPA, Region 9 Telephone: 415-972-3336 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 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

## 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: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 01/05/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: Department of Conservation

Telephone: 916-323-3836 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing A listing of registered waste tire haulers.

Date of Government Version: 12/22/2008 Date Data Arrived at EDR: 12/22/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 36

Source: Integrated Waste Management Board

Telephone: 916-341-6422 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Varies

#### Local Lists of Hazardous waste / Contaminated Sites

#### 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: 07/01/2008 Date Data Arrived at EDR: 10/31/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 53

Source: Drug Enforcement Administration

Telephone: 202-307-1000 Last EDR Contact: 10/31/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Quarterly

## 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: 11/25/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 62

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/24/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Quarterly

# TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995 Date Data Arrived at EDR: 08/30/1995 Date Made Active in Reports: 09/26/1995

Number of Days to Update: 27

Source: State Water Resources Control Board

Telephone: 916-227-4364 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: No Update Planned

#### 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: 09/30/2008 Date Data Arrived at EDR: 10/06/2008 Date Made Active in Reports: 10/13/2008

Number of Days to Update: 7

Source: Department of Toxic Substances Control

Telephone: 916-255-6504 Last EDR Contact: 02/17/2009

Next Scheduled EDR Contact: 04/19/2009

Data Release Frequency: Varies

## Local Lists of Registered Storage Tanks

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

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/29/2008 Date Data Arrived at EDR: 12/29/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 32

Source: Department of Public Health

Telephone: 707-463-4466 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009

Data Release Frequency: Varies

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

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

## Local Land Records

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: 08/19/2008 Date Data Arrived at EDR: 08/29/2008 Date Made Active in Reports: 09/09/2008

Number of Days to Update: 11

Source: Environmental Protection Agency

Telephone: 202-564-6023 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009

Data Release Frequency: Varies

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: 12/09/2005 Date Data Arrived at EDR: 12/11/2006 Date Made Active in Reports: 01/11/2007

Number of Days to Update: 31

Source: Department of the Navy Telephone: 843-820-7326 Last EDR Contact: 12/08/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/06/2008 Date Data Arrived at EDR: 11/07/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 19

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009

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: 12/30/2008 Date Data Arrived at EDR: 12/30/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 28

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 12/30/2009

Next Scheduled EDR Contact: 03/30/2009 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: 09/30/2008 Date Data Arrived at EDR: 10/16/2008 Date Made Active in Reports: 11/19/2008

Number of Days to Update: 34

Source: U.S. Department of Transportation

Telephone: 202-366-4555 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/13/2009 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: 12/31/2007 Date Data Arrived at EDR: 05/09/2008 Date Made Active in Reports: 06/20/2008

Number of Days to Update: 42

Source: Office of Emergency Services

Telephone: 916-845-8400 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009

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: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: State Water Qualilty Control Board

Telephone: 866-480-1028 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 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: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Quarterly

#### Other Ascertainable Records

RCRA-NonGen: RCRA - Non 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). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/10/2008 Date Data Arrived at EDR: 09/23/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 05/14/2008 Date Data Arrived at EDR: 05/28/2008 Date Made Active in Reports: 08/08/2008

Number of Days to Update: 72

Source: Department of Transporation, Office of Pipeline Safety

Telephone: 202-366-4595 Last EDR Contact: 02/24/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005 Date Data Arrived at EDR: 11/10/2006 Date Made Active in Reports: 01/11/2007

Number of Days to Update: 62

Source: USGS Telephone: 703-692-8801

Last EDR Contact: 02/06/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Semi-Annually

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: 12/31/2007 Date Data Arrived at EDR: 09/05/2008 Date Made Active in Reports: 09/23/2008

Number of Days to Update: 18

Source: U.S. Army Corps of Engineers

Telephone: 202-528-4285 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009

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: 09/15/2008 Date Data Arrived at EDR: 10/22/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 62

Source: Department of Justice, Consent Decree Library

Telephone: Varies

Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Varies

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: 10/21/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 55

Source: EPA

Telephone: 703-416-0223 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: 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: 07/13/2007 Date Data Arrived at EDR: 12/03/2007 Date Made Active in Reports: 01/24/2008

Number of Days to Update: 52

Source: Department of Energy Telephone: 505-845-0011 Last EDR Contact: 12/17/2008

Next Scheduled EDR Contact: 03/16/2009 Data Release Frequency: Varies

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: 08/07/2008 Date Data Arrived at EDR: 09/23/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Department of Labor, Mine Safety and Health Administration

Telephone: 303-231-5959 Last EDR Contact: 12/23/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Semi-Annually

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: 12/31/2006 Date Data Arrived at EDR: 02/29/2008 Date Made Active in Reports: 04/18/2008

Number of Days to Update: 49

Source: EPA

Telephone: 202-566-0250 Last EDR Contact: 09/19/2008

Next Scheduled EDR Contact: 12/15/2008 Data Release Frequency: Annually

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: 12/31/2002 Date Data Arrived at EDR: 04/14/2006 Date Made Active in Reports: 05/30/2006

Number of Days to Update: 46

Source: EPA

Telephone: 202-260-5521 Last EDR Contact: 02/18/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Every 4 Years

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: 10/08/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 52

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-566-1667 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 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: 10/08/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 52

Source: EPA

Telephone: 202-566-1667 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 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

## 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: 12/31/2006 Date Data Arrived at EDR: 03/14/2008 Date Made Active in Reports: 04/18/2008

Number of Days to Update: 35

Source: EPA

Telephone: 202-564-4203 Last EDR Contact: 12/04/2008

Next Scheduled EDR Contact: 01/12/2009 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: 07/31/2008 Date Data Arrived at EDR: 08/13/2008 Date Made Active in Reports: 09/09/2008

Number of Days to Update: 27

Source: Environmental Protection Agency

Telephone: 202-564-5088 Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 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: 12/04/2007 Date Data Arrived at EDR: 02/07/2008 Date Made Active in Reports: 03/17/2008

Number of Days to Update: 39

Source: EPA

Telephone: 202-566-0500 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Annually

#### 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: 10/03/2008 Date Data Arrived at EDR: 10/15/2008 Date Made Active in Reports: 11/19/2008

Number of Days to Update: 35

Source: Nuclear Regulatory Commission

Telephone: 301-415-7169 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Quarterly

#### 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: 10/28/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 40

Source: Environmental Protection Agency

Telephone: 202-343-9775 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Quarterly

# FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/30/2008 Date Data Arrived at EDR: 10/31/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 53

Source: EPA

Telephone: (415) 947-8000 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Quarterly

#### 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

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: 12/31/2005 Date Data Arrived at EDR: 03/06/2007 Date Made Active in Reports: 04/13/2007

Number of Days to Update: 38

Source: EPA/NTIS Telephone: 800-424-9346 Last EDR Contact: 02/19/2009

Next Scheduled EDR Contact: 06/08/2009 Data Release Frequency: Biennially

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

CA 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: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 Data Release Frequency: Quarterly

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). This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001 Date Data Arrived at EDR: 05/29/2001 Date Made Active in Reports: 07/26/2001

Number of Days to Update: 58

Source: CAL EPA/Office of Emergency Information

Telephone: 916-323-3400 Last EDR Contact: 01/22/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/1993 Date Data Arrived at EDR: 11/01/1993 Date Made Active in Reports: 11/19/1993

Number of Days to Update: 18

Source: State Water Resources Control Board

Telephone: 916-445-3846 Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009
Data Release Frequency: No Update Planned

**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: 09/23/2008 Date Data Arrived at EDR: 09/24/2008 Date Made Active in Reports: 09/29/2008

Number of Days to Update: 5

Source: Department of Toxic Substance Control

Telephone: 916-327-4498 Last EDR Contact: 02/11/2009

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 10/31/2008 Date Data Arrived at EDR: 11/03/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 23

Source: Los Angeles Water Quality Control Board

Telephone: 213-576-6726 Last EDR Contact: 01/23/2009

Next Scheduled EDR Contact: 04/19/2009 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.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 10/04/2007
Date Made Active in Reports: 11/07/2007

Number of Days to Update: 34

Source: California Environmental Protection Agency

Telephone: 916-255-1136 Last EDR Contact: 02/17/2009

Next Scheduled EDR Contact: 05/04/2008 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: 12/31/2006 Date Data Arrived at EDR: 10/16/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 41

Source: California Air Resources Board

Telephone: 916-322-2990 Last EDR Contact: 01/16/2009

Next Scheduled EDR Contact: 04/13/2009
Data Release Frequency: Varies

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: 02/06/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Semi-Annually

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: 09/08/2008 Date Data Arrived at EDR: 09/10/2008 Date Made Active in Reports: 09/23/2008

Number of Days to Update: 13

Source: Environmental Protection Agency

Telephone: 615-532-8599 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/11/2009

Data Release Frequency: Varies

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: 02/06/2009

Next Scheduled EDR Contact: 05/04/2009

# Data Release Frequency: N/A

# EDR PROPRIETARY RECORDS

# EDR Proprietary Records

Manufactured Gas Plants: 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 Source: EDR, Inc.
Date Data Arrived at EDR: N/A Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: N/A

Number of Days to Update: N/A Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary 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.

Date of Government Version: N/A Source: EDR, Inc.
Date Data Arrived at EDR: N/A Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: N/A

Number of Days to Update: N/A Next Scheduled EDR Contact: N/A

Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary 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.

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 C

te: N/A 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: 10/28/2008 Date Data Arrived at EDR: 10/30/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 27

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Semi-Annually

## **Underground Tanks**

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/28/2008 Date Data Arrived at EDR: 10/30/2008 Date Made Active in Reports: 12/05/2008

Number of Days to Update: 36

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Semi-Annually

#### CONTRA COSTA COUNTY:

#### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/24/2008 Date Data Arrived at EDR: 11/25/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 63

Source: Contra Costa Health Services Department

Telephone: 925-646-2286 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Semi-Annually

#### 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: 01/14/2009 Date Data Arrived at EDR: 01/15/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 12

Source: Dept. of Community Health Telephone: 559-445-3271 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Semi-Annually

# KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 01/06/2009 Date Data Arrived at EDR: 01/07/2009 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 23

Source: Kern County Environment Health Services Department

Telephone: 661-862-8700 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

## 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: 12/31/1998 Date Data Arrived at EDR: 07/07/1999 Date Made Active in Reports: N/A Number of Days to Update: 0 Source: EPA Region 9 Telephone: 415-972-3178 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/31/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 40

Source: Department of Public Works Telephone: 626-458-3517 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 11/10/2008 Date Data Arrived at EDR: 11/25/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 63

Source: La County Department of Public Works

Telephone: 818-458-5185 Last EDR Contact: 02/11/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/01/2008 Date Data Arrived at EDR: 03/20/2008 Date Made Active in Reports: 04/14/2008

Number of Days to Update: 25

Source: Engineering & Construction Division

Telephone: 213-473-7869 Last EDR Contact: 12/08/2008

Next Scheduled EDR Contact: 03/09/2009

Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/14/2008 Date Data Arrived at EDR: 04/10/2008 Date Made Active in Reports: 05/06/2008

Number of Days to Update: 26

Source: Community Health Services Telephone: 323-890-7806 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 09/19/2008 Date Data Arrived at EDR: 10/06/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 10

Source: City of El Segundo Fire Department

Telephone: 310-524-2236 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 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: 03/28/2003 Date Data Arrived at EDR: 10/23/2003 Date Made Active in Reports: 11/26/2003

Number of Days to Update: 34

Source: City of Long Beach Fire Department

Telephone: 562-570-2563 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 12/11/2008 Date Data Arrived at EDR: 12/11/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 50

Source: City of Torrance Fire Department

Telephone: 310-618-2973 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Semi-Annually

#### MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 08/04/2008 Date Data Arrived at EDR: 08/29/2008 Date Made Active in Reports: 09/15/2008

Number of Days to Update: 17

Source: Public Works Department Waste Management

Telephone: 415-499-6647 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Semi-Annually

#### NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 07/09/2008 Date Data Arrived at EDR: 07/09/2008 Date Made Active in Reports: 07/31/2008

Number of Days to Update: 22

Source: Napa County Department of Environmental Management

Telephone: 707-253-4269 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Semi-Annually

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: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Annually

## ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 12/02/2008 Date Data Arrived at EDR: 12/16/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 42

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 12/02/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 12/02/2008 Date Data Arrived at EDR: 12/23/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 35

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 12/02/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 12/02/2008 Date Data Arrived at EDR: 12/23/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 38

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 12/02/2009

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

#### PLACER COUNTY:

#### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 07/23/2007 Date Data Arrived at EDR: 07/23/2007 Date Made Active in Reports: 08/09/2007

Number of Days to Update: 17

Source: Placer County Health and Human Services

Telephone: 530-889-7312 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 03/16/2009 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: 11/06/2008 Date Data Arrived at EDR: 11/17/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 9

Source: Department of Public Health

Telephone: 951-358-5055 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Quarterly

#### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 11/12/2008 Date Data Arrived at EDR: 11/25/2008 Date Made Active in Reports: 12/05/2008

Number of Days to Update: 10

Source: Health Services Agency Telephone: 951-358-5055 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Quarterly

## SACRAMENTO COUNTY:

#### Contaminated Sites

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 09/08/2008 Date Data Arrived at EDR: 12/02/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 56

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Quarterly

# ML - Regulatory Compliance Master List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 09/08/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 28

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/27/2009 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: 01/07/2009 Date Data Arrived at EDR: 01/09/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 18

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 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: 07/16/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 28

Source: Hazardous Materials Management Division

Telephone: 619-338-2268 Last EDR Contact: 12/31/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Quarterly

#### Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 11/01/2008 Date Data Arrived at EDR: 12/23/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 35

Source: Department of Health Services

Telephone: 619-338-2209 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 11/17/2008 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: 11/05/2008 Date Data Arrived at EDR: 12/30/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 28

Source: San Diego County Department of Environmental Health

Telephone: 619-338-2371 Last EDR Contact: 12/30/2008

Next Scheduled EDR Contact: 03/30/2009

Data Release Frequency: Varies

# 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: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

**Underground Storage Tank Information** 

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: 10/01/2008

Number of Days to Update: 12

Source: Department of Public Health

Telephone: 415-252-3920 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 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: 11/07/2008 Date Data Arrived at EDR: 12/03/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 58

Source: Environmental Health Department

Telephone: N/A

Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Semi-Annually

#### SAN MATEO COUNTY:

#### **Business Inventory**

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 11/19/2008 Date Data Arrived at EDR: 11/19/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 7

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Annually

#### Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 01/05/2009 Date Data Arrived at EDR: 01/06/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 21

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Semi-Annually

## SANTA CLARA COUNTY:

# LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 12/29/2008 Date Data Arrived at EDR: 12/29/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 29

Source: Department of Environmental Health

Telephone: 408-918-3417 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Varies

# Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 12/01/2008 Date Data Arrived at EDR: 12/04/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 54

Source: City of San Jose Fire Department

Telephone: 408-277-4659 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Annually

## SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/22/2008 Date Data Arrived at EDR: 10/06/2008 Date Made Active in Reports: 10/13/2008

Number of Days to Update: 7

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Quarterly

Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 09/22/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/05/2008

Number of Days to Update: 49

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Quarterly

## SONOMA COUNTY:

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/20/2009 Date Data Arrived at EDR: 01/21/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 6

Source: Department of Health Services

Telephone: 707-565-6565 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Quarterly

## SUTTER COUNTY:

**Underground Storage Tanks** 

Underground storage tank sites located in Sutter county.

Date of Government Version: 05/04/2007 Date Data Arrived at EDR: 05/04/2007 Date Made Active in Reports: 05/24/2007

Number of Days to Update: 20

Source: Sutter County Department of Agriculture

Telephone: 530-822-7500 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Semi-Annually

# 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: 11/26/2008 Date Data Arrived at EDR: 12/30/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 28

Source: Ventura County Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 12/10/2008

Next Scheduled EDR Contact: 03/09/2009 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: 08/01/2008 Date Data Arrived at EDR: 09/04/2008 Date Made Active in Reports: 09/18/2008

Number of Days to Update: 14

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 12/09/2008

Next Scheduled EDR Contact: 03/09/2009 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: 12/29/2008 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 22

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Quarterly

## YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 11/13/2008 Date Data Arrived at EDR: 12/03/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 58

Source: Yolo County Department of Health

Telephone: 530-666-8646 Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Annually

## 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: 12/31/2005 Date Data Arrived at EDR: 06/15/2007 Date Made Active in Reports: 08/20/2007

Number of Days to Update: 66

Source: Department of Environmental Protection

Telephone: 860-424-3375 Last EDR Contact: 12/11/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 09/30/2007 Date Data Arrived at EDR: 12/04/2007 Date Made Active in Reports: 12/31/2007

Number of Days to Update: 27

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/04/2009 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: 10/21/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 12/11/2008

Number of Days to Update: 15

Source: Department of Environmental Conservation

Telephone: 518-402-8651 Last EDR Contact: 02/25/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2007 Date Data Arrived at EDR: 09/11/2008 Date Made Active in Reports: 10/02/2008

Number of Days to Update: 21

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 12/08/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Annually

RI MANIFEST: Manifest information Hazardous waste manifest information

> Date of Government Version: 10/07/2008 Date Data Arrived at EDR: 10/10/2008 Date Made Active in Reports: 10/28/2008

Number of Days to Update: 18

Source: Department of Environmental Management

Telephone: 401-222-2797 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2007 Date Data Arrived at EDR: 08/22/2008 Date Made Active in Reports: 09/08/2008

Number of Days to Update: 17

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: PennWell Corporation Telephone: (800) 823-6277

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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 1999 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 and 2005 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

## STREET AND ADDRESS INFORMATION

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# GEOCHECK®-PHYSICAL SETTING SOURCE ADDENDUM

#### **TARGET PROPERTY ADDRESS**

1999 W ADAMS BLVD 1999 W ADAMS BLVD LOS ANGELES, CA 90018

## **TARGET PROPERTY COORDINATES**

Latitude (North): 34.03280 - 34° 1' 58.1" Longitude (West): 118.3088 - 118° 18' 31.7"

Universal Tranverse Mercator: Zone 11 UTM X (Meters): 379174.9 UTM Y (Meters): 3766370.8

Elevation: 188 ft. above sea level

## **USGS TOPOGRAPHIC MAP**

Target Property Map: 34118-A3 HOLLYWOOD, CA

Most Recent Revision: 1994

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

- 1. Groundwater flow direction, and
- 2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# **GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY**

# **GROUNDWATER FLOW DIRECTION INFORMATION**

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

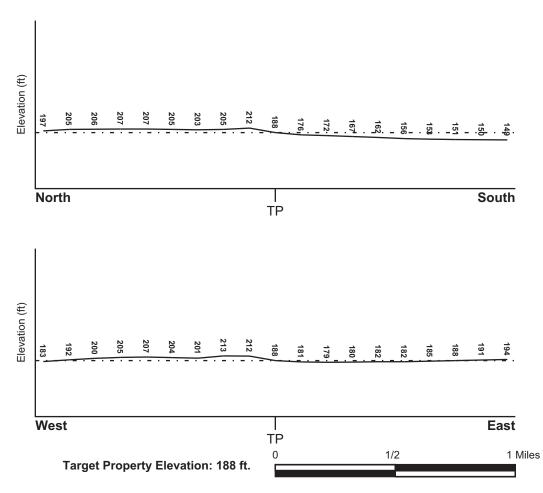
## **TOPOGRAPHIC INFORMATION**

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

## TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SE

#### SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



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** 

FEMA Flood

Target Property County LOS ANGELES, CA

Electronic Data
YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:

0601370073D

Additional Panels in search area:

0601370080D

NATIONAL WETLAND INVENTORY

NWI Electronic

NWI Quad at Target Property

Data Coverage

**HOLLYWOOD** 

YES - refer to the Overview Map and Detail Map

## HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

## Site-Specific Hydrogeological Data\*:

Search Radius: 1.25 miles Status: Not found

## **AQUIFLOW**®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

For additional site information, refer to Physical Setting Source Map Findings.

# 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**

#### **GEOLOGIC AGE IDENTIFICATION**

Era: Cenozoic Category: Stratifed Sequence

System: Quaternary Series: Quaternary

Code: Q (decoded above as Era, System & Series)

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									
	Boui	ndary		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 0.000

Federal FRDS PWS Nearest PWS within 1 mile

State Database 1.000

FEDERAL USGS WELL INFORMATION

LOCATION

MAP ID WELL ID FROM TP

No Wells Found

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID WELL ID FROM TP

No PWS System Found

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

LOCATION MAP ID WELL ID FROM TP

No Wells Found

#### OTHER STATE DATABASE INFORMATION

#### STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP	
A1	CAOG50000027500	1/8 - 1/4 Mile West	
A2	CAOG50000027489	1/8 - 1/4 Mile West	
A3	CAOG50000027473	1/8 - 1/4 Mile West	
A4	CAOG50000027499	1/8 - 1/4 Mile West	
A5	CAOG50000027488	1/8 - 1/4 Mile West	
A6	CAOG50000027475	1/8 - 1/4 Mile West	
A7	CAOG50000027498	1/8 - 1/4 Mile West	
A8	CAOG50000027490	1/8 - 1/4 Mile West	
A9	CAOG50000027477	1/8 - 1/4 Mile West	
A10	CAOG50000027497	1/8 - 1/4 Mile West	
A11	CAOG50000027487	1/8 - 1/4 Mile West	
A12	CAOG50000027476	1/8 - 1/4 Mile West	
A13	CAOG50000027496	1/8 - 1/4 Mile West	
A14	CAOG50000027483	1/8 - 1/4 Mile West	

# **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE SUMMARY**

## STATE OIL/GAS WELL INFORMATION

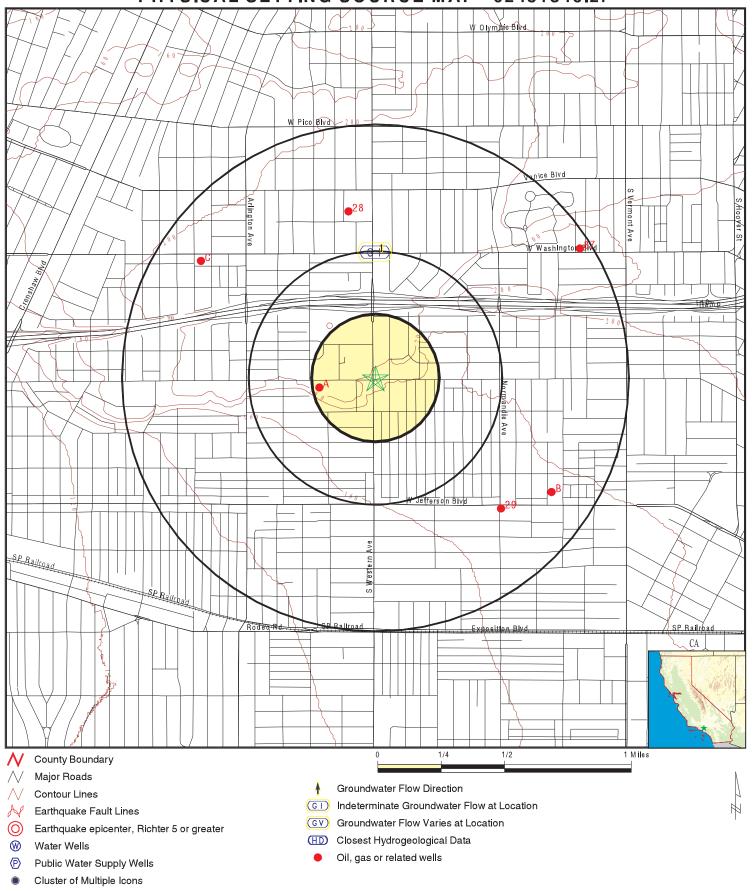
MAP ID	WELL ID	LOCATION FROM TP
A15	CAOG50000027478	1/8 - 1/4 Mile West
A16	CAOG50000027495	1/8 - 1/4 Mile West
A17	CAOG50000027482	1/8 - 1/4 Mile West
A18	CAOG50000027472	1/8 - 1/4 Mile West
A19	CAOG50000027494	1/8 - 1/4 Mile West
A20	CAOG50000027486	1/8 - 1/4 Mile West
A21	CAOG50000027474	1/8 - 1/4 Mile West
A22	CAOG50000027493	1/8 - 1/4 Mile West
A23	CAOG50000027485	1/8 - 1/4 Mile West
A24	CAOG50000027479	1/8 - 1/4 Mile West
A25	CAOG50000027492	1/8 - 1/4 Mile West
A26	CAOG50000027484	1/8 - 1/4 Mile West
A27	CAOG50000027480	1/8 - 1/4 Mile West
28	CAOG50000027698	1/2 - 1 Mile North
29	CAOG50000026978	1/2 - 1 Mile SE
B30	CAOG50000027047	1/2 - 1 Mile ESE
B31	CAOG50000027034	1/2 - 1 Mile ESE
B32	CAOG50000027048	1/2 - 1 Mile ESE
B33	CAOG50000027022	1/2 - 1 Mile ESE
B34	CAOG50000027035	1/2 - 1 Mile ESE 1/2 - 1 Mile ESE
B35	CAOG50000027049 CAOG50000027023	1/2 - 1 Mile ESE
B36 B37	CAOG50000027023 CAOG50000027036	1/2 - 1 Mile ESE
C38	CAOG50000027030 CAOG50000027650	1/2 - 1 Mile LSL
B39	CAOG50000027050	1/2 - 1 Mile VVIVV
B40	CAOG50000027030 CAOG50000027024	1/2 - 1 Mile ESE
B41	CAOG50000027037	1/2 - 1 Mile ESE
C42	CAOG50000027654	1/2 - 1 Mile WNW
B43	CAOG5000027051	1/2 - 1 Mile ESE
C44	CAOG5000027649	1/2 - 1 Mile WNW
B45	CAOG50000027025	1/2 - 1 Mile ESE
B46	CAOG50000027038	1/2 - 1 Mile ESE
C47	CAOG50000027657	1/2 - 1 Mile WNW
B48	CAOG50000027052	1/2 - 1 Mile ESE
C49	CAOG50000027653	1/2 - 1 Mile WNW
C50	CAOG50000027648	1/2 - 1 Mile WNW
B51	CAOG50000027026	1/2 - 1 Mile ESE
B52	CAOG50000027039	1/2 - 1 Mile ESE
C53	CAOG50000027662	1/2 - 1 Mile NW
C54	CAOG50000027656	1/2 - 1 Mile WNW
B55	CAOG50000027053	1/2 - 1 Mile ESE
C56	CAOG50000027652	1/2 - 1 Mile WNW
B57	CAOG50000027030	1/2 - 1 Mile ESE
B58	CAOG50000027040	1/2 - 1 Mile ESE
C59	CAOG50000027666	1/2 - 1 Mile NW
C60	CAOG50000027661	1/2 - 1 Mile NW
C61	CAOG50000027655	1/2 - 1 Mile WNW
B62	CAOG50000027054	1/2 - 1 Mile ESE
B63	CAOG50000027031	1/2 - 1 Mile ESE
B64	CAOG50000027041	1/2 - 1 Mile ESE
C65	CAOG50000027659	1/2 - 1 Mile WNW
C66	CAOG50000027665	1/2 - 1 Mile NW
C67	CAOG5000027669	1/2 - 1 Mile NW
B68	CAOC50000027055	1/2 - 1 Mile ESE
B69	CAOG50000027032 CAOG50000027042	1/2 - 1 Mile ESE 1/2 - 1 Mile ESE
B70	CAUGUUUUU21 U42	1/2 - I WIIIE ESE

# **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE SUMMARY**

## STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
C71	CAOG50000027664	1/2 - 1 Mile NW
C72	CAOG50000027668	1/2 - 1 Mile NW
B73	CAOG50000027056	1/2 - 1 Mile ESE
C74	CAOG50000027673	1/2 - 1 Mile NW
B75	CAOG50000027033	1/2 - 1 Mile ESE
B76	CAOG50000027043	1/2 - 1 Mile ESE
C77	CAOG50000027667	1/2 - 1 Mile NW
B78	CAOG50000027057	1/2 - 1 Mile ESE
C79	CAOG50000027672	1/2 - 1 Mile NW
B80	CAOG50000027027	1/2 - 1 Mile ESE
B81	CAOG50000027044	1/2 - 1 Mile ESE
C82	CAOG50000027671	1/2 - 1 Mile NW
B83	CAOG50000027058	1/2 - 1 Mile ESE
B84	CAOG50000027028	1/2 - 1 Mile ESE
B85	CAOG50000027045	1/2 - 1 Mile ESE
B86	CAOG50000027029	1/2 - 1 Mile ESE
87	CAOG50000027679	1/2 - 1 Mile ENE

# PHYSICAL SETTING SOURCE MAP - 02431846.2r



SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd Los Angeles CA 90018 LAT/LONG:

34.0328 / 118.3088

CLIENT: SCS Enginee CONTACT: Loran Bures SCS Engineers INQUIRY #: 02431846.2r

DATE: March 02, 2009 1:13 pm

Map ID Direction Distance Elevation

Elevation Database EDR ID Number

1 North 1/4 - 1/2 Mile Higher Site ID: 900570061
Groundwater Flow: 900570061
Not Reported

Shallow Water Depth: 8.37 Deep Water Depth: 12

Average Water Depth: Not Reported Date: 08/07/1996

**AQUIFLOW** 

55206

Map ID Direction Distance

**Database** EDR ID Number

A1 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027500

14W

14W

009

Apinumber: 03700377 Lease: Murphy

Operator: Bentley-Simonson Inc. Well no:

Rge:

Not Reported Field: LAS CIENEGAS Cagasoil m2 area: Map: Status cod: 009 118

Source: hud Latitude: 34.032284 Longitude: -118.311478

Td: 0 2 Sec: 2S Twn:

Bm: SB 0 X coord: 0

Y coord: 12/12/1968 00:00:00 Zone: Not Reported Spuddate: Abanddate: 12/30/1899 00:00:00 Comments: Not Reported

District: Site id: CAOG50000027500

**A2** West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027489

Rge:

Apinumber: 03700385 Bentley-Simonson Inc. Operator:

Lease: Murphy Well no:

LAS CIENEGAS Field: Cagasoil m2 area: Not Reported 009

Status cod: Map: 118 Source: hud Latitude: 34.032243 -118.31148 Longitude:

0 Td: 2 Sec: 2S Twn: Bm: SB

X coord: 0 0 Y coord:

12/12/1968 00:00:00 Not Reported Spuddate: Zone: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027489

West OIL\_GAS CAOG50000027473 1/8 - 1/4 Mile

Status cod:

Apinumber: 03721224 Operator: Bentley-Simonson Inc.

Murphy Well no: 27 Lease:

LAS CIENEGAS Field: Cagasoil m2 area: Not Reported

Мар: 118 Source: hud Latitude: 34.032192 Longitude: -118.311486

0 Td: 2 Sec:

2S Twn: Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027473

A4 West 1/8 - 1/4 Mile

/4 Mile OIL\_GAS CAOG50000027499

Apinumber: 03700376 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 8

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Source:
 hud

 Latitude:
 34.032284

 Longitude:
 -118.311551

 Longitude:
 -11

 Td:
 0

 Sec:
 2

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027499

A5 West 1/8 - 1/4 Mile

Apinumber: 03700384 Operator: Bentley-Simonson Inc.

Status cod:

Lease: Murphy Well no: 17

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032243

 Longitude:
 -118.311553

Td: 0
Sec: 2
Turn: 28

Twn: 2S Rge: 14W

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027488

A6 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027475

CAOG50000027488

OIL\_GAS

009

Status cod:

Rge:

009

14W

14W

Apinumber: 03721223 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 2

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032194

 Longitude:
 -118.311558

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027475

A7
West OIL\_GAS CAOG50000027498

Apinumber: 03700375 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 7

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.032283

 Longitude:
 -118.311618

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

1/8 - 1/4 Mile

1/8 - 1/4 Mile

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027498

A8
West OIL\_GAS CAOG50000027490

Rge:

Apinumber: 03700383 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 16

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 011

 Map:
 118

 Source:
 hud

 Latitude:
 34.032244

 Longitude:
 -118.31162

Td: 0 Sec: 2

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027490 District: Site id:

Α9 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027477

Apinumber: 03721222 Operator: Bentley-Simonson Inc.

Well no: 25 Lease: Murphy

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 037 hud

Source: 34.032195 Latitude: -118.311622 Longitude:

Td: 0 Sec: 2

2S Twn: Rge: 14W

SB Bm: 0 X coord: Y coord:

Not Reported 12/12/1968 00:00:00 Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027477

A10 West 1/8 - 1/4 Mile

Status cod:

03700374 Operator: Bentley-Simonson Inc. Apinumber: Well no:

Lease: Murphy

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Source: hud 34.032283 Latitude: -118.311682 Longitude:

0 Td: Sec: 2

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Zone: Not Reported Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027497

District: Site id:

A11 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027487

CAOG50000027497

OIL\_GAS

037

Status cod:

Rge:

055

14W

14W

055

Apinumber: 03700382 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 15

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.032243
Longitude: -118.311684

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027487

A12
West OIL\_GAS CAOG50000027476

Apinumber: 03721221 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 24

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.032195 Longitude: -118.311684 Td: 0

 Id:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

1/8 - 1/4 Mile

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027476

A13
West
1/8 - 1/4 Mile
OIL\_GAS CAOG50000027496

Status cod:

Rge:

Apinumber: 03700373 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 5

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032283

 Longitude:
 -118.311747

Td: 0 Sec: 2

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027496 District: Site id:

A14 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027483

14W

009

14W

OIL\_GAS

Apinumber: 03700381 Operator: Bentley-Simonson Inc.

Well no: Lease: Murphy 14

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 009

Source: hud 34.03224 Latitude: -118.311749 Longitude:

Td: 0 Sec: 2 2S Twn:

SB Bm: 0 X coord:

Y coord: Not Reported Zone:

12/12/1968 00:00:00 Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: CAOG50000027483 District: Site id:

Rge:

A15 West 1/8 - 1/4 Mile

> 03720967 Operator: Bentley-Simonson Inc. Apinumber:

> > Status cod:

Rge:

Lease: Well no: Murphy 23

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Source: hud Latitude: 34.032196 -118.311751 Longitude:

0 Td: Sec: 2 Twn: 2S Bm: SB

X coord: 0 0

Y coord: Not Reported Zone:

Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027478 District: Site id:

A16 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027495

CAOG50000027478

Status cod:

Rge:

009

14W

009

14W

Apinumber: 03700372 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 4

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032283

 Longitude:
 -118.311815

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

1/8 - 1/4 Mile

Y coord:

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027495

A17
West OIL\_GAS CAOG50000027482

Apinumber: 03700380 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 13

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod:
Source: hud
Latitude: 34.03224

0

Latitude: 34.03224 Longitude: -118.311816 Td: 0 Sec: 2

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

 X coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027482

Rge:

A18
West OIL\_GAS CAOG50000027472
1/8 - 1/4 Mile

Apinumber: 03721072 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 22

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.032192

 Longitude:
 -118.311824

Td: 0 Sec: 2

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027472

A19 West 1/8 - 1/4 Mile

ost OIL\_GAS CAOG50000027494

Apinumber: 03700371 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 3

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.032282 Longitude: -118.311876

Td: 0
Sec: 2
Two: 39

Twn: 2S Rge: 14W Bm: SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027494

A20 West 1/8 - 1/4 Mile

Apinumber: 03700379 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 12

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: Source: hud

Latitude: 34.032241 Longitude: -118.31188 Td: 0 Sec: 2

Sec: 2
Twn: 2S
Bm: SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027486

Rge:

A21 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027474

CAOG50000027486

OIL\_GAS

009

14W

Apinumber: 03720955 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 2<sup>-</sup>

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118
 Status cod:

 Source:
 hud

 Latitude:
 34.032194

 Longitude:
 -118.311884

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

West

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027474

A22

Rge:

14W

14W

OIL\_GAS

CAOG50000027493

1/8 - 1/4 Mile

Apinumber: 03700370 Operator: Bentley-Simonson Inc.

 Lease:
 Murphy
 Well no:
 2

 Field:
 LAS CIENEGAS
 Cagasoil m2 area:
 Not Reported

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 037

 Source:
 hud

 Latitude:
 34.032282

 Longitude:
 -118.311931

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027493

A23
West OIL\_GAS CAOG50000027485
1/8 - 1/4 Mile

Rge:

Apinumber: 03700378 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 11

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.032241

Landide: 34.032241 Longitude: -118.311935 Td: 0

2

Sec:

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027485 District: Site id:

A24 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027479

Apinumber: 03720954 Operator: Bentley-Simonson Inc.

Well no: 20 Lease: Murphy

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 037 hud

Source: 34.032197 Latitude: -118.311938 Longitude:

Td: 0 Sec: 2

2S Twn: Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Zone: Not Reported Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027479

A25 West 1/8 - 1/4 Mile

CAOG50000027492 OIL\_GAS

Rge:

03700369 Operator: Bentley-Simonson Inc. Apinumber: Well no:

Lease: Murphy LAS CIENEGAS

Cagasoil m2 area: Field: Not Reported Мар: Status cod: 118 009

Source: hud 34.032282 Latitude: -118.311984 Longitude:

0 Td: Sec: 2 Twn: 2S

Bm: SB X coord: 0

Y coord: 0 Zone: Not Reported Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported

CAOG50000027492 District: Site id:

A26 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027484

14W

Apinumber: 03700291 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 10

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.032241
Longitude: -118.311987

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

Bm: SB
X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027484

A27
West OIL\_GAS CAOG50000027480

Rge:

14W

14W

Apinumber: 03700322 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 19

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Source: nud
Latitude: 34.032198
Longitude: -118.311987

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

1/8 - 1/4 Mile

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027480

28
North
1/2 - 1 Mile
OIL\_GAS CAOG50000027698

Rge:

Apinumber: 03706200 Operator: Union Oil Co. of California

Lease: Union-Signal-Texam U-19 Well no: 1

Field: LOS ANGELES COUNTY Cagasoil m2 area: Not Reported Map: Status cod: 006

 Map:
 118

 Source:
 hud

 Latitude:
 34.042325

 Longitude:
 -118.309746

Td: 0 Sec: 35

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027698

29 SE OIL\_GAS CAOG50000026978 1/2 - 1 Mile

Apinumber: 03700323 Operator: Union Oil Co. of California

Lease: Union-Signal Las Cienega E.H. Well no: 27A

Field: LOS ANGELES COUNTY Cagasoil m2 area: Not Reported Map: Status cod: 006

Map: 118 Status cod: Source: hud

Latitude: 34.025313 Longitude: -118.299256 Td: 0

 Sec:
 1

 Twn:
 2S
 Rge:
 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000026978

B30
ESE OIL\_GAS CAOG50000027047
1/2 - 1 Mile

Apinumber: 03700294 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 1

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.026283

Latitude: 34.026283
Longitude: -118.295983
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027047

\_\_\_\_\_

B31
ESE OIL\_GAS CAOG50000027034
1/2 - 1 Mile

Status cod:

Rge:

037

14W

14W

035

Apinumber: 03700301 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 13

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026252

 Longitude:
 -118.295983

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027034

B32
ESE OIL\_GAS CAOG50000027048
1/2 - 1 Mile

Apinumber: 03700274 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 2

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026285

 Longitude:
 -118.295944

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027048

B33
ESE OIL\_GAS CAOG50000027022
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700285 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 25

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.026219
Longitude: -118.295983

Longitude: -11: Td: 0 Sec: 1

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027022 District: Site id:

**B34** 

ESE 1/2 - 1 Mile OIL\_GAS CAOG50000027035

Bentley-Simonson Inc. Apinumber: 03700279 Operator:

Jefferson Well no: Lease: 14

LAS CIENEGAS Cagasoil m2 area: Not Reported Field: 009

Мар: 118 Status cod: Source: hud

34.026252 Latitude: -118.295946 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027035

B35 ESE

CAOG50000027049 OIL\_GAS 1/2 - 1 Mile

03700275 Operator: Bentley-Simonson Inc. Apinumber: Jefferson Well no: Lease:

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: Status cod: 118 009 Source: hud

34.026285 Latitude: -118.295908 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W Bm: SB

X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027049 District: Site id:

B36 OIL\_GAS CAOG50000027023 **ESE** 1/2 - 1 Mile

Status cod:

035

14W

Apinumber: 03720091 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 26

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.026219
Longitude: -118.295946

Td: 0
Sec: 1
Twn: 2S
Bm: SB

wn: 2S Rge: 14W

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027023

B37
ESE OIL\_GAS CAOG50000027036
1/2 - 1 Mile

Apinumber: 03700302 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 15

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026252

 Longitude:
 -118.29591

 Td:
 0

Sec: 1
Twn: 2S
Bm: SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027036

C38
WNW
OIL\_GAS CAOG50000027650
1/2 - 1 Mile

Rge:

Apinumber: 03700287 Operator: Bentley-Simonson Inc.

Lease: Good Shepherd Well no: 6A

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 091

 Map:
 118

 Source:
 hud

 Latitude:
 34.039366

 Longitude:
 -118.319844

Td: 0 Sec: 35

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027650

B39 ESE 1/2 - 1 Mile

Apinumber: 03700295 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 4

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026287

 Longitude:
 -118.295874

Longitude: -118
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0

1/2 - 1 Mile

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

District: 1 Site id: CAOG50000027050

B40
ESE OIL\_GAS CAOG50000027024

Apinumber: 03720099 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 27

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Latitude: 34.026222 Longitude: -118.29591

Longitude: -118.2959
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027024

B41
ESE OIL\_GAS CAOG50000027037
1/2 - 1 Mile

OIL\_GAS

CAOG50000027050

Apinumber: 03700303 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 16

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118
 Status cod:

 Source:
 hud

 Latitude:
 34.026252

 Longitude:
 -118.295878

Td: 0
Sec: 1
Twn: 2S
Rm: SR

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027037

C42 WNW OIL\_GAS CAOG50000027654

Rge:

14W

14W

1/2 - 1 Mile

Apinumber: 03700321 Operator: Union Oil Co. of California

Lease: Fourth Avenue Well no: 17

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 007

Map: 118 Status cod:
Source: hud
Latitude: 34.039405

 Longitude:
 -118.319844

 Td:
 0

 Sec:
 35

 Twn:
 1S

Twn: 1S
Bm: SB
X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027654

B43

Rge:

ESE OIL\_GAS CAOG50000027051
1/2 - 1 Mile

Apinumber: 03700276 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 5

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118 Status cod:
Source: hud
Latitude: 34.026287

Longitude: -118.295842 Td: 0

Sec:

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027051 District: Site id:

C44 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027649

CAOG50000027025

Apinumber: 03700311 Operator: Bentley-Simonson Inc.

Good Shepherd Well no: Lease: 5A

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 009

Source: hud 34.039361 Latitude: -118.319891 Longitude:

Td: Sec: 35

Twn: 1S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate:

District: Site id: CAOG50000027649

B45 ESE

1/2 - 1 Mile

03720098 Operator: Bentley-Simonson Inc. Apinumber:

Well no: Lease: Jefferson

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: 118 Source: hud 34.026222 Latitude: -118.295875

Longitude: Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027025 District: Site id:

B46 ESE

OIL\_GAS CAOG50000027038 1/2 - 1 Mile

Status cod:

OIL\_GAS

009

009

14W

14W

009

Apinumber: 03700304 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 1

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod:
Source: hud

Latitude: 34.026253 Longitude: -118.295841 Td: 0 Sec: 1

Twn: 2S Rge: Bm: SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027038

C47
WNW OIL\_GAS CAOG50000027657

1/2 - 1 Mile

Apinumber: 03700290 Operator: Bentley-Simonson Inc.

Apinumber: 03700290 Operator: Bentley Lease: Fourth Avenue Well no: 14

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 035

Source: hud
Latitude: 34.039444
Longitude: -118.319849

 Td:
 0

 Sec:
 35

 Twn:
 1S

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027657

B48
ESE OIL\_GAS CAOG50000027052
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700296 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 6

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026287

 Longitude:
 -118.295805

Longitude: -118
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027052 District: Site id:

C49 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027653

03700320 Apinumber: Operator: Bentley-Simonson Inc.

Fourth Avenue Well no: Lease: 16

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Status cod: 091 Source: hud

34.0394 Latitude: -118.319896 Longitude:

Td: Sec: 35 Twn: 1S

SB Bm: 0

X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027653

Rge:

14W

007

14W

OIL\_GAS

C50 WNW 1/2 - 1 Mile

> 03700305 Operator: Union Oil Co. of California Apinumber:

> > Status cod:

Rge:

Well no: Lease: Las Cienegas Core Hole 24

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Source: hud 34.039357 Latitude: -118.319932 Longitude:

Td: 0 Sec: 35 Twn: 1S

Bm: SB X coord: 0

Y coord: 0 Not Reported Zone:

Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027648 District: Site id:

B51 **ESE** 1/2 - 1 Mile

OIL\_GAS CAOG50000027026

CAOG50000027648

Apinumber: 03720054 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 29

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.026222 Longitude: -118.295839

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027026

B52
ESE OIL\_GAS CAOG50000027039

Rge:

14W

14W

009

1/2 - 1 Mile

Apinumber: 03700280 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 18

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026253

 Longitude:
 -118.295807

Td: 0
Sec: 1
Twn: 2S

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027039

\_\_\_\_

C53
NW OIL\_GAS CAOG50000027662
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700318 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 13

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.039492

 Longitude:
 -118.319849

Td: 0 Sec: 35

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027662 District: Site id:

C54 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027656

CAOG50000027053

03700314 Apinumber: Operator: Union Oil Co. of California

Fourth Avenue Well no: Lease: 9A

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 015

Source: hud 34.039439 Latitude: -118.319896 Longitude:

Td: Sec: 35 Twn:

1S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027656

B55 ESE 1/2 - 1 Mile

> 03700297 Operator: Bentley-Simonson Inc. Apinumber:

> Jefferson Well no: Lease:

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: 118 Status cod: 009

Source: hud Latitude: 34.02629 -118.295764 Longitude:

Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Zone: Not Reported Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027053 District: Site id:

C56 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027652

OIL\_GAS

Status cod:

Rge:

035

14W

14W

Apinumber: 03700319 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 15

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.0394

 Longitude:
 -118.319937

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027652

B57
ESE OIL\_GAS CAOG50000027030

1/2 - 1 Mile

Apinumber: 03720048 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 30

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026224

 Longitude:
 -118.295802

Td: 0
Sec: 1
Twn: 2S
Bm: SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027030

B58
ESE OIL\_GAS CAOG50000027040
1/2 - 1 Mile

Rge:

Apinumber: 03700281 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 19

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.026255
Longitude: -118.295766

Longitude: -118
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027040 District: Site id:

C59 NW 1/2 - 1 Mile

OIL\_GAS CAOG50000027666

03700289 Apinumber: Operator: Bentley-Simonson Inc.

Fourth Avenue Well no: Lease: 12

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 035 Source: hud

34.039535 Latitude: -118.319849 Longitude:

Td: Sec: 35 Twn:

1S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027666

C60 NW

1/2 - 1 Mile

CAOG50000027661 OIL\_GAS

03700315 Operator: Bentley-Simonson Inc. Apinumber:

Well no: Lease: Fourth Avenue

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported Мар: 118 Status cod: 009

Source: hud 34.039487 Latitude: -118.319891 Longitude:

Td: 0 Sec: 35

Twn: 1S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027661 District: Site id:

C61 WNW

1/2 - 1 Mile

OIL\_GAS CAOG50000027655

Status cod:

Rge:

037

14W

14W

009

Apinumber: 03700286 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 5

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.039439

 Longitude:
 -118.319932

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027655

B62
ESE OIL\_GAS CAOG50000027054

1/2 - 1 Mile

Rge:

Apinumber: 03700277 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 8

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.02629 Longitude: -118.295725

Td: 0
Sec: 1
Twn: 2S
Bm: SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027054

B63
ESE OIL\_GAS CAOG50000027031
1/2 - 1 Mile

Status cod:

Apinumber: 03720143 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 31

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026224

 Longitude:
 -118.295761

Longitude: -11
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027031

B64 ESE 1/2 - 1 Mile

Apinumber: 03700282 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 20

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 037

 Source:
 hud

 Latitude:
 34.026255

 Longitude:
 -118.295727

Td: 0 Sec: 1 Twn: 2S

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027041

C65
WNW
OIL\_GAS CAOG50000027659
1/2 - 1 Mile

Apinumber: 03700310 Operator: Bentley-Simonson Inc. Lease: Fourth Avenue Well no: 4

 Lease:
 Fourth Avenue
 Well no:
 4

 Field:
 LAS CIENEGAS
 Cagasoil m2 area:
 Not Reported

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 037

 Source:
 hud

 Latitude:
 34.039483

 Longitude:
 -118.319932

Td: 0
Sec: 35
Twn: 1S

 Twn:
 1S
 Rge:
 14W

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027659

C66
NW OIL\_GAS CAOG50000027665
1/2 - 1 Mile

OIL\_GAS

CAOG50000027041

009

14W

14W

Apinumber: 03700313 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no:

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118
 Status cod:

 Source:
 hud

 Latitude:
 34.039535

 Longitude:
 -118.319891

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027665

Rge:

C67
NW OIL\_GAS CAOG50000027669
1/2 - 1 Mile

Apinumber: 03700317 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 11

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118 Status cod:
Source: hud
Latitude: 34.039588

Td: 0
Sec: 35
Twn: 1S Rge:

-118.319854

Bm: SB X coord: 0 Y coord: 0

Longitude:

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027669

B68
ESE OIL\_GAS CAOG50000027055
1/2 - 1 Mile

Apinumber: 03700298 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 9

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009
Source: hud

Latitude: 34.02629 Longitude: -118.295688 Td: 0

 Sec:
 1

 Twn:
 2S
 Rge:
 14W

Bm: SB X coord: 0 0 Y coord:

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027055 District: Site id:

**B69** 

ESE 1/2 - 1 Mile OIL\_GAS CAOG50000027032

Apinumber: 03720274 Operator: Bentley-Simonson Inc.

Jefferson Well no: 32 Lease:

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 037 Source: hud

34.026224 Latitude: -118.295722 Longitude:

Td: 0 Sec: 1

Twn: 2S Rge: 14W SB Bm:

0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027032

B70 ESE 1/2 - 1 Mile

03702026 Operator: Bentley-Simonson Inc. Apinumber: Well no: Lease: Jefferson 21

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported Status cod: 035

Мар: 118 Source: hud 34.026255 Latitude: -118.295688 Longitude:

Td: 0 Sec: 1 Twn: 2S

Rge: Bm: SB

X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027042 District: Site id:

C71 NW

OIL\_GAS CAOG50000027664 1/2 - 1 Mile

OIL\_GAS

14W

CAOG50000027042

Status cod:

Rge:

009

14W

14W

037

Apinumber: 03700309 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 3

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.039531

 Longitude:
 -118.319932

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027664

C72

NW OIL\_GAS CAOG50000027668 1/2 - 1 Mile

Apinumber: 03700288 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 7

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.039583

 Longitude:
 -118.319896

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027668

B73
ESE OIL\_GAS CAOG50000027056
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700299 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 10

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.02629

 Longitude:
 -118.295651

Longitude: -118
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027056

C74 NW 1/2 - 1 Mile

W OIL\_GAS CAOG50000027673

Apinumber: 03700316 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 10

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 037

 Source:
 hud

 Latitude:
 34.039635

 Longitude:
 -118.319854

Td: 0 Sec: 35 Twn: 1S

Twn: 1S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027673

B75 ESE 1/2 - 1 Mile

Apinumber: 03720244 Operator: Bentley-Simonson Inc.

Status cod:

Lease: Jefferson Well no: 33

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026224

 Longitude:
 -118.295681

Longitude: -118.2 Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027033

B76 ESE 1/2 - 1 Mile

OIL\_GAS CAOG50000027043

CAOG50000027033

OIL\_GAS

035

Apinumber: 03700046 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 22

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 035 Source: hud

Latitude: 34.026255 Longitude: -118.295652

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

 Twn:
 2S
 Rge:
 14W

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027043

C77

NW OIL\_GAS CAOG50000027667 1/2 - 1 Mile

Rge:

Apinumber: 03700308 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 2

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 011

Source: hud
Latitude: 34.039578
Longitude: -118.319932

Td: 0 Sec: 35 Twn: 1S

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027667

B78
ESE OIL\_GAS CAOG50000027057
1/2 - 1 Mile

Apinumber: 03700300 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 11

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.02629
Longitude: -118.295613

Longitude: -118
Td: 0
Sec: 1

Twn: 2S Rge: 14W

14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027057 District: Site id:

C79 NW 1/2 - 1 Mile

OIL\_GAS CAOG50000027672

03700312 Apinumber: Operator: Bentley-Simonson Inc.

Fourth Avenue Well no: Lease:

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported 137

Мар: 118 Status cod: Source: hud 34.039631 Latitude:

-118.319896 Longitude: Td: Sec: 35

Twn: 1S Rge: 14W

SB Bm: 0 X coord: Y coord:

Not Reported 12/12/1968 00:00:00 Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate:

District: Site id: CAOG50000027672

B80 ESE

CAOG50000027027 OIL\_GAS 1/2 - 1 Mile

03720187 Operator: Bentley-Simonson Inc. Apinumber: Well no:

Lease: Jefferson

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: Status cod: 118 Source: hud

34.026223 Latitude: -118.295642 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027027 District: Site id:

**B81 ESE** 1/2 - 1 Mile

OIL\_GAS CAOG50000027044

009

Status cod:

Rge:

035

14W

14W

009

Apinumber: 03700283 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 23

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.026255
Longitude: -118.295615

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027044

C82

NW OIL\_GAS CAOG50000027671 1/2 - 1 Mile

Rge:

Apinumber: 03700307 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 1

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.039626

 Longitude:
 -118.319932

Td: 0 Sec: 35 Twn: 1S

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027671

B83
ESE OIL\_GAS CAOG50000027058
1/2 - 1 Mile

Status cod:

Apinumber: 03700278 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 12

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.02629

 Longitude:
 -118.295576

Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027058 District: Site id:

**B84** 

ESE 1/2 - 1 Mile OIL\_GAS CAOG50000027028

Bentley-Simonson Inc. Apinumber: 03720201 Operator:

Jefferson Well no: 35 Lease:

LAS CIENEGAS Cagasoil m2 area: Not Reported Field: 039

Мар: 118 Status cod: Source: hud

34.026223 Latitude: -118.295604 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate:

District: Site id: CAOG50000027028

B85 ESE

1/2 - 1 Mile

03700284 Operator: Bentley-Simonson Inc. Apinumber: Well no: Jefferson 24

Lease: Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Status cod: 035

Мар: 118 Source: hud 34.026256 Latitude: -118.295578

Longitude: Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported

CAOG50000027045 District: Site id:

**B86 ESE** 

OIL\_GAS CAOG50000027029 1/2 - 1 Mile

OIL\_GAS

CAOG50000027045

Status cod:

237

14W

006

14W

CAOG50000027679

Apinumber: 03720233 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no:

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Map: 118 Source: hud 34.026223 Latitude: Longitude: -118.295558

Td: Sec: 1 2S Twn: SB Bm:

X coord: 0 Y coord: 0

Not Reported 12/12/1968 00:00:00 Zone: Spuddate: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported District: Site id: CAOG50000027029 1

87 ENE

Rge:

OIL\_GAS 1/2 - 1 Mile

Status cod:

Rge:

03700513 Union Oil Co. of California Apinumber: Operator:

Lease: Union-Signal E.H. Well no:

Field: LOS ANGELES COUNTY Cagasoil m2 area: Not Reported

Map: Source: hud 34.040199 Latitude: Longitude: -118.293832

Td: Sec: 36 1S Twn:

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: Abanddate: 12/30/1899 00:00:00 Comments: Not Reported District: Site id: CAOG50000027679

## AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

 Zip
 Total Sites
 > 4 Pci/L
 Pct. > 4 Pci/L

 —
 —
 —

 90018
 3
 0
 0.00

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 0.711 pCi/L 0% Living Area - 1st Floor 98% 2% Not Reported Living Area - 2nd Floor Not Reported Not Reported Not Reported 0.933 pCi/L Basement 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.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

#### HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 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 and 2005 from the U.S. Fish and Wildlife Service.

#### HYDROGEOLOGIC INFORMATION

AQUIFLOW<sup>R</sup> 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 Services

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 Services (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, 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 Health Services

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

#### **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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# APPENDIX F RESUMES OF PROJECT PERSONNEL

## J. RODNEY MARSH, REA

## Education

BS – Chemistry, California State University at Long Beach, 1971 MS – Environmental Engineering, Illinois Institute of Technology, 1974

#### **Professional Licenses**

Registered Environmental Assessor – California (No. 328) Environmental Manager – Nevada (No. EM-1121)

## Professional Affiliations

American Chemical Society

## **Professional Experience**

Mr. Marsh is experienced in the chemical characteristics and environmental behavior of a variety of industrial and hazardous wastes and wastewaters. He is very familiar with current waste control regulations under CERCLA, RCRA, TOSCA, the Clean Water Act, the Clean Air Act, and corresponding State codes. He is an instructor for SCS's in-house health and safety training program, and also teaches a graduate-level waste management course at California State University, Long Beach.

Mr. Marsh currently manages all of the SCS-Long Beach Phase I Environmental Assessment projects. He has completed or managed several hundred such assessments. He prepared the inhouse guidance manual for the preparation of Phase I reports, and has given several seminars and authored several articles on Phase I assessments.

Mr. Marsh has provided extensive research support for litigation and expert testimony efforts. Specific projects have included assessments of historical industrial waste management practices, evaluations of the environmental fate and transport of chlorinated solvents, and estimation of waste quantities and characteristics. Sites have ranged from small industrial facilities to major state and federal Superfund sites.

## **Environmental Management**

Mr. Marsh served as Senior Project Engineer on a remediation project involving a pesticide-contaminated former air strip in the Litchfield Park, Arizona, area. His responsibilities included design of sampling programs, data analysis to determine the extent of contamination, remediation cost estimating, and preparation of the Remedial Investigation report.

Mr. Marsh served in a similar capacity on a former petroleum refinery remediation project in Southern California. As Technical Advisor, he assisted in the sampling data evaluation and estimations of contamination extent. He also provided fate and transport data for the contaminants found at the site for the Remedial Investigation report. In addition, he prepared a preliminary risk assessment for the site, and assisted in the data compilation and interpretation for the formal risk assessment.

Resume 1 of 3

For remediation at a former steel mill in Fontana, California, Mr. Marsh prepared a preliminary feasibility assessment and assisted in the review of bids and selection of prospective remediation contractors. Site contaminants included coal tar, steel slag, various heavy metal compounds, and volatile organic compounds.

Mr. Marsh served as Project Engineer for the preparation of an Environmental Impact Statement for a proposed hazardous waste treatment facility in Arizona. His responsibilities included developing estimates of the types and quantities of wastes anticipated, determining the most efficient and cost-effective combination of treatment and disposal alternatives for these wastes, and preparing a conceptual design for the facility.

Mr. Marsh was Project Manager on the preparation of three city and county hazardous waste management plans. The first, for Yolo County, California, was prepared in response to state legislation and addressed every phase of hazardous waste generation, treatment, storage, disposal, control, education, and regulation in the County. The other two were local hazardous waste management plans prepared for the Cities of El Segundo and Glendora. These plans identified areas where the Cities' hazardous waste management goals differed from those of Los Angeles County.

Mr. Marsh was Project Manager on a study for the Nevada Department of Transportation to identify and inventory hazardous wastes generated by highway maintenance stations throughout the state. The study involved an assessment of degree of compliance with RCRA regulations and recommendations for improving compliance.

Mr. Marsh also managed three hazardous waste audit studies for the California Department of Health Services. These studies focused on automotive paint and body shops, marine yards, and precious metals industries and sought to identify hazardous wastes generated and techniques for minimizing, treating, or disposing of the wastes.

Mr. Marsh was Project Manager on two studies regarding small-quantity generator hazardous wastes in the North Hollywood, California, area for the Southern California Association of Governments. Both studies involved detailed surveys and inventories. The first concluded with a review of existing hazardous materials and waste management practices and recommendations for better management. The second involved an evaluation of regional treatment, storage, and disposal options, and the conceptual design of a collection system and hazardous waste transfer station.

Mr. Marsh has served as both Project Manager and field team member on two Naval Assessment and Control of Installation Pollutants Program Initial Assessment Studies, the Navy's version of the DOD Installation Restoration Program. These studies involved comprehensive evaluations of current and past hazardous waste generation, management, and disposal practices on military facilities. Information was gathered via records searches, interviews, and site investigations.

Mr. Marsh was also the Project Manager and a field team member for several projects conducted for the California General Services Administration to identify and inventory PCB-containing electrical equipment at state-owned facilities, including state parks, correctional facilities, highway department stations, National Guard facilities, etc.

Resume 2 of 3

Mr. Marsh served as Senior Project Engineer on several Air Force studies to inventory hazardous wastes for Vandenberg Air Force Base. These projects involved all host base and tenant activities, including launch and between-launch activities associated with the space shuttle, and Titan and Atlas launch facilities. The project team evaluated all of these operations and the chemicals and materials involved in them, and produced an expected inventory of wastes which included type of waste, chemical constituents, normal expected quantities, and "worst case" quantities.

Mr. Marsh completed an inventory of the contents of a hazardous waste/oily waste landfill to determine if its operations were in strict accordance with federal and state regulations. This study involved a detailed analysis of hauler records to determine what wastes had been accepted by the landfill, and how they had been treated or disposed. Of particular concern was whether incompatible or unusually dangerous wastes had been buried in close proximity or in such a way as to endanger continued operations at the site.

Mr. Marsh's other projects related to hazardous waste management include:

- Facility hazardous materials and waste compliance assessment audits.
- Evaluation of alternatives for treating and disposing of dilute pesticide solutions at applicator air fields (for EPA).
- Determine the relative health effects of wastewater treatment processes based on literature citations (for EPA).
- Performance review of Class I disposal sites in California, including assessment of the operating history and reported emissions at all active and some now-closed sites (for State of California).
- Feasibility studies for remediation of sites contaminated with pesticides, dioxins, and coal tar.

#### **Publications and Presentations**

Marsh, J. R., and K. W. Green. What Your Phase I Assessment Dollars Buy. California Redevelopment Association Journal. July 1994.

Marsh, J. R., K. W. Green, and T. Dong. Phase I Assessments and Due Diligence: One and the Same? Environmental Engineering Forum, American Society of Civil Engineers, Environmental Engineering Division. *Journal of Environmental Engineering*. Vol. 120, No. 6, November/December 1994.

Marsh, J. R., K. W. Green, and T. Dong. Standardizing Environmental Assessments: A Practical Perspective. *Journal of Environmental Engineering*. Vol. 122, No. 3. March 1996.

Marsh, J. R., and K. W. Green. All Appropriate Inquiry - The New Phase I Standard. *California Real Estate Journal*. May 8, 2006.

Resume 3 of 3

## JULIO A. NUNO, REA

## Education

BS – Biological Sciences, University of Southern California, 1979 MS – Environmental Engineering, University of Southern California, 1982

#### Professional Licenses

Registered Environmental Assessor – California (No. 0330)

#### Professional Affiliations

Water Environment Federation California Water Environment Association American Water Works Association

## Professional Experience

Mr. Nuno has been involved in and has managed several projects related to hazardous waste/materials management and remediation. He has had extensive experience working with applicable regulations and interacting with regulatory agencies. A brief summary of notable hazardous waste projects is shown below.

## **Underground Storage Tanks**

**Project Manager for closure of an ordnance production and ramjet test facility in Van Nuys, California.** Site activities included closure for RCRA units in accordance with plan approved by DTSC, conduct inventory and sampling of container with hazardous materials, prepare preliminary site assessment, conduct investigation of former underground tanks and hazardous materials storage areas, and provide asbestos management services.

Underground tank management programs for several private and governmental clients throughout California, including the University of California, Los Angeles, to ensure compliance with federal, state, and local requirements. Mr. Nuno's responsibilities on these projects included collection of relevant information, preparation of work plans to be submitted to regulatory agencies, coordination of on-site activities, review of analytical data, evaluation of remedial alternatives for contamination, oversight during remediation, and preparation of interim and final reports.

**Evaluation of alternatives for the mitigation of soil contamination from leaking underground storage tanks at Los Angeles International Airport.** The evaluated alternatives included excavation and on-site treatment, excavation and hauling to a disposal site, vapor extraction, and no action. Alternatives were evaluated in terms of ease of implementation, regulatory constraints, costs, duration of treatment, and other applicable factors.

Resume 1 of 3

## **Environmental Management**

Project Director as part of the due diligence associated with the acquisition of the Los Angeles Dodger organization by Fox. Mr. Nuno was responsible for coordinating assessments of the Dodger Stadium in Los Angeles and the training facility in Vero Beach, Florida. The assessments included a Phase I, lead-based paint surveys, and inspections for asbestos-containing materials. A subsurface investigation of certain areas was also completed.

For the Staples Center in Los Angeles, served as Project Director for the assessment and cleanup of properties acquired as part of the support area (parking lots, future hotels and other support operations). The project included Phase I Assessments of properties on several blocks surrounding the center, implementation of subsurface investigations to assess potential contaminants from past on-site operations to both soil and groundwater, risk evaluation and negotiation of cleanup levels with regulatory agencies, and implementation and oversight during remediation. Due to the project schedule, work on this project was completed on an expedited basis.

Managed a multi-year contract for environmental services at the Long Beach Naval Shipyard and Terminal Island Naval Complex. Projects completed under the contract included preparation of a hazardous materials Spill Prevention Control and Countermeasures Plan, evaluation of wastewater discharges from industrial sources, preparation of a closure plan for a permitted hazardous waste storage facility, design of three hazardous waste staging facilities, and implementation of a site closure investigation.

Managed a 2-year multiple assignment contract to provide environmental services to the Port of Los Angeles. Projects included preliminary site assessments of numerous properties scheduled for acquisition by the Port, implementation of subsurface investigations for two closed shipyards, development of sampling plan and collection of surface soil samples from property used for the storage of various hazardous materials, collection and analysis of samples from building materials for asbestos, and collection and analysis of samples from creosote wharf pilings to evaluate disposal options. Mr. Nuno's responsibilities included coordination of site activities and interfacing with Port personnel, review of project submittals, preparation of monthly progress reports, management of subcontractors, and interfacing with regulatory agency personnel.

Remedial investigation, groundwater well installation and monitoring, and evaluation of mitigation measures for a former refinery in central California. Mr. Nuno served as Project Manager for the investigation on the site and was responsible for coordination of site activities, interpretation of analytical data, and interfacing with the client and regulatory agency personnel.

Naval Assessment and Control of Installation Pollutants program conducted at 16 Navy and Marine Corps facilities. As part of the DOD installation restoration program, potentially contaminated sites resulting from the past use, storage, handling, and disposal of hazardous materials were identified at each facility. The project consisted of the review of archival and base records, interviews with long-term or retired Base personnel, conducting on-site surveys, and writing a final written report.

Resume 2 of 3

Project to determine whether impoundment ponds used for the treatment of wastewater generated during operations involved in explosives formulation and packing should be permitted as hazardous waste treatment facilities. This project involved interviewing personnel familiar with operations; collection of wastewater and sediment from the impoundments for subsequent analysis per regulatory requirements; and presentation of results in a final written report.

**Hazardous waste/materials management program for the Nevada Department of Transportation.** Visits were made to each field maintenance station and major maintenance station to determine the types of hazardous materials used, and methods of handling and disposal. The final report contained (1) suggestions for improving hazardous waste/materials management practices; (2) a policy document for the hazardous materials; and (3) a training program for personnel involved in hazardous waste management.

Guidance to the California Department of Health Services in performing and implementing an audit program for facilities generating hazardous wastes. The objective of the audits was to evaluate present waste/materials management practices and offer recommendations that would reduce the volume of wastes generated. Recommendations were evaluated on the basis of cost-effectiveness and ease of implementation. Audits programs were developed for three industries: the paint and body segment of the automotive repair industry; the marine shipyard maintenance and repair industry; and the precious metals recovery industry.

Inventory of oil-filled electrical equipment at properties owned by the State of California to determine if this equipment contains PCBs. Project consisted of collecting information and determination of potential pathways and receptors in the event that a failure occurred.

#### Publications and Presentations

Nuno, J. A. Site Characterization. American Society of Civil Engineering National Conference on Environmental and Pipeline Engineering. July 2000.

Nuno, J. A., and T. Dong. Contracting with Environmental Consultants. California Redevelopment Association Journal. September 1994.

Dong, T., and J. A. Nuno. Phased Approach to Due Diligence Environmental Assessment. California Redevelopment Association Journal. August 1994.

Nuno, J. A., Sullivan, P. S., and Lister, K. H. Project Plan Development, Site Characterization, Risk Assessment, and Development and Evaluation of Remedial Action Alternatives, American Society of Civil Engineers/Canadian Society of Civil Engineers Environmental Engineering Conference, 1997.

Devinny, J. S., J. April, D. F. Buss, C. Johnson, K. Khan, K. H. Lister, J. A. Nuno, P. S. Sullivan, M. Tagoe, and D. Williams. The ASCE Draft Environmental Site Remediation Manual. Practice Periodical of Hazardous, Toxic, and Radioactive Waste Management. Volume 1, Number 3. July 1997.

Resume 3 of 3

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: 12/09/2005 Date Data Arrived at EDR: 12/11/2006 Date Made Active in Reports: 01/11/2007

Number of Days to Update: 31

Source: Department of the Navy Telephone: 843-820-7326 Last EDR Contact: 12/08/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Varies

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/06/2008 Date Data Arrived at EDR: 11/07/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 19

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009

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: 12/30/2008 Date Data Arrived at EDR: 12/30/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 28

Source: Department of Toxic Substances Control

Telephone: 916-323-3400 Last EDR Contact: 12/30/2009

Next Scheduled EDR Contact: 03/30/2009 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: 09/30/2008 Date Data Arrived at EDR: 10/16/2008 Date Made Active in Reports: 11/19/2008

Number of Days to Update: 34

Source: U.S. Department of Transportation

Telephone: 202-366-4555 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/13/2009 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: 12/31/2007 Date Data Arrived at EDR: 05/09/2008 Date Made Active in Reports: 06/20/2008

Number of Days to Update: 42

Source: Office of Emergency Services

Telephone: 916-845-8400 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009

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: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: State Water Qualilty Control Board

Telephone: 866-480-1028 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 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: 01/06/2009 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 19

Source: State Water Resources Control Board

Telephone: 866-480-1028 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Quarterly

#### Other Ascertainable Records

RCRA-NonGen: RCRA - Non 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). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/10/2008 Date Data Arrived at EDR: 09/23/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Environmental Protection Agency

Telephone: (415) 495-8895 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Varies

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 05/14/2008 Date Data Arrived at EDR: 05/28/2008 Date Made Active in Reports: 08/08/2008

Number of Days to Update: 72

Source: Department of Transporation, Office of Pipeline Safety

Telephone: 202-366-4595 Last EDR Contact: 02/24/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005 Date Data Arrived at EDR: 11/10/2006 Date Made Active in Reports: 01/11/2007

Number of Days to Update: 62

Source: USGS Telephone: 703-692-8801

Last EDR Contact: 02/06/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Semi-Annually

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: 12/31/2007 Date Data Arrived at EDR: 09/05/2008 Date Made Active in Reports: 09/23/2008

Number of Days to Update: 18

Source: U.S. Army Corps of Engineers

Telephone: 202-528-4285 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009

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: 09/15/2008 Date Data Arrived at EDR: 10/22/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 62

Source: Department of Justice, Consent Decree Library

Telephone: Varies

Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Varies

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: 10/21/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 55

Source: EPA

Telephone: 703-416-0223 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: 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: 07/13/2007 Date Data Arrived at EDR: 12/03/2007 Date Made Active in Reports: 01/24/2008

Number of Days to Update: 52

Source: Department of Energy Telephone: 505-845-0011 Last EDR Contact: 12/17/2008

Next Scheduled EDR Contact: 03/16/2009 Data Release Frequency: Varies

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: 08/07/2008 Date Data Arrived at EDR: 09/23/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 23

Source: Department of Labor, Mine Safety and Health Administration

Telephone: 303-231-5959 Last EDR Contact: 12/23/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Semi-Annually

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: 12/31/2006 Date Data Arrived at EDR: 02/29/2008 Date Made Active in Reports: 04/18/2008

Number of Days to Update: 49

Source: EPA

Telephone: 202-566-0250 Last EDR Contact: 09/19/2008

Next Scheduled EDR Contact: 12/15/2008 Data Release Frequency: Annually

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: 12/31/2002 Date Data Arrived at EDR: 04/14/2006 Date Made Active in Reports: 05/30/2006

Number of Days to Update: 46

Source: EPA

Telephone: 202-260-5521 Last EDR Contact: 02/18/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Every 4 Years

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: 10/08/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 52

Source: EPA/Office of Prevention, Pesticides and Toxic Substances

Telephone: 202-566-1667 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 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: 10/08/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 52

Source: EPA

Telephone: 202-566-1667 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 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

#### 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: 12/31/2006 Date Data Arrived at EDR: 03/14/2008 Date Made Active in Reports: 04/18/2008

Number of Days to Update: 35

Source: EPA

Telephone: 202-564-4203 Last EDR Contact: 12/04/2008

Next Scheduled EDR Contact: 01/12/2009 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: 07/31/2008 Date Data Arrived at EDR: 08/13/2008 Date Made Active in Reports: 09/09/2008

Number of Days to Update: 27

Source: Environmental Protection Agency

Telephone: 202-564-5088 Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 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: 12/04/2007 Date Data Arrived at EDR: 02/07/2008 Date Made Active in Reports: 03/17/2008

Number of Days to Update: 39

Source: EPA

Telephone: 202-566-0500 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Annually

#### 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: 10/03/2008 Date Data Arrived at EDR: 10/15/2008 Date Made Active in Reports: 11/19/2008

Number of Days to Update: 35

Source: Nuclear Regulatory Commission

Telephone: 301-415-7169 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Quarterly

#### 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: 10/28/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 12/08/2008

Number of Days to Update: 40

Source: Environmental Protection Agency

Telephone: 202-343-9775 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Quarterly

## FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 10/30/2008 Date Data Arrived at EDR: 10/31/2008 Date Made Active in Reports: 12/23/2008

Number of Days to Update: 53

Source: EPA

Telephone: (415) 947-8000 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Quarterly

#### 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

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: 12/31/2005 Date Data Arrived at EDR: 03/06/2007 Date Made Active in Reports: 04/13/2007

Number of Days to Update: 38

Source: EPA/NTIS Telephone: 800-424-9346 Last EDR Contact: 02/19/2009

Next Scheduled EDR Contact: 06/08/2009 Data Release Frequency: Biennially

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

CA 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: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 Data Release Frequency: Quarterly

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). This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001 Date Data Arrived at EDR: 05/29/2001 Date Made Active in Reports: 07/26/2001

Number of Days to Update: 58

Source: CAL EPA/Office of Emergency Information

Telephone: 916-323-3400 Last EDR Contact: 01/22/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: No Update Planned

NOTIFY 65: Proposition 65 Records

Proposition 65 Notification Records. NOTIFY 65 contains facility notifications about any release which could impact drinking water and thereby expose the public to a potential health risk.

Date of Government Version: 10/21/1993 Date Data Arrived at EDR: 11/01/1993 Date Made Active in Reports: 11/19/1993

Number of Days to Update: 18

Source: State Water Resources Control Board

Telephone: 916-445-3846 Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009
Data Release Frequency: No Update Planned

**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: 09/23/2008 Date Data Arrived at EDR: 09/24/2008 Date Made Active in Reports: 09/29/2008

Number of Days to Update: 5

Source: Department of Toxic Substance Control

Telephone: 916-327-4498 Last EDR Contact: 02/11/2009

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Annually

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 10/31/2008 Date Data Arrived at EDR: 11/03/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 23

Source: Los Angeles Water Quality Control Board

Telephone: 213-576-6726 Last EDR Contact: 01/23/2009

Next Scheduled EDR Contact: 04/19/2009 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.

Date of Government Version: 12/31/2006
Date Data Arrived at EDR: 10/04/2007
Date Made Active in Reports: 11/07/2007

Number of Days to Update: 34

Source: California Environmental Protection Agency

Telephone: 916-255-1136 Last EDR Contact: 02/17/2009

Next Scheduled EDR Contact: 05/04/2008 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: 12/31/2006 Date Data Arrived at EDR: 10/16/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 41

Source: California Air Resources Board

Telephone: 916-322-2990 Last EDR Contact: 01/16/2009

Next Scheduled EDR Contact: 04/13/2009
Data Release Frequency: Varies

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: 02/06/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Semi-Annually

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: 09/08/2008 Date Data Arrived at EDR: 09/10/2008 Date Made Active in Reports: 09/23/2008

Number of Days to Update: 13

Source: Environmental Protection Agency

Telephone: 615-532-8599 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/11/2009

Data Release Frequency: Varies

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: 02/06/2009

Next Scheduled EDR Contact: 05/04/2009

#### Data Release Frequency: N/A

## EDR PROPRIETARY RECORDS

## EDR Proprietary Records

Manufactured Gas Plants: 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 Source: EDR, Inc.
Date Data Arrived at EDR: N/A Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: N/A

Number of Days to Update: N/A Next Scheduled EDR Contact: N/A

Data Release Frequency: No Update Planned

EDR Historical Auto Stations: EDR Proprietary 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.

Date of Government Version: N/A Source: EDR, Inc.
Date Data Arrived at EDR: N/A Telephone: N/A
Date Made Active in Reports: N/A Last EDR Contact: N/A

Number of Days to Update: N/A Next Scheduled EDR Contact: N/A Data Release Frequency: Varies

EDR Historical Cleaners: EDR Proprietary 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.

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 C

te: N/A 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: 10/28/2008 Date Data Arrived at EDR: 10/30/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 27

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Semi-Annually

#### **Underground Tanks**

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/28/2008 Date Data Arrived at EDR: 10/30/2008 Date Made Active in Reports: 12/05/2008

Number of Days to Update: 36

Source: Alameda County Environmental Health Services

Telephone: 510-567-6700 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Semi-Annually

#### CONTRA COSTA COUNTY:

#### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/24/2008 Date Data Arrived at EDR: 11/25/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 63

Source: Contra Costa Health Services Department

Telephone: 925-646-2286 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Semi-Annually

#### 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: 01/14/2009 Date Data Arrived at EDR: 01/15/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 12

Source: Dept. of Community Health Telephone: 559-445-3271 Last EDR Contact: 02/02/2009

Next Scheduled EDR Contact: 05/04/2009 Data Release Frequency: Semi-Annually

#### KERN COUNTY:

Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 01/06/2009 Date Data Arrived at EDR: 01/07/2009 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 23

Source: Kern County Environment Health Services Department

Telephone: 661-862-8700 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

#### 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: 12/31/1998 Date Data Arrived at EDR: 07/07/1999 Date Made Active in Reports: N/A Number of Days to Update: 0 Source: EPA Region 9 Telephone: 415-972-3178 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: No Update Planned

HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/31/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 40

Source: Department of Public Works Telephone: 626-458-3517 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Semi-Annually

List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 11/10/2008 Date Data Arrived at EDR: 11/25/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 63

Source: La County Department of Public Works

Telephone: 818-458-5185 Last EDR Contact: 02/11/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Varies

City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/01/2008 Date Data Arrived at EDR: 03/20/2008 Date Made Active in Reports: 04/14/2008

Number of Days to Update: 25

Source: Engineering & Construction Division

Telephone: 213-473-7869 Last EDR Contact: 12/08/2008

Next Scheduled EDR Contact: 03/09/2009

Data Release Frequency: Varies

Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/14/2008 Date Data Arrived at EDR: 04/10/2008 Date Made Active in Reports: 05/06/2008

Number of Days to Update: 26

Source: Community Health Services Telephone: 323-890-7806 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Annually

City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 09/19/2008 Date Data Arrived at EDR: 10/06/2008 Date Made Active in Reports: 10/16/2008

Number of Days to Update: 10

Source: City of El Segundo Fire Department

Telephone: 310-524-2236 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 05/11/2009 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: 03/28/2003 Date Data Arrived at EDR: 10/23/2003 Date Made Active in Reports: 11/26/2003

Number of Days to Update: 34

Source: City of Long Beach Fire Department

Telephone: 562-570-2563 Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/18/2009 Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 12/11/2008 Date Data Arrived at EDR: 12/11/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 50

Source: City of Torrance Fire Department

Telephone: 310-618-2973 Last EDR Contact: 02/23/2009

Next Scheduled EDR Contact: 05/11/2009 Data Release Frequency: Semi-Annually

#### MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 08/04/2008 Date Data Arrived at EDR: 08/29/2008 Date Made Active in Reports: 09/15/2008

Number of Days to Update: 17

Source: Public Works Department Waste Management

Telephone: 415-499-6647 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Semi-Annually

#### NAPA COUNTY:

Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 07/09/2008 Date Data Arrived at EDR: 07/09/2008 Date Made Active in Reports: 07/31/2008

Number of Days to Update: 22

Source: Napa County Department of Environmental Management

Telephone: 707-253-4269 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Semi-Annually

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: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Annually

#### ORANGE COUNTY:

List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 12/02/2008 Date Data Arrived at EDR: 12/16/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 42

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 12/02/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Annually

List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 12/02/2008 Date Data Arrived at EDR: 12/23/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 35

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 12/02/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 12/02/2008 Date Data Arrived at EDR: 12/23/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 38

Source: Health Care Agency Telephone: 714-834-3446 Last EDR Contact: 12/02/2009

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

#### PLACER COUNTY:

#### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 07/23/2007 Date Data Arrived at EDR: 07/23/2007 Date Made Active in Reports: 08/09/2007

Number of Days to Update: 17

Source: Placer County Health and Human Services

Telephone: 530-889-7312 Last EDR Contact: 02/09/2009

Next Scheduled EDR Contact: 03/16/2009 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: 11/06/2008 Date Data Arrived at EDR: 11/17/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 9

Source: Department of Public Health

Telephone: 951-358-5055 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Quarterly

#### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 11/12/2008 Date Data Arrived at EDR: 11/25/2008 Date Made Active in Reports: 12/05/2008

Number of Days to Update: 10

Source: Health Services Agency Telephone: 951-358-5055 Last EDR Contact: 01/26/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Quarterly

#### SACRAMENTO COUNTY:

#### Contaminated Sites

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 09/08/2008 Date Data Arrived at EDR: 12/02/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 56

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/27/2009 Data Release Frequency: Quarterly

## ML - Regulatory Compliance Master List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 09/08/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 28

Source: Sacramento County Environmental Management

Telephone: 916-875-8406 Last EDR Contact: 01/30/2009

Next Scheduled EDR Contact: 04/27/2009 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: 01/07/2009 Date Data Arrived at EDR: 01/09/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 18

Source: San Bernardino County Fire Department Hazardous Materials Division

Telephone: 909-387-3041 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 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: 07/16/2008 Date Data Arrived at EDR: 10/29/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 28

Source: Hazardous Materials Management Division

Telephone: 619-338-2268 Last EDR Contact: 12/31/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Quarterly

#### Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 11/01/2008 Date Data Arrived at EDR: 12/23/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 35

Source: Department of Health Services

Telephone: 619-338-2209 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 11/17/2008 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: 11/05/2008 Date Data Arrived at EDR: 12/30/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 28

Source: San Diego County Department of Environmental Health

Telephone: 619-338-2371 Last EDR Contact: 12/30/2008

Next Scheduled EDR Contact: 03/30/2009

Data Release Frequency: Varies

#### 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: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Quarterly

**Underground Storage Tank Information** 

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: 10/01/2008

Number of Days to Update: 12

Source: Department of Public Health

Telephone: 415-252-3920 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 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: 11/07/2008 Date Data Arrived at EDR: 12/03/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 58

Source: Environmental Health Department

Telephone: N/A

Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Semi-Annually

#### SAN MATEO COUNTY:

#### **Business Inventory**

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 11/19/2008 Date Data Arrived at EDR: 11/19/2008 Date Made Active in Reports: 11/26/2008

Number of Days to Update: 7

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Annually

#### Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 01/05/2009 Date Data Arrived at EDR: 01/06/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 21

Source: San Mateo County Environmental Health Services Division

Telephone: 650-363-1921 Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Semi-Annually

#### SANTA CLARA COUNTY:

#### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 12/29/2008 Date Data Arrived at EDR: 12/29/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 29

Source: Department of Environmental Health

Telephone: 408-918-3417 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Varies

## Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 12/01/2008 Date Data Arrived at EDR: 12/04/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 54

Source: City of San Jose Fire Department

Telephone: 408-277-4659 Last EDR Contact: 12/01/2008

Next Scheduled EDR Contact: 03/02/2009 Data Release Frequency: Annually

#### SOLANO COUNTY:

Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 09/22/2008 Date Data Arrived at EDR: 10/06/2008 Date Made Active in Reports: 10/13/2008

Number of Days to Update: 7

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Quarterly

**Underground Storage Tanks** 

Underground storage tank sites located in Solano county.

Date of Government Version: 09/22/2008 Date Data Arrived at EDR: 10/17/2008 Date Made Active in Reports: 12/05/2008

Number of Days to Update: 49

Source: Solano County Department of Environmental Management

Telephone: 707-784-6770 Last EDR Contact: 12/22/2008

Next Scheduled EDR Contact: 03/23/2009 Data Release Frequency: Quarterly

#### SONOMA COUNTY:

Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/20/2009 Date Data Arrived at EDR: 01/21/2009 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 6

Source: Department of Health Services

Telephone: 707-565-6565 Last EDR Contact: 01/19/2009

Next Scheduled EDR Contact: 04/19/2009 Data Release Frequency: Quarterly

#### SUTTER COUNTY:

**Underground Storage Tanks** 

Underground storage tank sites located in Sutter county.

Date of Government Version: 05/04/2007 Date Data Arrived at EDR: 05/04/2007 Date Made Active in Reports: 05/24/2007

Number of Days to Update: 20

Source: Sutter County Department of Agriculture

Telephone: 530-822-7500 Last EDR Contact: 12/29/2008

Next Scheduled EDR Contact: 03/30/2009 Data Release Frequency: Semi-Annually

## 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: 11/26/2008 Date Data Arrived at EDR: 12/30/2008 Date Made Active in Reports: 01/27/2009

Number of Days to Update: 28

Source: Ventura County Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 12/10/2008

Next Scheduled EDR Contact: 03/09/2009 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: 08/01/2008 Date Data Arrived at EDR: 09/04/2008 Date Made Active in Reports: 09/18/2008

Number of Days to Update: 14

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 02/16/2009

Next Scheduled EDR Contact: 05/18/2009 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: 12/09/2008

Next Scheduled EDR Contact: 03/09/2009 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: 12/29/2008 Date Data Arrived at EDR: 01/08/2009 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 22

Source: Environmental Health Division

Telephone: 805-654-2813 Last EDR Contact: 01/08/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Quarterly

#### YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 11/13/2008 Date Data Arrived at EDR: 12/03/2008 Date Made Active in Reports: 01/30/2009

Number of Days to Update: 58

Source: Yolo County Department of Health

Telephone: 530-666-8646 Last EDR Contact: 01/12/2009

Next Scheduled EDR Contact: 04/13/2009 Data Release Frequency: Annually

#### 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: 12/31/2005 Date Data Arrived at EDR: 06/15/2007 Date Made Active in Reports: 08/20/2007

Number of Days to Update: 66

Source: Department of Environmental Protection

Telephone: 860-424-3375 Last EDR Contact: 12/11/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 09/30/2007 Date Data Arrived at EDR: 12/04/2007 Date Made Active in Reports: 12/31/2007

Number of Days to Update: 27

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 02/20/2009

Next Scheduled EDR Contact: 05/04/2009 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: 10/21/2008 Date Data Arrived at EDR: 11/26/2008 Date Made Active in Reports: 12/11/2008

Number of Days to Update: 15

Source: Department of Environmental Conservation

Telephone: 518-402-8651 Last EDR Contact: 02/25/2009

Next Scheduled EDR Contact: 05/25/2009 Data Release Frequency: Annually

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2007 Date Data Arrived at EDR: 09/11/2008 Date Made Active in Reports: 10/02/2008

Number of Days to Update: 21

Source: Department of Environmental Protection

Telephone: N/A

Last EDR Contact: 12/08/2008

Next Scheduled EDR Contact: 03/09/2009 Data Release Frequency: Annually

RI MANIFEST: Manifest information Hazardous waste manifest information

> Date of Government Version: 10/07/2008 Date Data Arrived at EDR: 10/10/2008 Date Made Active in Reports: 10/28/2008

Number of Days to Update: 18

Source: Department of Environmental Management

Telephone: 401-222-2797 Last EDR Contact: 12/15/2008

Next Scheduled EDR Contact: 03/16/2009 Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2007 Date Data Arrived at EDR: 08/22/2008 Date Made Active in Reports: 09/08/2008

Number of Days to Update: 17

Source: Department of Natural Resources

Telephone: N/A

Last EDR Contact: 01/05/2009

Next Scheduled EDR Contact: 04/06/2009 Data Release Frequency: Annually

Oil/Gas Pipelines: This data was obtained by EDR from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data

Source: PennWell Corporation Telephone: (800) 823-6277

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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 1999 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 and 2005 from the U.S. Fish and Wildlife Service.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

#### STREET AND ADDRESS INFORMATION

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## GEOCHECK®-PHYSICAL SETTING SOURCE ADDENDUM

#### **TARGET PROPERTY ADDRESS**

1999 W ADAMS BLVD 1999 W ADAMS BLVD LOS ANGELES, CA 90018

#### **TARGET PROPERTY COORDINATES**

Latitude (North): 34.03280 - 34° 1' 58.1" Longitude (West): 118.3088 - 118° 18' 31.7"

Universal Tranverse Mercator: Zone 11 UTM X (Meters): 379174.9 UTM Y (Meters): 3766370.8

Elevation: 188 ft. above sea level

#### **USGS TOPOGRAPHIC MAP**

Target Property Map: 34118-A3 HOLLYWOOD, CA

Most Recent Revision: 1994

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

- 1. Groundwater flow direction, and
- 2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

## **GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY**

## **GROUNDWATER FLOW DIRECTION INFORMATION**

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

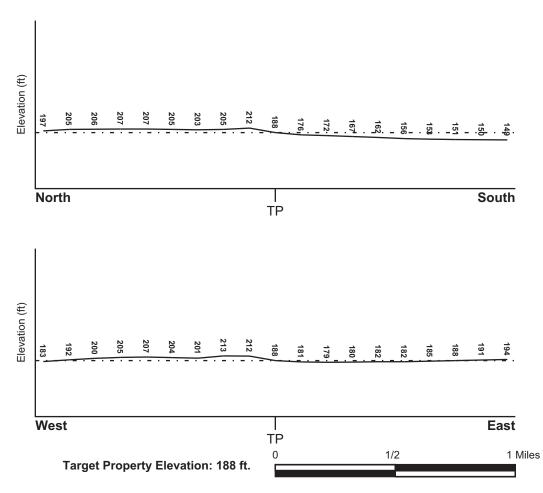
#### **TOPOGRAPHIC INFORMATION**

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

#### TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General SE

#### SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



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.

#### 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** 

FEMA Flood

Target Property County LOS ANGELES, CA

Electronic Data
YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:

0601370073D

Additional Panels in search area:

0601370080D

NATIONAL WETLAND INVENTORY

NWI Electronic

NWI Quad at Target Property

Data Coverage

**HOLLYWOOD** 

YES - refer to the Overview Map and Detail Map

#### HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

#### Site-Specific Hydrogeological Data\*:

Search Radius: 1.25 miles Status: Not found

#### **AQUIFLOW**®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

For additional site information, refer to Physical Setting Source Map Findings.

#### **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**

#### **GEOLOGIC AGE IDENTIFICATION**

Era: Cenozoic Category: Stratifed Sequence

System: Quaternary Series: Quaternary

Code: Q (decoded above as Era, System & Series)

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

Soil Layer Information									
	Boui	ndary		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

#### 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 0.000

Federal FRDS PWS Nearest PWS within 1 mile

State Database 1.000

FEDERAL USGS WELL INFORMATION

LOCATION

MAP ID WELL ID FROM TP

No Wells Found

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID WELL ID FROM TP

No PWS System Found

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

LOCATION MAP ID WELL ID FROM TP

No Wells Found

#### OTHER STATE DATABASE INFORMATION

#### STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP	
A1	CAOG50000027500	1/8 - 1/4 Mile West	
A2	CAOG50000027489	1/8 - 1/4 Mile West	
A3	CAOG50000027473	1/8 - 1/4 Mile West	
A4	CAOG50000027499	1/8 - 1/4 Mile West	
A5	CAOG50000027488	1/8 - 1/4 Mile West	
A6	CAOG50000027475	1/8 - 1/4 Mile West	
A7	CAOG50000027498	1/8 - 1/4 Mile West	
A8	CAOG50000027490	1/8 - 1/4 Mile West	
A9	CAOG50000027477	1/8 - 1/4 Mile West	
A10	CAOG50000027497	1/8 - 1/4 Mile West	
A11	CAOG50000027487	1/8 - 1/4 Mile West	
A12	CAOG50000027476	1/8 - 1/4 Mile West	
A13	CAOG50000027496	1/8 - 1/4 Mile West	
A14	CAOG50000027483	1/8 - 1/4 Mile West	

# **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE SUMMARY**

## STATE OIL/GAS WELL INFORMATION

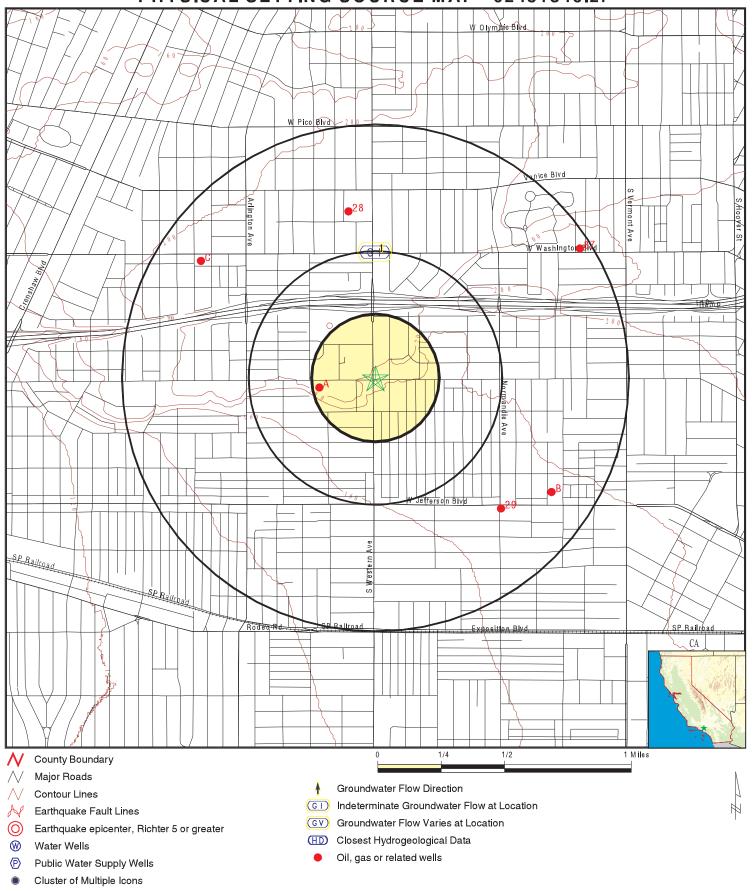
MAP ID	WELL ID	LOCATION FROM TP
A15	CAOG50000027478	1/8 - 1/4 Mile West
A16	CAOG50000027495	1/8 - 1/4 Mile West
A17	CAOG50000027482	1/8 - 1/4 Mile West
A18	CAOG50000027472	1/8 - 1/4 Mile West
A19	CAOG50000027494	1/8 - 1/4 Mile West
A20	CAOG50000027486	1/8 - 1/4 Mile West
A21	CAOG50000027474	1/8 - 1/4 Mile West
A22	CAOG50000027493	1/8 - 1/4 Mile West
A23	CAOG50000027485	1/8 - 1/4 Mile West
A24	CAOG50000027479	1/8 - 1/4 Mile West
A25	CAOG50000027492	1/8 - 1/4 Mile West
A26	CAOG50000027484	1/8 - 1/4 Mile West
A27	CAOG50000027480	1/8 - 1/4 Mile West
28	CAOG50000027698	1/2 - 1 Mile North
29	CAOG50000026978	1/2 - 1 Mile SE
B30	CAOG50000027047	1/2 - 1 Mile ESE
B31	CAOG50000027034	1/2 - 1 Mile ESE
B32	CAOG50000027048	1/2 - 1 Mile ESE
B33	CAOG50000027022	1/2 - 1 Mile ESE
B34	CAOG50000027035	1/2 - 1 Mile ESE 1/2 - 1 Mile ESE
B35	CAOG50000027049 CAOG50000027023	1/2 - 1 Mile ESE
B36 B37	CAOG50000027023 CAOG50000027036	1/2 - 1 Mile ESE
C38	CAOG50000027030 CAOG50000027650	1/2 - 1 Mile LSL
B39	CAOG50000027050	1/2 - 1 Mile VVIVV
B40	CAOG50000027030 CAOG50000027024	1/2 - 1 Mile ESE
B41	CAOG50000027037	1/2 - 1 Mile ESE
C42	CAOG50000027654	1/2 - 1 Mile WNW
B43	CAOG5000027051	1/2 - 1 Mile ESE
C44	CAOG5000027649	1/2 - 1 Mile WNW
B45	CAOG50000027025	1/2 - 1 Mile ESE
B46	CAOG50000027038	1/2 - 1 Mile ESE
C47	CAOG50000027657	1/2 - 1 Mile WNW
B48	CAOG50000027052	1/2 - 1 Mile ESE
C49	CAOG50000027653	1/2 - 1 Mile WNW
C50	CAOG50000027648	1/2 - 1 Mile WNW
B51	CAOG50000027026	1/2 - 1 Mile ESE
B52	CAOG50000027039	1/2 - 1 Mile ESE
C53	CAOG50000027662	1/2 - 1 Mile NW
C54	CAOG50000027656	1/2 - 1 Mile WNW
B55	CAOG50000027053	1/2 - 1 Mile ESE
C56	CAOG50000027652	1/2 - 1 Mile WNW
B57	CAOG50000027030	1/2 - 1 Mile ESE
B58	CAOG50000027040	1/2 - 1 Mile ESE
C59	CAOG50000027666	1/2 - 1 Mile NW
C60	CAOG50000027661	1/2 - 1 Mile NW
C61	CAOG50000027655	1/2 - 1 Mile WNW
B62	CAOG50000027054	1/2 - 1 Mile ESE
B63	CAOG50000027031	1/2 - 1 Mile ESE
B64	CAOG50000027041	1/2 - 1 Mile ESE
C65	CAOG50000027659	1/2 - 1 Mile WNW
C66	CAOG50000027665	1/2 - 1 Mile NW
C67	CAOG5000027669	1/2 - 1 Mile NW
B68	CAOC50000027055	1/2 - 1 Mile ESE
B69	CAOG50000027032 CAOG50000027042	1/2 - 1 Mile ESE 1/2 - 1 Mile ESE
B70	CAUGUUUUU21 U42	1/2 - I WIIIE ESE

# **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE SUMMARY**

## STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
C71	CAOG50000027664	1/2 - 1 Mile NW
C72	CAOG50000027668	1/2 - 1 Mile NW
B73	CAOG50000027056	1/2 - 1 Mile ESE
C74	CAOG50000027673	1/2 - 1 Mile NW
B75	CAOG50000027033	1/2 - 1 Mile ESE
B76	CAOG50000027043	1/2 - 1 Mile ESE
C77	CAOG50000027667	1/2 - 1 Mile NW
B78	CAOG50000027057	1/2 - 1 Mile ESE
C79	CAOG50000027672	1/2 - 1 Mile NW
B80	CAOG50000027027	1/2 - 1 Mile ESE
B81	CAOG50000027044	1/2 - 1 Mile ESE
C82	CAOG50000027671	1/2 - 1 Mile NW
B83	CAOG50000027058	1/2 - 1 Mile ESE
B84	CAOG50000027028	1/2 - 1 Mile ESE
B85	CAOG50000027045	1/2 - 1 Mile ESE
B86	CAOG50000027029	1/2 - 1 Mile ESE
87	CAOG50000027679	1/2 - 1 Mile ENE

# PHYSICAL SETTING SOURCE MAP - 02431846.2r



SITE NAME: 1999 W Adams Blvd ADDRESS: 1999 W Adams Blvd Los Angeles CA 90018 LAT/LONG:

34.0328 / 118.3088

CLIENT: SCS Enginee CONTACT: Loran Bures SCS Engineers INQUIRY#: 02431846.2r

DATE: March 02, 2009 1:13 pm

Map ID Direction Distance Elevation

Elevation Database EDR ID Number

1 North 1/4 - 1/2 Mile Higher Site ID: 900570061
Groundwater Flow: 900570061
Not Reported

Shallow Water Depth: 8.37 Deep Water Depth: 12

Average Water Depth: Not Reported Date: 08/07/1996

**AQUIFLOW** 

55206

Map ID Direction Distance

Database EDR ID Number

A1 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027500

14W

14W

009

Apinumber: 03700377 Lease: Murphy

Operator: Bentley-Simonson Inc. Well no:

Rge:

Not Reported Field: LAS CIENEGAS Cagasoil m2 area: Map: Status cod: 009 118

Source: hud Latitude: 34.032284 Longitude: -118.311478

Td: 0 2 Sec: 2S Twn:

Bm: SB 0 X coord: 0

Y coord: 12/12/1968 00:00:00 Zone: Not Reported Spuddate: Abanddate: 12/30/1899 00:00:00 Comments: Not Reported

District: Site id: CAOG50000027500

**A2** West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027489

Rge:

Apinumber: 03700385 Bentley-Simonson Inc. Operator:

Lease: Murphy Well no:

LAS CIENEGAS Field: Cagasoil m2 area: Not Reported 009

Status cod: Map: 118 Source: hud Latitude: 34.032243 -118.31148 Longitude:

0 Td: 2 Sec: 2S Twn: Bm: SB

X coord: 0 0 Y coord:

12/12/1968 00:00:00 Not Reported Spuddate: Zone: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027489

West OIL\_GAS CAOG50000027473 1/8 - 1/4 Mile

Status cod:

Apinumber: 03721224 Operator: Bentley-Simonson Inc.

Murphy Well no: 27 Lease:

LAS CIENEGAS Field: Cagasoil m2 area: Not Reported

Мар: 118 Source: hud Latitude: 34.032192 Longitude: -118.311486

0 Td: 2 Sec:

2S Twn: Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027473

A4 West 1/8 - 1/4 Mile

/4 Mile OIL\_GAS CAOG50000027499

Apinumber: 03700376 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 8

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Source:
 hud

 Latitude:
 34.032284

 Longitude:
 -118.311551

 Longitude:
 -11

 Td:
 0

 Sec:
 2

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027499

A5 West 1/8 - 1/4 Mile

Apinumber: 03700384 Operator: Bentley-Simonson Inc.

Status cod:

Lease: Murphy Well no: 17

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032243

 Longitude:
 -118.311553

Td: 0
Sec: 2
Two: 28

Twn: 2S Rge: 14W

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027488

A6 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027475

CAOG50000027488

OIL\_GAS

009

Status cod:

Rge:

009

14W

14W

Apinumber: 03721223 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 2

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032194

 Longitude:
 -118.311558

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027475

A7
West OIL\_GAS CAOG50000027498

Apinumber: 03700375 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 7

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.032283

 Longitude:
 -118.311618

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

1/8 - 1/4 Mile

1/8 - 1/4 Mile

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027498

A8
West OIL\_GAS CAOG50000027490

Rge:

Apinumber: 03700383 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 16

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 011

 Map:
 118

 Source:
 hud

 Latitude:
 34.032244

 Longitude:
 -118.31162

Td: 0 Sec: 2

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027490 District: Site id:

Α9 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027477

Apinumber: 03721222 Operator: Bentley-Simonson Inc.

Well no: 25 Lease: Murphy

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 037 hud

Source: 34.032195 Latitude: -118.311622 Longitude:

Td: 0 Sec: 2

2S Twn: Rge: 14W

SB Bm: 0 X coord: Y coord:

Not Reported 12/12/1968 00:00:00 Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027477

A10 West 1/8 - 1/4 Mile

Status cod:

03700374 Operator: Bentley-Simonson Inc. Apinumber: Well no:

Lease: Murphy

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Source: hud 34.032283 Latitude: -118.311682 Longitude:

0 Td: Sec: 2

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Zone: Not Reported Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027497

District: Site id:

A11 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027487

CAOG50000027497

OIL\_GAS

037

Status cod:

Rge:

055

14W

14W

055

Apinumber: 03700382 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 15

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.032243
Longitude: -118.311684

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027487

A12
West OIL\_GAS CAOG50000027476

Apinumber: 03721221 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 24

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.032195 Longitude: -118.311684 Td: 0

 Id:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

1/8 - 1/4 Mile

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027476

A13
West
1/8 - 1/4 Mile
OIL\_GAS CAOG50000027496

Status cod:

Rge:

Apinumber: 03700373 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 5

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032283

 Longitude:
 -118.311747

Td: 0 Sec: 2

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027496 District: Site id:

A14 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027483

14W

009

14W

OIL\_GAS

Apinumber: 03700381 Operator: Bentley-Simonson Inc.

Well no: Lease: Murphy 14

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 009

Source: hud 34.03224 Latitude: -118.311749 Longitude:

Td: 0 Sec: 2 2S Twn:

SB Bm: 0 X coord:

Y coord: Not Reported Zone:

12/12/1968 00:00:00 Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: CAOG50000027483 District: Site id:

Rge:

A15 West 1/8 - 1/4 Mile

> 03720967 Operator: Bentley-Simonson Inc. Apinumber:

> > Status cod:

Rge:

Lease: Well no: Murphy 23

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Source: hud Latitude: 34.032196 -118.311751 Longitude:

0 Td: Sec: 2 Twn: 2S Bm: SB

X coord: 0 0

Y coord: Not Reported Zone:

Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027478 District: Site id:

A16 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027495

CAOG50000027478

Status cod:

Rge:

009

14W

009

14W

Apinumber: 03700372 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 4

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.032283

 Longitude:
 -118.311815

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

1/8 - 1/4 Mile

Y coord:

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027495

A17
West OIL\_GAS CAOG50000027482

Apinumber: 03700380 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 13

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod:
Source: hud
Latitude: 34.03224

0

Latitude: 34.03224 Longitude: -118.311816 Td: 0 Sec: 2

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

 X coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027482

Rge:

A18
West OIL\_GAS CAOG50000027472
1/8 - 1/4 Mile

Apinumber: 03721072 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 22

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.032192

 Longitude:
 -118.311824

Td: 0 Sec: 2

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027472

A19 West 1/8 - 1/4 Mile

ost OIL\_GAS CAOG50000027494

Apinumber: 03700371 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 3

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.032282 Longitude: -118.311876

Td: 0
Sec: 2
Two: 39

Twn: 2S Rge: 14W Bm: SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027494

A20 West 1/8 - 1/4 Mile

Apinumber: 03700379 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 12

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: Source: hud

Latitude: 34.032241 Longitude: -118.31188 Td: 0 Sec: 2

Sec: 2
Twn: 2S
Bm: SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027486

Rge:

A21 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027474

CAOG50000027486

OIL\_GAS

009

14W

Apinumber: 03720955 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 2<sup>-</sup>

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118
 Status cod:

 Source:
 hud

 Latitude:
 34.032194

 Longitude:
 -118.311884

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

West

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027474

A22

Rge:

14W

14W

OIL\_GAS

CAOG50000027493

1/8 - 1/4 Mile

Apinumber: 03700370 Operator: Bentley-Simonson Inc.

 Lease:
 Murphy
 Well no:
 2

 Field:
 LAS CIENEGAS
 Cagasoil m2 area:
 Not Reported

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 037

 Source:
 hud

 Latitude:
 34.032282

 Longitude:
 -118.311931

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027493

A23
West OIL\_GAS CAOG50000027485
1/8 - 1/4 Mile

Rge:

Apinumber: 03700378 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 11

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.032241

Landide: 34.032241 Longitude: -118.311935 Td: 0

2

Sec:

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027485 District: Site id:

A24 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027479

Apinumber: 03720954 Operator: Bentley-Simonson Inc.

Well no: 20 Lease: Murphy

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 037 hud

Source: 34.032197 Latitude: -118.311938 Longitude:

Td: 0 Sec: 2

2S Twn: Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Zone: Not Reported Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027479

A25 West 1/8 - 1/4 Mile

CAOG50000027492 OIL\_GAS

Rge:

03700369 Operator: Bentley-Simonson Inc. Apinumber: Well no:

Lease: Murphy LAS CIENEGAS

Cagasoil m2 area: Field: Not Reported Мар: Status cod: 118 009

Source: hud 34.032282 Latitude: -118.311984 Longitude:

0 Td: Sec: 2 Twn: 2S

Bm: SB X coord: 0

Y coord: 0 Zone: Not Reported Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported

CAOG50000027492 District: Site id:

A26 West 1/8 - 1/4 Mile

OIL\_GAS CAOG50000027484

14W

Apinumber: 03700291 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 10

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.032241
Longitude: -118.311987

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

Bm: SB
X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027484

A27
West OIL\_GAS CAOG50000027480

Rge:

14W

14W

Apinumber: 03700322 Operator: Bentley-Simonson Inc.

Lease: Murphy Well no: 19

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Source: nud
Latitude: 34.032198
Longitude: -118.311987

 Td:
 0

 Sec:
 2

 Twn:
 2S

 Bm:
 SB

1/8 - 1/4 Mile

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027480

28
North
1/2 - 1 Mile
OIL\_GAS CAOG50000027698

Rge:

Apinumber: 03706200 Operator: Union Oil Co. of California

Lease: Union-Signal-Texam U-19 Well no: 1

Field: LOS ANGELES COUNTY Cagasoil m2 area: Not Reported Map: Status cod: 006

 Map:
 118

 Source:
 hud

 Latitude:
 34.042325

 Longitude:
 -118.309746

Td: 0 Sec: 35

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027698

29 SE OIL\_GAS CAOG50000026978 1/2 - 1 Mile

Apinumber: 03700323 Operator: Union Oil Co. of California

Lease: Union-Signal Las Cienega E.H. Well no: 27A

Field: LOS ANGELES COUNTY Cagasoil m2 area: Not Reported Map: Status cod: 006

Map: 118 Status cod: Source: hud

Latitude: 34.025313 Longitude: -118.299256 Td: 0

 Sec:
 1

 Twn:
 2S
 Rge:
 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000026978

B30
ESE OIL\_GAS CAOG50000027047
1/2 - 1 Mile

Apinumber: 03700294 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 1

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.026283

Latitude: 34.026283
Longitude: -118.295983
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027047

\_\_\_\_\_

B31
ESE OIL\_GAS CAOG50000027034
1/2 - 1 Mile

Status cod:

Rge:

037

14W

14W

035

Apinumber: 03700301 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 13

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026252

 Longitude:
 -118.295983

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027034

B32
ESE OIL\_GAS CAOG50000027048
1/2 - 1 Mile

Apinumber: 03700274 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 2

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026285

 Longitude:
 -118.295944

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027048

B33
ESE OIL\_GAS CAOG50000027022
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700285 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 25

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.026219
Longitude: -118.295983

Longitude: -11: Td: 0 Sec: 1

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027022 District: Site id:

**B34** 

ESE 1/2 - 1 Mile OIL\_GAS CAOG50000027035

Bentley-Simonson Inc. Apinumber: 03700279 Operator:

Jefferson Well no: Lease: 14

LAS CIENEGAS Cagasoil m2 area: Not Reported Field: 009

Мар: 118 Status cod: Source: hud

34.026252 Latitude: -118.295946 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027035

B35 ESE

CAOG50000027049 OIL\_GAS 1/2 - 1 Mile

03700275 Operator: Bentley-Simonson Inc. Apinumber: Jefferson Well no: Lease:

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: Status cod: 118 009 Source: hud

34.026285 Latitude: -118.295908 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W Bm: SB

X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027049 District: Site id:

B36 OIL\_GAS CAOG50000027023 **ESE** 1/2 - 1 Mile

Status cod:

035

14W

Apinumber: 03720091 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 26

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.026219
Longitude: -118.295946

Td: 0
Sec: 1
Twn: 2S
Bm: SB

wn: 2S Rge: 14W

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027023

B37
ESE OIL\_GAS CAOG50000027036
1/2 - 1 Mile

Apinumber: 03700302 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 15

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026252

 Longitude:
 -118.29591

 Td:
 0

Sec: 1
Twn: 2S
Bm: SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027036

C38
WNW
OIL\_GAS CAOG50000027650
1/2 - 1 Mile

Rge:

Apinumber: 03700287 Operator: Bentley-Simonson Inc.

Lease: Good Shepherd Well no: 6A

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 091

 Map:
 118

 Source:
 hud

 Latitude:
 34.039366

 Longitude:
 -118.319844

Td: 0 Sec: 35

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027650

B39 ESE 1/2 - 1 Mile

Apinumber: 03700295 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 4

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026287

 Longitude:
 -118.295874

Longitude: -118
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0

1/2 - 1 Mile

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

District: 1 Site id: CAOG50000027050

B40
ESE OIL\_GAS CAOG50000027024

Apinumber: 03720099 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 27

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Latitude: 34.026222 Longitude: -118.29591

Longitude: -118.2959
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027024

B41
ESE OIL\_GAS CAOG50000027037
1/2 - 1 Mile

OIL\_GAS

CAOG50000027050

Apinumber: 03700303 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 16

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118
 Status cod:

 Source:
 hud

 Latitude:
 34.026252

 Longitude:
 -118.295878

Td: 0
Sec: 1
Twn: 2S
Rm: SR

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027037

C42 WNW OIL\_GAS CAOG50000027654

Rge:

14W

14W

1/2 - 1 Mile

Apinumber: 03700321 Operator: Union Oil Co. of California

Lease: Fourth Avenue Well no: 17

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 007

Map: 118 Status cod:
Source: hud
Latitude: 34.039405

Longitude: -118.319844
Td: 0
Sec: 35
Twn: 1S

Twn: 1S
Bm: SB
X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027654

B43

Rge:

ESE OIL\_GAS CAOG50000027051
1/2 - 1 Mile

Apinumber: 03700276 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 5

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118 Status cod:
Source: hud
Latitude: 34.026287

Longitude: -118.295842 Td: 0

Sec:

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027051 District: Site id:

C44 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027649

CAOG50000027025

Apinumber: 03700311 Operator: Bentley-Simonson Inc.

Good Shepherd Well no: Lease: 5A

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 009

Source: hud 34.039361 Latitude: -118.319891 Longitude:

Td: Sec: 35

Twn: 1S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate:

District: Site id: CAOG50000027649

B45 ESE

1/2 - 1 Mile

03720098 Operator: Bentley-Simonson Inc. Apinumber:

Well no: Lease: Jefferson

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: 118 Source: hud 34.026222 Latitude: -118.295875

Longitude: Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027025 District: Site id:

B46 ESE

OIL\_GAS CAOG50000027038 1/2 - 1 Mile

Status cod:

OIL\_GAS

009

009

14W

14W

009

Apinumber: 03700304 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 1

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod:
Source: hud

Latitude: 34.026253 Longitude: -118.295841 Td: 0 Sec: 1

Twn: 2S Rge: Bm: SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027038

C47
WNW OIL\_GAS CAOG50000027657

1/2 - 1 Mile

Apinumber: 03700290 Operator: Bentley-Simonson Inc.

Apinumber: 03700290 Operator: Bentley Lease: Fourth Avenue Well no: 14

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 035

Source: hud
Latitude: 34.039444
Longitude: -118.319849

 Td:
 0

 Sec:
 35

 Twn:
 1S

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027657

B48
ESE OIL\_GAS CAOG50000027052
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700296 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 6

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026287

 Longitude:
 -118.295805

Longitude: -118
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027052 District: Site id:

C49 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027653

03700320 Apinumber: Operator: Bentley-Simonson Inc.

Fourth Avenue Well no: Lease: 16

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Status cod: 091 Source: hud

34.0394 Latitude: -118.319896 Longitude:

Td: Sec: 35 Twn: 1S

SB Bm: 0

X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027653

Rge:

14W

007

14W

OIL\_GAS

C50 WNW 1/2 - 1 Mile

> 03700305 Operator: Union Oil Co. of California Apinumber:

> > Status cod:

Rge:

Well no: Lease: Las Cienegas Core Hole 24

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported

Мар: 118 Source: hud 34.039357 Latitude: -118.319932 Longitude:

Td: 0 Sec: 35 Twn: 1S

Bm: SB X coord: 0

Y coord: 0 Not Reported Zone:

Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027648 District: Site id:

B51 **ESE** 1/2 - 1 Mile

OIL\_GAS CAOG50000027026

CAOG50000027648

Apinumber: 03720054 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 29

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.026222 Longitude: -118.295839

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027026

B52
ESE OIL\_GAS CAOG50000027039

Rge:

14W

14W

009

1/2 - 1 Mile

Apinumber: 03700280 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 18

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026253

 Longitude:
 -118.295807

Td: 0
Sec: 1
Twn: 2S

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027039

\_\_\_\_

C53
NW OIL\_GAS CAOG50000027662
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700318 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 13

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.039492

 Longitude:
 -118.319849

Td: 0 Sec: 35

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027662 District: Site id:

C54 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027656

CAOG50000027053

03700314 Apinumber: Operator: Union Oil Co. of California

Fourth Avenue Well no: Lease: 9A

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 015

Source: hud 34.039439 Latitude: -118.319896 Longitude:

Td: Sec: 35 Twn:

1S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027656

B55 ESE 1/2 - 1 Mile

> 03700297 Operator: Bentley-Simonson Inc. Apinumber:

> Jefferson Well no: Lease:

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: 118 Status cod: 009

Source: hud Latitude: 34.02629 -118.295764 Longitude:

Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Zone: Not Reported Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027053 District: Site id:

C56 WNW 1/2 - 1 Mile

OIL\_GAS CAOG50000027652

OIL\_GAS

Status cod:

Rge:

035

14W

14W

Apinumber: 03700319 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 15

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.0394

 Longitude:
 -118.319937

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027652

B57
ESE OIL\_GAS CAOG50000027030

1/2 - 1 Mile

Apinumber: 03720048 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 30

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009

 Source:
 hud

 Latitude:
 34.026224

 Longitude:
 -118.295802

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027030

B58
ESE OIL\_GAS CAOG50000027040
1/2 - 1 Mile

Rge:

Apinumber: 03700281 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 19

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.026255
Longitude: -118.295766

Longitude: -118
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027040 District: Site id:

C59 NW 1/2 - 1 Mile

OIL\_GAS CAOG50000027666

03700289 Apinumber: Operator: Bentley-Simonson Inc.

Fourth Avenue Well no: Lease: 12

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 035 Source: hud

34.039535 Latitude: -118.319849 Longitude:

Td: Sec: 35 Twn:

1S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027666

C60 NW

1/2 - 1 Mile

CAOG50000027661 OIL\_GAS

03700315 Operator: Bentley-Simonson Inc. Apinumber:

Well no: Lease: Fourth Avenue

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported Мар: 118 Status cod: 009

Source: hud 34.039487 Latitude: -118.319891 Longitude:

Td: 0 Sec: 35

Twn: 1S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027661 District: Site id:

C61 WNW

1/2 - 1 Mile

OIL\_GAS CAOG50000027655

Status cod:

Rge:

037

14W

14W

009

Apinumber: 03700286 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 5

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.039439

 Longitude:
 -118.319932

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027655

B62
ESE OIL\_GAS CAOG50000027054

1/2 - 1 Mile

Rge:

Apinumber: 03700277 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 8

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009 Source: hud

Latitude: 34.02629 Longitude: -118.295725

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

X coord: 0
Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027054

B63
ESE OIL\_GAS CAOG50000027031
1/2 - 1 Mile

Status cod:

Apinumber: 03720143 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 31

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026224

 Longitude:
 -118.295761

Longitude: -11
Td: 0
Sec: 1

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027031

B64 ESE 1/2 - 1 Mile

Apinumber: 03700282 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 20

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 037

 Source:
 hud

 Latitude:
 34.026255

 Longitude:
 -118.295727

Td: 0 Sec: 1 Twn: 2S

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027041

C65
WNW
OIL\_GAS CAOG50000027659
1/2 - 1 Mile

Apinumber: 03700310 Operator: Bentley-Simonson Inc. Lease: Fourth Avenue Well no: 4

 Lease:
 Fourth Avenue
 Well no:
 4

 Field:
 LAS CIENEGAS
 Cagasoil m2 area:
 Not Reported

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 037

 Source:
 hud

 Latitude:
 34.039483

 Longitude:
 -118.319932

Td: 0
Sec: 35
Twn: 1S

 Twn:
 1S
 Rge:
 14W

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027659

C66
NW OIL\_GAS CAOG50000027665
1/2 - 1 Mile

OIL\_GAS

CAOG50000027041

009

14W

14W

Apinumber: 03700313 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no:

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118
 Status cod:

 Source:
 hud

 Latitude:
 34.039535

 Longitude:
 -118.319891

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027665

Rge:

C67
NW OIL\_GAS CAOG50000027669
1/2 - 1 Mile

Apinumber: 03700317 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 11

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118 Status cod:
Source: hud
Latitude: 34.039588

Td: 0
Sec: 35
Twn: 1S Rge:

-118.319854

Bm: SB X coord: 0 Y coord: 0

Longitude:

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027669

B68
ESE OIL\_GAS CAOG50000027055
1/2 - 1 Mile

Apinumber: 03700298 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 9

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 009
Source: hud

Latitude: 34.02629 Longitude: -118.295688 Td: 0

 Sec:
 1

 Twn:
 2S
 Rge:
 14W

Bm: SB X coord: 0 0 Y coord:

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027055 District: Site id:

B69

ESE 1/2 - 1 Mile OIL\_GAS CAOG50000027032

Apinumber: 03720274 Operator: Bentley-Simonson Inc.

Jefferson Well no: 32 Lease:

LAS CIENEGAS Cagasoil m2 area: Not Reported Field:

Мар: 118 Status cod: 037 Source: hud

34.026224 Latitude: -118.295722 Longitude:

Td: 0 Sec: 1

Twn: 2S Rge: 14W SB Bm:

0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate: District: Site id: CAOG50000027032

B70 ESE 1/2 - 1 Mile

03702026 Operator: Bentley-Simonson Inc. Apinumber: Well no: Lease: Jefferson 21

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported Status cod: 035

Мар: 118 Source: hud 34.026255 Latitude: -118.295688 Longitude:

Td: 0 Sec: 1 Twn: 2S

Rge: Bm: SB

X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027042 District: Site id:

C71 NW

OIL\_GAS CAOG50000027664 1/2 - 1 Mile

OIL\_GAS

14W

CAOG50000027042

Status cod:

Rge:

009

14W

14W

037

Apinumber: 03700309 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 3

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.039531
Longitude: -118.319932

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027664

C72

NW OIL\_GAS CAOG50000027668 1/2 - 1 Mile

Apinumber: 03700288 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 7

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.039583

 Longitude:
 -118.319896

 Td:
 0

 Sec:
 35

 Twn:
 1S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027668

B73
ESE OIL\_GAS CAOG50000027056
1/2 - 1 Mile

Status cod:

Rge:

Apinumber: 03700299 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 10

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.02629

 Longitude:
 -118.295651

Longitude: -118
Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027056

C74 NW 1/2 - 1 Mile

W OIL\_GAS CAOG50000027673

Apinumber: 03700316 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 10

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 037

 Source:
 hud

 Latitude:
 34.039635

 Longitude:
 -118.319854

Td: 0 Sec: 35 Twn: 1S

Twn: 1S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027673

B75 ESE 1/2 - 1 Mile

Apinumber: 03720244 Operator: Bentley-Simonson Inc.

Status cod:

Lease: Jefferson Well no: 33

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.026224

 Longitude:
 -118.295681

Longitude: -118.2 Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027033

B76 ESE 1/2 - 1 Mile

OIL\_GAS CAOG50000027043

CAOG50000027033

OIL\_GAS

035

Apinumber: 03700046 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 22

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118 Status cod: 035 Source: hud

Latitude: 34.026255 Longitude: -118.295652

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

 Twn:
 2S
 Rge:
 14W

 Bm:
 SB

X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027043

C77

NW OIL\_GAS CAOG50000027667 1/2 - 1 Mile

Rge:

Apinumber: 03700308 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 2

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 011

Source: hud
Latitude: 34.039578
Longitude: -118.319932

Td: 0 Sec: 35 Twn: 1S

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027667

B78
ESE OIL\_GAS CAOG50000027057
1/2 - 1 Mile

Apinumber: 03700300 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 11

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

Map: 118
Source: hud
Latitude: 34.02629
Longitude: -118.295613

Longitude: -118
Td: 0
Sec: 1

Twn: 2S Rge: 14W

14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027057 District: Site id:

C79 NW 1/2 - 1 Mile

OIL\_GAS CAOG50000027672

03700312 Apinumber: Operator: Bentley-Simonson Inc.

Fourth Avenue Well no: Lease:

LAS CIENEGAS Cagasoil m2 area: Field: Not Reported 137

Мар: 118 Status cod: Source: hud 34.039631 Latitude:

-118.319896 Longitude: Td: Sec: 35

Twn: 1S Rge: 14W

SB Bm: 0 X coord: Y coord:

Not Reported 12/12/1968 00:00:00 Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate:

District: Site id: CAOG50000027672

B80 ESE

CAOG50000027027 OIL\_GAS 1/2 - 1 Mile

03720187 Operator: Bentley-Simonson Inc. Apinumber: Well no:

Lease: Jefferson

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Мар: Status cod: 118 Source: hud

34.026223 Latitude: -118.295642 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported CAOG50000027027 District: Site id:

**B81 ESE** 1/2 - 1 Mile

OIL\_GAS CAOG50000027044

009

Status cod:

Rge:

035

14W

14W

009

Apinumber: 03700283 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 23

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

Map: 118
Source: hud
Latitude: 34.026255
Longitude: -118.295615

 Td:
 0

 Sec:
 1

 Twn:
 2S

 Bm:
 SB

Bm: SB X coord: 0 Y coord: 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027044

C82

NW OIL\_GAS CAOG50000027671 1/2 - 1 Mile

Rge:

Apinumber: 03700307 Operator: Bentley-Simonson Inc.

Lease: Fourth Avenue Well no: 1

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported Map: Status cod: 009

 Map:
 118

 Source:
 hud

 Latitude:
 34.039626

 Longitude:
 -118.319932

Td: 0 Sec: 35 Twn: 1S

 Bm:
 SB

 X coord:
 0

 Y coord:
 0

 Zone:
 Not Reported
 Spuddate:
 12/12/1968 00:00:00

 Abanddate:
 12/30/1899 00:00:00
 Comments:
 Not Reported

 District:
 1
 Site id:
 CAOG50000027671

B83
ESE OIL\_GAS CAOG50000027058
1/2 - 1 Mile

Status cod:

Apinumber: 03700278 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no: 12

Field: LAS CIENEGAS Cagasoil m2 area: Not Reported

 Map:
 118

 Source:
 hud

 Latitude:
 34.02629

 Longitude:
 -118.295576

Td: 0
Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported CAOG50000027058 District: Site id:

**B84** 

ESE 1/2 - 1 Mile OIL\_GAS CAOG50000027028

Bentley-Simonson Inc. Apinumber: 03720201 Operator:

Jefferson Well no: 35 Lease:

LAS CIENEGAS Cagasoil m2 area: Not Reported Field: 039

Мар: 118 Status cod: Source: hud

34.026223 Latitude: -118.295604 Longitude: Td: 0

Sec: 1 Twn: 2S Rge: 14W

SB Bm: 0 X coord: Y coord:

12/12/1968 00:00:00 Not Reported Zone: Spuddate: 12/30/1899 00:00:00 Comments: Not Reported Abanddate:

District: Site id: CAOG50000027028

B85 ESE

1/2 - 1 Mile

03700284 Operator: Bentley-Simonson Inc. Apinumber: Well no: Jefferson 24

Lease: Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Status cod: 035

Мар: 118 Source: hud 34.026256 Latitude: -118.295578

Longitude: Td: 0 Sec: 1

Twn: 2S Rge: 14W

Bm: SB X coord: 0 Y coord: 0

Not Reported Zone: Spuddate: 12/12/1968 00:00:00 Abanddate: 12/30/1899 00:00:00 Comments: Not Reported

CAOG50000027045 District: Site id:

**B86 ESE** 

OIL\_GAS CAOG50000027029 1/2 - 1 Mile

OIL\_GAS

CAOG50000027045

Status cod:

237

14W

006

14W

CAOG50000027679

Apinumber: 03720233 Operator: Bentley-Simonson Inc.

Lease: Jefferson Well no:

Cagasoil m2 area: Field: LAS CIENEGAS Not Reported

Map: 118 Source: hud 34.026223 Latitude: Longitude: -118.295558

Td: Sec: 1 2S Twn: SB Bm:

X coord: 0 Y coord: 0

Not Reported 12/12/1968 00:00:00 Zone: Spuddate: 12/30/1899 00:00:00 Abanddate: Comments: Not Reported District: Site id: CAOG50000027029 1

87 ENE

Rge:

OIL\_GAS 1/2 - 1 Mile

Status cod:

Rge:

03700513 Union Oil Co. of California Apinumber: Operator:

Lease: Union-Signal E.H. Well no:

Field: LOS ANGELES COUNTY Cagasoil m2 area: Not Reported

Map: Source: hud 34.040199 Latitude: Longitude: -118.293832

Td: Sec: 36 1S Twn:

Bm: SB X coord: 0 Y coord: 0

Not Reported Spuddate: 12/12/1968 00:00:00 Zone: Abanddate: 12/30/1899 00:00:00 Comments: Not Reported District: Site id: CAOG50000027679

#### AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

 Zip
 Total Sites
 > 4 Pci/L
 Pct. > 4 Pci/L

 —
 —
 —

 90018
 3
 0
 0.00

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 0.711 pCi/L 0% Living Area - 1st Floor 98% 2% Not Reported Living Area - 2nd Floor Not Reported Not Reported Not Reported 0.933 pCi/L Basement 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.

Scanned Digital USGS 7.5' Topographic Map (DRG)

Source: United States Geologic Survey

A digital raster graphic (DRG) is a scanned image of a U.S. Geological Survey topographic map. The map images are made by scanning published paper maps on high-resolution scanners. The raster image is georeferenced and fit to the Universal Transverse Mercator (UTM) projection.

#### HYDROLOGIC INFORMATION

Flood Zone Data: This data, available in select counties across the country, was obtained by EDR in 1999 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 and 2005 from the U.S. Fish and Wildlife Service.

#### HYDROGEOLOGIC INFORMATION

AQUIFLOW<sup>R</sup> 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 Services

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 Services (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Services, 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 Health Services

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

#### **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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# APPENDIX F RESUMES OF PROJECT PERSONNEL

#### J. RODNEY MARSH, REA

#### Education

BS – Chemistry, California State University at Long Beach, 1971 MS – Environmental Engineering, Illinois Institute of Technology, 1974

#### **Professional Licenses**

Registered Environmental Assessor – California (No. 328) Environmental Manager – Nevada (No. EM-1121)

#### Professional Affiliations

American Chemical Society

#### **Professional Experience**

Mr. Marsh is experienced in the chemical characteristics and environmental behavior of a variety of industrial and hazardous wastes and wastewaters. He is very familiar with current waste control regulations under CERCLA, RCRA, TOSCA, the Clean Water Act, the Clean Air Act, and corresponding State codes. He is an instructor for SCS's in-house health and safety training program, and also teaches a graduate-level waste management course at California State University, Long Beach.

Mr. Marsh currently manages all of the SCS-Long Beach Phase I Environmental Assessment projects. He has completed or managed several hundred such assessments. He prepared the inhouse guidance manual for the preparation of Phase I reports, and has given several seminars and authored several articles on Phase I assessments.

Mr. Marsh has provided extensive research support for litigation and expert testimony efforts. Specific projects have included assessments of historical industrial waste management practices, evaluations of the environmental fate and transport of chlorinated solvents, and estimation of waste quantities and characteristics. Sites have ranged from small industrial facilities to major state and federal Superfund sites.

#### **Environmental Management**

Mr. Marsh served as Senior Project Engineer on a remediation project involving a pesticide-contaminated former air strip in the Litchfield Park, Arizona, area. His responsibilities included design of sampling programs, data analysis to determine the extent of contamination, remediation cost estimating, and preparation of the Remedial Investigation report.

Mr. Marsh served in a similar capacity on a former petroleum refinery remediation project in Southern California. As Technical Advisor, he assisted in the sampling data evaluation and estimations of contamination extent. He also provided fate and transport data for the contaminants found at the site for the Remedial Investigation report. In addition, he prepared a preliminary risk assessment for the site, and assisted in the data compilation and interpretation for the formal risk assessment.

Resume 1 of 3

For remediation at a former steel mill in Fontana, California, Mr. Marsh prepared a preliminary feasibility assessment and assisted in the review of bids and selection of prospective remediation contractors. Site contaminants included coal tar, steel slag, various heavy metal compounds, and volatile organic compounds.

Mr. Marsh served as Project Engineer for the preparation of an Environmental Impact Statement for a proposed hazardous waste treatment facility in Arizona. His responsibilities included developing estimates of the types and quantities of wastes anticipated, determining the most efficient and cost-effective combination of treatment and disposal alternatives for these wastes, and preparing a conceptual design for the facility.

Mr. Marsh was Project Manager on the preparation of three city and county hazardous waste management plans. The first, for Yolo County, California, was prepared in response to state legislation and addressed every phase of hazardous waste generation, treatment, storage, disposal, control, education, and regulation in the County. The other two were local hazardous waste management plans prepared for the Cities of El Segundo and Glendora. These plans identified areas where the Cities' hazardous waste management goals differed from those of Los Angeles County.

Mr. Marsh was Project Manager on a study for the Nevada Department of Transportation to identify and inventory hazardous wastes generated by highway maintenance stations throughout the state. The study involved an assessment of degree of compliance with RCRA regulations and recommendations for improving compliance.

Mr. Marsh also managed three hazardous waste audit studies for the California Department of Health Services. These studies focused on automotive paint and body shops, marine yards, and precious metals industries and sought to identify hazardous wastes generated and techniques for minimizing, treating, or disposing of the wastes.

Mr. Marsh was Project Manager on two studies regarding small-quantity generator hazardous wastes in the North Hollywood, California, area for the Southern California Association of Governments. Both studies involved detailed surveys and inventories. The first concluded with a review of existing hazardous materials and waste management practices and recommendations for better management. The second involved an evaluation of regional treatment, storage, and disposal options, and the conceptual design of a collection system and hazardous waste transfer station.

Mr. Marsh has served as both Project Manager and field team member on two Naval Assessment and Control of Installation Pollutants Program Initial Assessment Studies, the Navy's version of the DOD Installation Restoration Program. These studies involved comprehensive evaluations of current and past hazardous waste generation, management, and disposal practices on military facilities. Information was gathered via records searches, interviews, and site investigations.

Mr. Marsh was also the Project Manager and a field team member for several projects conducted for the California General Services Administration to identify and inventory PCB-containing electrical equipment at state-owned facilities, including state parks, correctional facilities, highway department stations, National Guard facilities, etc.

Resume 2 of 3

Mr. Marsh served as Senior Project Engineer on several Air Force studies to inventory hazardous wastes for Vandenberg Air Force Base. These projects involved all host base and tenant activities, including launch and between-launch activities associated with the space shuttle, and Titan and Atlas launch facilities. The project team evaluated all of these operations and the chemicals and materials involved in them, and produced an expected inventory of wastes which included type of waste, chemical constituents, normal expected quantities, and "worst case" quantities.

Mr. Marsh completed an inventory of the contents of a hazardous waste/oily waste landfill to determine if its operations were in strict accordance with federal and state regulations. This study involved a detailed analysis of hauler records to determine what wastes had been accepted by the landfill, and how they had been treated or disposed. Of particular concern was whether incompatible or unusually dangerous wastes had been buried in close proximity or in such a way as to endanger continued operations at the site.

Mr. Marsh's other projects related to hazardous waste management include:

- Facility hazardous materials and waste compliance assessment audits.
- Evaluation of alternatives for treating and disposing of dilute pesticide solutions at applicator air fields (for EPA).
- Determine the relative health effects of wastewater treatment processes based on literature citations (for EPA).
- Performance review of Class I disposal sites in California, including assessment of the operating history and reported emissions at all active and some now-closed sites (for State of California).
- Feasibility studies for remediation of sites contaminated with pesticides, dioxins, and coal tar.

#### **Publications and Presentations**

Marsh, J. R., and K. W. Green. What Your Phase I Assessment Dollars Buy. California Redevelopment Association Journal. July 1994.

Marsh, J. R., K. W. Green, and T. Dong. Phase I Assessments and Due Diligence: One and the Same? Environmental Engineering Forum, American Society of Civil Engineers, Environmental Engineering Division. *Journal of Environmental Engineering*. Vol. 120, No. 6, November/December 1994.

Marsh, J. R., K. W. Green, and T. Dong. Standardizing Environmental Assessments: A Practical Perspective. *Journal of Environmental Engineering*. Vol. 122, No. 3. March 1996.

Marsh, J. R., and K. W. Green. All Appropriate Inquiry - The New Phase I Standard. *California Real Estate Journal*. May 8, 2006.

Resume 3 of 3

#### JULIO A. NUNO, REA

#### Education

BS – Biological Sciences, University of Southern California, 1979 MS – Environmental Engineering, University of Southern California, 1982

#### Professional Licenses

Registered Environmental Assessor – California (No. 0330)

#### Professional Affiliations

Water Environment Federation California Water Environment Association American Water Works Association

#### Professional Experience

Mr. Nuno has been involved in and has managed several projects related to hazardous waste/materials management and remediation. He has had extensive experience working with applicable regulations and interacting with regulatory agencies. A brief summary of notable hazardous waste projects is shown below.

#### **Underground Storage Tanks**

**Project Manager for closure of an ordnance production and ramjet test facility in Van Nuys, California.** Site activities included closure for RCRA units in accordance with plan approved by DTSC, conduct inventory and sampling of container with hazardous materials, prepare preliminary site assessment, conduct investigation of former underground tanks and hazardous materials storage areas, and provide asbestos management services.

Underground tank management programs for several private and governmental clients throughout California, including the University of California, Los Angeles, to ensure compliance with federal, state, and local requirements. Mr. Nuno's responsibilities on these projects included collection of relevant information, preparation of work plans to be submitted to regulatory agencies, coordination of on-site activities, review of analytical data, evaluation of remedial alternatives for contamination, oversight during remediation, and preparation of interim and final reports.

**Evaluation of alternatives for the mitigation of soil contamination from leaking underground storage tanks at Los Angeles International Airport.** The evaluated alternatives included excavation and on-site treatment, excavation and hauling to a disposal site, vapor extraction, and no action. Alternatives were evaluated in terms of ease of implementation, regulatory constraints, costs, duration of treatment, and other applicable factors.

Resume 1 of 3

#### **Environmental Management**

Project Director as part of the due diligence associated with the acquisition of the Los Angeles Dodger organization by Fox. Mr. Nuno was responsible for coordinating assessments of the Dodger Stadium in Los Angeles and the training facility in Vero Beach, Florida. The assessments included a Phase I, lead-based paint surveys, and inspections for asbestos-containing materials. A subsurface investigation of certain areas was also completed.

For the Staples Center in Los Angeles, served as Project Director for the assessment and cleanup of properties acquired as part of the support area (parking lots, future hotels and other support operations). The project included Phase I Assessments of properties on several blocks surrounding the center, implementation of subsurface investigations to assess potential contaminants from past on-site operations to both soil and groundwater, risk evaluation and negotiation of cleanup levels with regulatory agencies, and implementation and oversight during remediation. Due to the project schedule, work on this project was completed on an expedited basis.

Managed a multi-year contract for environmental services at the Long Beach Naval Shipyard and Terminal Island Naval Complex. Projects completed under the contract included preparation of a hazardous materials Spill Prevention Control and Countermeasures Plan, evaluation of wastewater discharges from industrial sources, preparation of a closure plan for a permitted hazardous waste storage facility, design of three hazardous waste staging facilities, and implementation of a site closure investigation.

Managed a 2-year multiple assignment contract to provide environmental services to the Port of Los Angeles. Projects included preliminary site assessments of numerous properties scheduled for acquisition by the Port, implementation of subsurface investigations for two closed shipyards, development of sampling plan and collection of surface soil samples from property used for the storage of various hazardous materials, collection and analysis of samples from building materials for asbestos, and collection and analysis of samples from creosote wharf pilings to evaluate disposal options. Mr. Nuno's responsibilities included coordination of site activities and interfacing with Port personnel, review of project submittals, preparation of monthly progress reports, management of subcontractors, and interfacing with regulatory agency personnel.

Remedial investigation, groundwater well installation and monitoring, and evaluation of mitigation measures for a former refinery in central California. Mr. Nuno served as Project Manager for the investigation on the site and was responsible for coordination of site activities, interpretation of analytical data, and interfacing with the client and regulatory agency personnel.

Naval Assessment and Control of Installation Pollutants program conducted at 16 Navy and Marine Corps facilities. As part of the DOD installation restoration program, potentially contaminated sites resulting from the past use, storage, handling, and disposal of hazardous materials were identified at each facility. The project consisted of the review of archival and base records, interviews with long-term or retired Base personnel, conducting on-site surveys, and writing a final written report.

Resume 2 of 3

Project to determine whether impoundment ponds used for the treatment of wastewater generated during operations involved in explosives formulation and packing should be permitted as hazardous waste treatment facilities. This project involved interviewing personnel familiar with operations; collection of wastewater and sediment from the impoundments for subsequent analysis per regulatory requirements; and presentation of results in a final written report.

**Hazardous waste/materials management program for the Nevada Department of Transportation.** Visits were made to each field maintenance station and major maintenance station to determine the types of hazardous materials used, and methods of handling and disposal. The final report contained (1) suggestions for improving hazardous waste/materials management practices; (2) a policy document for the hazardous materials; and (3) a training program for personnel involved in hazardous waste management.

Guidance to the California Department of Health Services in performing and implementing an audit program for facilities generating hazardous wastes. The objective of the audits was to evaluate present waste/materials management practices and offer recommendations that would reduce the volume of wastes generated. Recommendations were evaluated on the basis of cost-effectiveness and ease of implementation. Audits programs were developed for three industries: the paint and body segment of the automotive repair industry; the marine shipyard maintenance and repair industry; and the precious metals recovery industry.

Inventory of oil-filled electrical equipment at properties owned by the State of California to determine if this equipment contains PCBs. Project consisted of collecting information and determination of potential pathways and receptors in the event that a failure occurred.

#### Publications and Presentations

Nuno, J. A. Site Characterization. American Society of Civil Engineering National Conference on Environmental and Pipeline Engineering. July 2000.

Nuno, J. A., and T. Dong. Contracting with Environmental Consultants. California Redevelopment Association Journal. September 1994.

Dong, T., and J. A. Nuno. Phased Approach to Due Diligence Environmental Assessment. California Redevelopment Association Journal. August 1994.

Nuno, J. A., Sullivan, P. S., and Lister, K. H. Project Plan Development, Site Characterization, Risk Assessment, and Development and Evaluation of Remedial Action Alternatives, American Society of Civil Engineers/Canadian Society of Civil Engineers Environmental Engineering Conference, 1997.

Devinny, J. S., J. April, D. F. Buss, C. Johnson, K. Khan, K. H. Lister, J. A. Nuno, P. S. Sullivan, M. Tagoe, and D. Williams. The ASCE Draft Environmental Site Remediation Manual. Practice Periodical of Hazardous, Toxic, and Radioactive Waste Management. Volume 1, Number 3. July 1997.

Resume 3 of 3



## DRAFT DRAINAGE STUDY REPORT

FOR

### SCLARC BUILDING PROPERTY 1999 W. ADAMS BOULEVARD LOS ANGELES, CALIFORNIA

PREPARED FOR:

# COMMUNITY IMPACT DEVELOPMENT II, LLC C/O DUDLEY VENTURES DEVELOPMENT LLC

2930 EAST CAMELBACK ROAD, SUITE 215 PHOENIX, ARIZONA 85016 PHONE: (602) 468-9400

PREPARED BY:

### DAVID EVANS AND ASSOCIATES, INC.

4200 CONCOURS DR. SUITE 200 ONTARIO, CA 91764 (909) 481-5750

> FEBRUARY, 2010 CIDE0000-0004



# **DRAINAGE STUDY REPORT**

**FOR** 

### SCLARC BUILDING PROPERTY 1999 W. ADAMS BOULEVARD LOS ANGELES, CALIFORNIA

PREPARED FOR:

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PREPARED BY:



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# I. PURPOSE OF STUDY AND NARRATIVE

The purpose of this study is to support the preparation of plans for the construction of a new office building over an underground parking structure on the corner of Adams Boulevard and Western Avenue.

This preliminary study addresses hydrology calculations for proposed development runoff from the site. The proposed development site is approximately 1.2 ac north of the Golden State Building which will also be served by the new parking structure.

#### **Existing Conditions**

Currently the site is a parking lot that serves the Golden State Building on the corner of Adams Blvd. and Western Ave. and adjacent commercial businesses. The site is an L shape and runs in the north-south direction at approximately 2% grade. Half portion of the north side drains towards Hobart Ave. to the east. The other half portion of the north side drains towards Western Ave to the west. And a small portion of the central side drains to a low point dry-well located at the docking area of the Golden State Building. The tables below show the 10 and 50 yr, 24 hr runoff currently generated onsite.

10 YR - 24 HR Existing Conditions runoff

Project	Subarea	Area (acres)	%imp	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Intensity (in./hr)	Flow rate (cfs)
SCLARC	1a	0.23	0.91	281.90	0.0634	3.93	2.34	0.48
SCLARC	2a	0.25	0.91	249.98	0.1112	3.93	2.34	0.53
SCLARC	3a	0.43	0.91	245.71	0.0643	3.93	2.34	0.91
SCLARC	4a	0.29	0.91	220.86	0.0226	3.93	2.34	0.61

 $\Sigma$  1.20

50 YR - 24 HR Existing conditions Runoff

Project	Subarea	Area (acres)	%imp	Length	Slope (ft/ft)	Isohyet (in.)	Intensity (in./hr)	Flow rate (cfs)
SCLARC	1a	0.23	0.91	281.90	0.0634	5.5	3.28	0.68
SCLARC	2a	0.25	0.91	249.98	0.1112	5.5	3.28	0.74
SCLARC	3a	0.43	0.91	245.71	0.0643	5.5	3.28	1.27
SCLARC	4a	0.29	0.91	220.86	0.0226	5.5	3.28	0.86

 $\Sigma$  1.20

3.55

2.53

#### **Proposed Conditions**

Proposed project is the construction of a 3 stories underground parking structure and a 3 stories office building, connecting to the existing Golden State Building by a pedestrian plaza with coffee shops and snack bars. Main entrance to the office building is from Western Ave. and entrance to the parking structure is from Hobart Blvd. Access to the parking structure from the Golden State building is from a pedestrian bridge at the second floor of the building connecting to the plaza. Tables below show the 10 and 50 yr, 24 hr runoff generated by the proposed site layout.

10 YR - 24 HR Proposed Conditions Runoff\*

Project	Subarea	Area (acres)	%imp	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Intensity (in./hr)	Flow rate (cfs)
SCLARC	1a	0.55	0.91	362.62	0.0100	3.93	1.88	0.92
SCLARC	2a	0.16	0.91	274.84	0.0100	3.93	2.15	0.31
SCLARC	3a	0.24	0.91	214.24	0.0100	3.93	2.34	0.51
SCLARC	4a	0.18	0.91	151.40	0.0100	3.93	2.34	0.38

 $\Sigma$  1.13 2.12

50 YR - 24 HR Proposed Conditions Runoff\*

Project	Subarea	Area (acres)	%imp	Length (ft)	Slope (ft/ft)	Isohyet (in.)	Intensity (in./hr)	Flow rate (cfs)
SCLARC	1a	0.55	0.91	362.62	0.0100	5.5	3.01	1.49
SCLARC	2a	0.16	0.91	274.84	0.0100	5.5	3.28	0.47
SCLARC	3a	0.24	0.91	214.24	0.0100	5.5	3.28	0.71
SCLARC	4a	0.18	0.91	151.40	0.0100	5.5	3.28	0.53

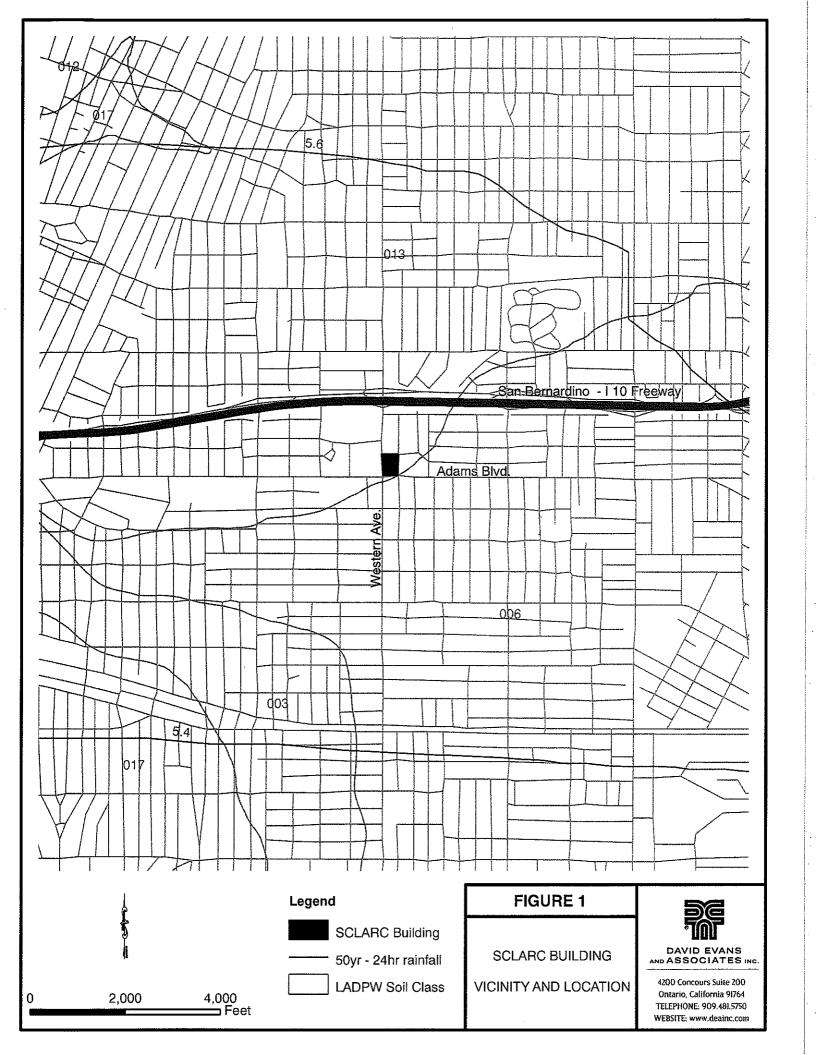
 $\Sigma$  1.13 3.20

#### Conclusion

Even though the project proposes to build a parking structure and an office building, it will not increase the rate of runoff currently being generated onsite, because the project proposes to add several "green" areas, allowing for more retention and infiltration of runoff, when compared with existing pre-development conditions.

<sup>\*</sup> Based on site layout provided to DEA by Raw International on 01/29/2010

# **II. LOCATION AND VICINITY MAP**



# III. METHODOLOGY

#### MODIFIED RATIONAL LOSS CALCULATIONS

The modified rational method (MODRAT) uses a runoff coefficient that is a function of the rainfall intensity. The runoff coefficient reflects the fraction of rainfall that does not infiltrate and is based on the rainfall intensity for a given time period.

The Modified Rational Method uses the following equation at each time step:

Q = C\*I\*A

Where: Q = Volumetric flow rate in cfs

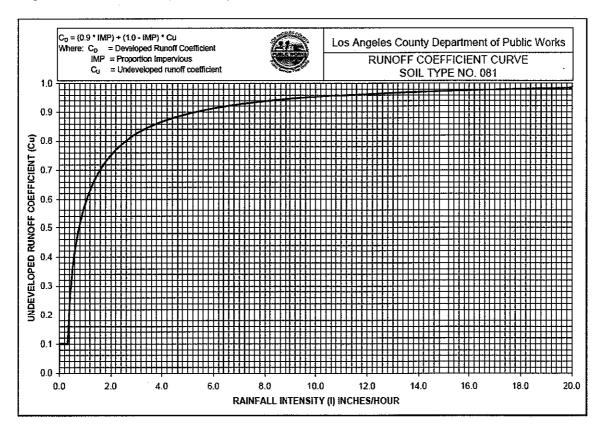
C = Runoff coefficient, dimensionless

I = Rainfall intensity at a given point in time in in/hr

A = Watershed area in acres

#### **Undeveloped Runoff Coefficient (Cu)**

MODRAT uses runoff coefficient curves to model the runoff response of the soil to changing intensity. The 179 undeveloped runoff coefficient curves, plotted in Appendix C, correspond to different soil types within the County of Los Angeles. The following Figure shows the shape of a typical runoff coefficient curve.



#### **Developed Soil Runoff Coefficient Curves (CD)**

Each undeveloped runoff coefficient curve represents natural soil conditions. When precipitation occurs over a developed watershed, the rain falls on directly connected impervious areas and pervious areas. Runoff from pervious areas only occurs during heavy rainfall. Directly connected impervious area always produces direct runoff. As impervious area increases, the amount of direct runoff increases. The runoff coefficient curve must be modified to match the developed condition. Next Equation accounts for the effects of development based on the undeveloped runoff coefficient and the amount of impervious area.

$$Cd = (0.9 * IMP) + (1 - IMP) *Cu$$

Where:

Cd = Developed area runoff coefficient

IMP = Percent impervious

Cu = Undeveloped area runoff coefficient

The 0.9 in the equation represents the general assumption that no development is completely impervious. This assumption also accounts for initial abstraction losses in developed areas.

# IV. TABLES AND REFERENCES





File:Soil Curve Data and Graphs 0-24 Tab:GN13

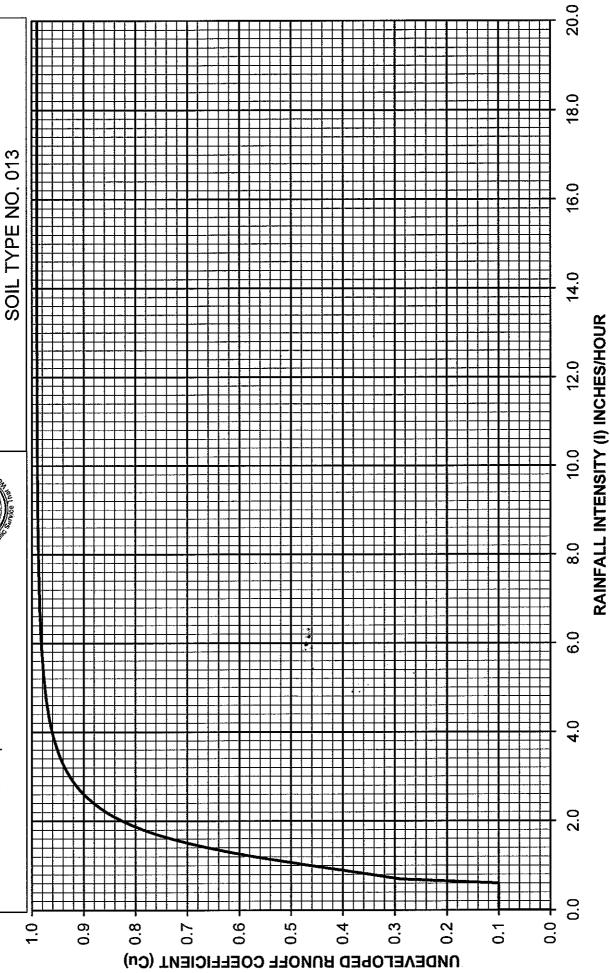
= Undeveloped runoff coefficient

= Proportion Impervious

 $C_D = (0.9 * IMP) + (1.0 - IMP) * C_U$ Where:  $C_D$  = Developed Runoff C IMP = Proportion Impervio  $C_U$  = Undeveloped runoff

= Developed Runoff Coefficient

Los Angeles County Department of Public Works RUNOFF COEFFICIENT CURVE



# Proportion Impervious Data

Code	Land Use Description	% Impervious
1111	High-Density Single Family Residential	42
1112	Low-Density Single Family Residential	21
1121	Mixed Multi-Family Residential	74
1122	Duplexes, Triplexes and 2-or 3-Unit Condominiums and Townhouses	55
1123	Low-Rise Apartments, Condominiums, and Townhouses	86
1124	Medium-Rise Apartments and Condominiums	86
1125	High-Rise Apartments and Condominiums	90
1131	Trailer Parks and Mobile Home Courts, High-Density	91
1132	Mobile Home Courts and Subdivisions, Low-Density	42
1140	Mixed Residential	59
1151	Rural Residential, High-Density	15
1152	Rural Residential, Low-Density	10
1211	Low- and Medium-Rise Major Office Use	91
1212	High-Rise Major Office Use	91
1213	Skyscrapers	91
1221	Regional Shopping Center	95
1222	Retail Centers (Non-Strip With Contiguous Interconnected Off-Street	96
1223	Modern Strip Development	96
1224	Older Strip Development	97
1231	Commercial Storage	90
1232	Commercial Recreation	90
1233	Hotels and Motels	96
1234	Attended Pay Public Parking Facilities	91
1241	Government Offices	91
1242	Police and Sheriff Stations	91
1243	Fire Stations	91
1244	Major Medical Health Care Facilities	74
1245	Religious Facilities	82
1246	Other Public Facilities	91
1247	Non-Attended Public Parking Facilities	91
1251	Correctional Facilities	91
1252	Special Care Facilities	74
1253	Other Special Use Facilities	86
1261	Pre-Schools/Day Care Centers	68
1262	Elementary Schools	82
1263	Junior or Intermediate High Schools	82
1264	Senior High Schools	82
1265	Colleges and Universities	47
1266	Trade Schools and Professional Training Facilities	91
1271	Base (Built-up Area)	65
1271.01	Base High-Density Single Family Residential	42
1271.02	Base Duplexes, Triplexes and 2-or 3-Unit Condominiums and T	55

Code	Land Use Description	% Impervious
1271.03	Base Government Offices	91
1271.04	Base Fire Stations	91
1271.05	Base Non-Attended Public Parking Facilities	91
1271.06	Base Air Field	45
1271.07	Base Petroleum Refining and Processing	91
1271.08	Base Mineral Extraction - Oil and Gas	10
1271.09	Base Harbor Facilities	91
1271.10	Base Navigation Aids	47
1271.11	Base Developed Local Parks and Recreation	10
1271.12	Base Vacant Undifferentiated	1
1272	Vacant Area	2
1273	Air Field	45
1274	Former Base (Built-up Area)	65
1275	Former Base Vacant Area	2
1276	Former Base Air Field	91
1311	Manufacturing, Assembly, and Industrial Services	91
1312	Motion Picture and Television Studio Lots	82
1313	Packing Houses and Grain Elevators	96
1314	Research and Development	91
1321	Manufacturing	91
	Petroleum Refining and Processing	91
1323	Open Storage	66
1324	Major Metal Processing	91
1325	Chemical Processing	91
1331	Mineral Extraction - Other Than Oil and Gas	10
1332	Mineral Extraction - Oil and Gas	10
1340	Wholesaling and Warehousing	91
1411	Airports	91
1411.01		10
1412	Railroads	15
1412.01	Railroads-Attended Pay Public Parking Facilities	91
	Railroads-Non-Attended Public Parking Facilities	91
1412.03	Railroads-Manufacturing, Assembly, and Industrial Services	91
1412.04	Railroads-Petroleum Refining and Processing	91
1412.05	Railroads-Open Storage	66
	Railroads-Truck Terminals	91
1413	Freeways and Major Roads	91
	Park-and-Ride Lots	91
	Bus Terminals and Yards	91
	Truck Terminals	91
	Harbor Facilities	91
	Navigation Aids	47
	Communication Facilities	82
	Communication Facilities-Antenna	2

Code	Land Use Description	% Impervious
1431	Electrical Power Facilities	47
1431.01	Electrical Power Facilities-Powerlines (Urban)	2
1431.02	Electrical Power Facilities-Powerlines (Rural)	1
1432	Solid Waste Disposal Facilities	15
1433	Liquid Waste Disposal Facilities	96
1434	Water Storage Facilities	91
1435	Natural Gas and Petroleum Facilities	91
1435.01	Natural Gas and Petroleum Facilities-Manufacturing, Assembly, and In	91
1435.02	Natural Gas and Petroleum Facilities-Petroleum Refining and Processing	91
1435.03	Natural Gas and Petroleum Facilities-Mineral Extraction – Oil and Gas	10
1435.04	Natural Gas and Petroleum Facilities-Vacant Undifferentiated	1
1436	Water Transfer Facilities	96
1437	Improved Flood Waterways and Structures	100
1440	Maintenance Yards	91
1450	Mixed Transportation	90
1460	Mixed Transportation and Utility	91
	Mixed Utility and Transportation-Improved Flood Waterways and Structures	100
		15
	Mixed Utility and Transportation-Railroads	91
	Mixed Utility and Transportation-Freeways and Major Roads  Mixed Commercial and Industrial	91
	Mixed Urban	89
	Under Construction (Use appropriate value)	91
	Golf Courses	3
	Developed Local Parks and Recreation	10
	Undeveloped Local Parks and Recreation	2
	Developed Regional Parks and Recreation	2
***	Undeveloped Regional Parks and Recreation	1
	Cemeteries	10
	Wildlife Preserves and Sanctuaries	2
	Wildlife-Commercial Recreation	90
	Wildlife-Other Special Use Facilities	86
	Wildlife-Developed Local Parks and Recreation	10
-	Specimen Gardens and Arboreta	15
	Beach Parks	10
	Other Open Space and Recreation	10
	Irrigated Cropland and Improved Pasture Land	2
_	Non-Irrigated Cropland and Improved Pasture Land	2
	Orchards and Vineyards	2
	Nurseries	15
	Dairy, Intensive Livestock, and Associated Facilities	42
	Poultry Operations	62
	Other Agriculture	42
	Horse Ranches	42

Code	Land Use Description	% Impervious
3100	Vacant Undifferentiated	1
3200	Abandoned Orchards and Vineyards	2
3300	Vacant With Limited Improvements (Use appropriate value)	42
3400	Beaches (Vacant)	1
4100	Water, Undifferentiated	100
4200	Harbor Water Facilities	100
4300	Marina Water Facilities	100
4400	Water Within a Military Installation	100

## **APPENDIX 1 – HYDROLOGY STUDY**

## SECTION A – MODIFIED RATIONAL METHOD FOR EXISTING CONDITIONS

10 YR - 24 HR Existing Conditions runoff

Project	Subarea	Area	%imp	Frequency	Soil Type	Length	Slope	sohyet	Tc-calculated	Intensity Cu Cd	<u>ੋ</u>	Sd Flo	Flow rate	Volume
		(acres)				(#)	(ft/ft)	(in.)	(min.)	(in./hr)		_	(cfs)	(acre-ft)
SCLARC	<b>1</b> a	0.23	0.91	10	13	281.90	0.0634	3.93	5		0.87 0.9	06	.48	90.0
SCLARC	2a	0.25	0.91	10	13	249.98 0.1112	0.1112		S	2.34	0.87 0.90	: i	0.53	0.07
SCLARC	3a	0.43	0.91	10		245.71	0.0643	i	5	2.34	0.87		.91	0.12
SCLARC	4a	0.29	0.91	10	13	220.86	0.0226		ಬ	2.34	0.87	:	.61	0.08

∑ 1.20

∑ **2.53** 

50 YR - 24 HR Existing conditions Runoff	Risting c	ondition	s Runo	ff										
Project	Subarea	Area	%imp	Area %imp Frequency	Soil Type Length Slope	Length	Slope	sohyet	Isohyet Tc-calculated	Intensity	n	B	Intensity Cu Cd Flow rate	Volume
		(acres)				(ft)	(ft/ft)	(in.)	(min.)	(in./hr)			(cts)	(acre-ft)
SCLARC	1a	0.23	0.91	50		281.90	0.0634		5	ı	06.0	0.00		0.09
SCLARC	2a	0.25 0.91	0.91	50	13	249.98 0.1112	0.1112		5	3.28	06.0 06.0	0.30	0.74	0.10
SCLARC	За	0.43	0.91	50		245.71	0.0643		വ		0.00	0.90		0.16
SCLARC	4a	0.29	0.91	50	13	220.86	220.86 0.0226	5.5	5		0.00	0.90		0.11

∑ 1.20

 $\bowtie$ 

3.55

# SECTION B – MODIFIED RATIONAL METHOD FOR PROPOSED CONDITIONS

10 YR - 24 HR Proposed Conditions Runoff

	In the state of th	200	2											
Project	Subarea	Area	%imp	Subarea Area %imp Frequency Soil	-	Type Length	Slope	Slope Isohyet	Tc-calculated	Intensity	po no	ဦ	Flow rate	Volume
		(acres)				(ft)	(ft/ft)	(in.)	(min.)	(in./hr)			(cfs)	(acre-ft)
SCLARC	<b>1</b> a	99.0	0.91	10	13	354.77	354.77 0.0100	3.93	7	2.00	0.83 0.89	0.89	96.0	0.15
SCLARC	2a	0.11	0.91	10	13	190.28	190.28 0.0100	3.93	വ	2.34	0.87 0.90	0.00	0.23	0.03
SCLARC	3а	0.28	0.91	10	13	270.10	270.10 0.0100	3.93	9	2.15	0.84 0.89	0.89	0.54	0.08
SCLARC	4a	0.24 0.91	0.91	10	13	197.37	0.0100	3.93	5	2.34	0.87 0.90	06.0	0.51	90.0

2 1.18

Σ **2.26** 

50 YR - 24 HR Proposed Conditions Runoff

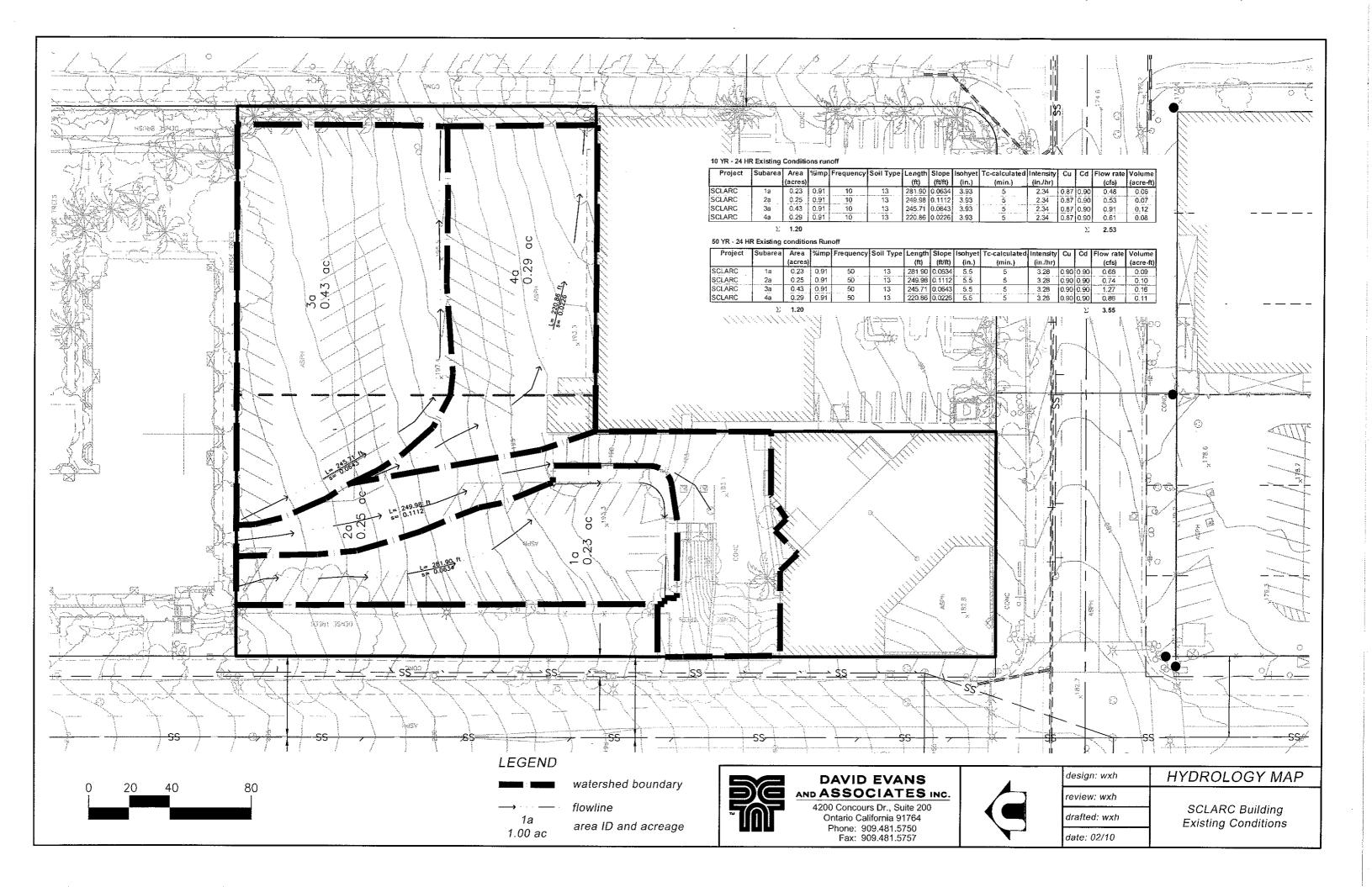
	Tolland and a second a second and a second and a second and a second and a second and a second and a second and a second and a second and a second a	5												
Project	Subarea	Area	%imp	Project Subarea Area %imp Frequency Soil		Type Length	Slope	Slope Isohyet	Tc-calculated	Intensity Cu Cd	Cu	рS	Flow rate	Volume
		(acres)				(ft)	(ft/ft)	(in.)	(min.)	(in./hr)			(cfs)	(acre-ft)
SCLARC	1a	0.55 0.91	0.91	50	13	354.77	354.77   0.0100	5.5	9	3.01	0.90 0.90	06.0	1.49	0.21
SCLARC	2a	0.11 0.91	0.91	20	13	190.28	190.28 0.0100	5.5	വ	3.28	0.90 0.90	0.90	0.32	0.04
SCLARC	3a	0.28	0.9	20	13	270.10	270.10 0.0100	5.5	Ŋ	3.28	06.0 06.0	0.90	0.83	0.11
SCLARC	49	0.24 0.91	0.91	50	13	197.37	197.37 0.0100	5.5	5		0.90 0.90	0.90	0.71	0.09

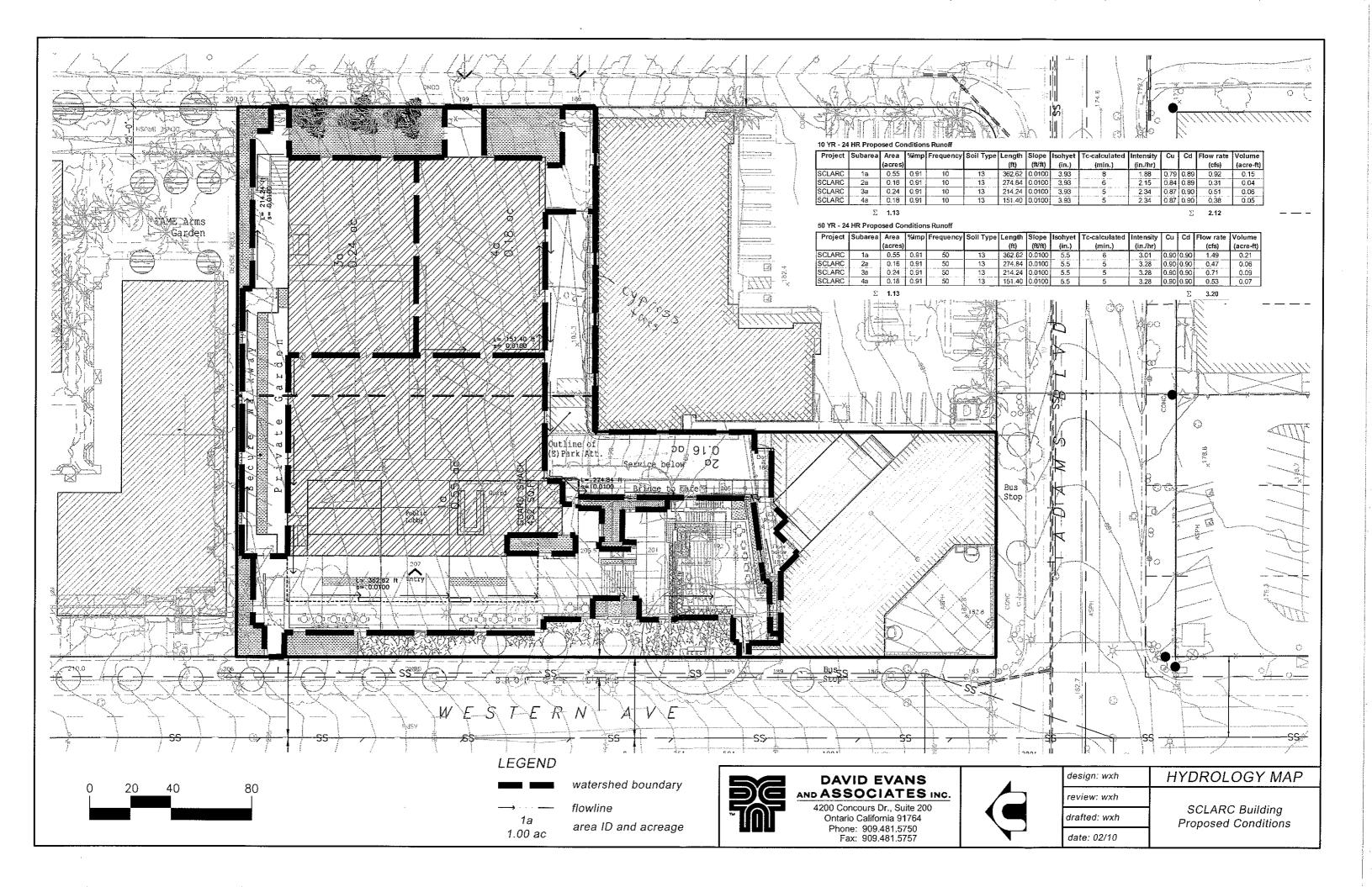
3.35  $\nabla$ 

1.18

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## SECTION C - HYDROLOGY MAPS







## **Appendix F**

# South Central Los Angeles Regional Center

Noise Worksheets May 2011

Residential - North
Receptor Description: (2420 Western Ave.)
Distance to Receptor (ft.): 50

	Estimated Noise Shielding (dBA):	8						
			-					
Demoliti	on					Equi	pment Noise L	ovole
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Lmax @	L10 @	Leveis Leg @
Number	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	1 Concrete Saw	20	90.0	50.0	8.0	82.0	78.0	75.0
	2 Front End Loader	40	79.0	50.0	8.0	71.0	73.0	70.0
	1 Flat Bed Truck	40	74.0	50.0	8.0	66.0	65.0	62.0
	Total	40	74.0	50.0	6.0	82.0	79.4	76.4
	: (M 014- 011)							
xcavat	ion (Mass Site Grading)					Faui	pment Noise L	evels
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Lmax @	L10 @	Leq @
Number	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	1 Auger Drill Rig	20	84.0	50.0	8.0	76.0	72.0	69.0
	1 Excavator	40	81.0	50.0	8.0	73.0	72.0	69.0
	1 Front End Loader	40	79.0	50.0	8.0	71.0	70.0	67.0
	1 Backhoe	40	78.0	50.0	8.0	70.0	69.0	66.0
	1 Flat Bed Truck	40	76.0 74.0	50.0	8.0	66.0	65.0	62.0
	Total	7∪	14.0	50.0	0.0	76.0	77.2	74.2
	i Otal					70.0	11.2	14.2
oundat	ions (Fine Site Grading)							
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Equip Lmax @	pment Noise L L10 @	_evels Leq @
Mumbor	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	1 Compressor (air)	40	78.0	50.0	• ,	70.0	69.0	66.0
	1 Drum Mixer	50			8.0	70.0	72.0	69.0
	1 Crane	16	80.0	50.0	8.0	73.0	72.0 68.0	65.0
			81.0	50.0	8.0			
	1 All Other Equipment > 5 HP	50	85.0	50.0	8.0	77.0	77.0	74.0
	1 Compactor (ground)	20	83.0	50.0	8.0	75.0	71.0	68.0
	1 Pumps	50	81.0	50.0	8.0	73.0	73.0	70.0
	1 Backhoe	40	78.0	50.0	8.0	70.0	69.0	66.0
	1 Welder/Torch	40	74.0	50.0	8.0	66.0	65.0	62.0
	Total					77.0	80.9	77.9
Building	Construction							
		A a a suptional I location	I	Dietemas to Becomton	Fatimeted Naise		pment Noise L	
Mumbar	Equipment	Acoustical Usage	Lmax @ 50 ft.	Distance to Receptor	Estimated Noise	Lmax @ Receptor	L10 @ Receptor	Leq @
	Equipment	Factor (%)		<b>(ft.)</b> 50.0	Shielding (dBA)	67.0	66.0	Receptor 63.0
	2 Man Lift	20	75.0		8.0			
	2 Compressor (air)	40	78.0	50.0	8.0	70.0	72.0	69.0
	2 Compressor (air) 1 Drum Mixer	40 50	78.0 80.0	50.0 50.0	8.0 8.0	70.0 72.0	72.0 72.0	69.0 69.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw	40 50 20	78.0 80.0 90.0	50.0 50.0 50.0	8.0 8.0 8.0	70.0 72.0 82.0	72.0 72.0 78.0	69.0 69.0 75.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane	40 50 20 16	78.0 80.0 90.0 81.0	50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0	72.0 72.0 78.0 68.0	69.0 69.0 75.0 65.0
	<ul><li>2 Compressor (air)</li><li>1 Drum Mixer</li><li>1 Concrete Saw</li><li>1 Crane</li><li>2 Backhoe</li></ul>	40 50 20 16 40	78.0 80.0 90.0 81.0 78.0	50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0	72.0 72.0 78.0 68.0 72.0	69.0 69.0 75.0 65.0 69.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP	40 50 20 16 40 50	78.0 80.0 90.0 81.0	50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0	72.0 72.0 78.0 68.0 72.0 77.0	69.0 69.0 75.0 65.0 69.0 74.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch	40 50 20 16 40	78.0 80.0 90.0 81.0 78.0	50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP	40 50 20 16 40 50	78.0 80.0 90.0 81.0 78.0 85.0	50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0	72.0 72.0 78.0 68.0 72.0 77.0	69.0 69.0 75.0 65.0 69.0 74.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch	40 50 20 16 40 50	78.0 80.0 90.0 81.0 78.0 85.0	50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0
	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch	40 50 20 16 40 50 40	78.0 80.0 90.0 81.0 78.0 85.0 74.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 <b>82.0</b>	72.0 72.0 78.0 68.0 72.0 77.0 65.0 <b>82.4</b>	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b>
Paving	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total	40 50 20 16 40 50 40 Acoustical Usage	78.0 80.0 90.0 81.0 78.0 85.0 74.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 <b>82.4</b> pment Noise L L10 @	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b> Levels
Paving Number	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total  Equipment	40 50 20 16 40 50 40 Acoustical Usage Factor (%)	78.0 80.0 90.0 81.0 78.0 85.0 74.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 <b>82.4</b> pment Noise L L10 @	69.0 69.0 75.0 65.0 69.0 74.0 62.0 79.4 .evels Leq @ Receptor
Paving Number	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total  Equipment 1 Drum Mixer	40 50 20 16 40 50 40 Acoustical Usage Factor (%)	78.0 80.0 90.0 81.0 78.0 85.0 74.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0  Equil Lmax @ Receptor 72.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 82.4  pment Noise L L10 @ Receptor 72.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b> Levels Leq @ Receptor 69.0
Paving Number	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total  Equipment 1 Drum Mixer 1 All Other Equipment > 5 HP	40 50 20 16 40 50 40 Acoustical Usage Factor (%) 50	78.0 80.0 90.0 81.0 78.0 85.0 74.0 Lmax @ 50 ft. 80.0 85.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0  Equip Lmax @ Receptor 72.0 77.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 <b>82.4</b> pment Noise L L10 @ Receptor 72.0 77.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b> Leq @ Receptor 69.0 74.0
<u>Paving</u> Number	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total  Equipment 1 Drum Mixer 1 All Other Equipment > 5 HP	40 50 20 16 40 50 40 Acoustical Usage Factor (%) 50 50	78.0 80.0 90.0 81.0 78.0 85.0 74.0 Lmax @ 50 ft. 80.0 85.0 77.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 <b>Distance to Receptor</b> (ft.) 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0  Equil Lmax @ Receptor 72.0 77.0 69.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 <b>82.4</b> pment Noise L L10 @ Receptor 72.0 77.0 69.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b> Leq @ Receptor 69.0 74.0 66.0
<u>Paving</u> Number	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total  Equipment 1 Drum Mixer 1 All Other Equipment > 5 HP 1 Paver 1 Roller	40 50 20 16 40 50 40 Acoustical Usage Factor (%) 50 50 50 20	78.0 80.0 90.0 81.0 78.0 85.0 74.0 Lmax @ 50 ft. 80.0 85.0 77.0 80.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0  Equil Lmax @ Receptor 72.0 77.0 69.0 72.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 82.4 pment Noise I L10 @ Receptor 72.0 77.0 69.0 68.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b> Leq @ Receptor 69.0 74.0 66.0 65.0
<u>Paving</u> Number	2 Compressor (air) 1 Drum Mixer 1 Concrete Saw 1 Crane 2 Backhoe 1 All Other Equipment > 5 HP 1 Welder/Torch Total  Equipment 1 Drum Mixer 1 All Other Equipment > 5 HP	40 50 20 16 40 50 40 Acoustical Usage Factor (%) 50 50	78.0 80.0 90.0 81.0 78.0 85.0 74.0 Lmax @ 50 ft. 80.0 85.0 77.0	50.0 50.0 50.0 50.0 50.0 50.0 50.0 <b>Distance to Receptor</b> (ft.) 50.0 50.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0	70.0 72.0 82.0 73.0 70.0 77.0 66.0 82.0  Equil Lmax @ Receptor 72.0 77.0 69.0	72.0 72.0 78.0 68.0 72.0 77.0 65.0 <b>82.4</b> pment Noise L L10 @ Receptor 72.0 77.0 69.0	69.0 69.0 75.0 65.0 69.0 74.0 62.0 <b>79.4</b> Leq @ Receptor 69.0 74.0 66.0

Residential - East
Receptor Description: (2500 Hobart Blvd.)
Distance to Receptor (ft.): 85

Demolition  Number E 1 ( 2 F 1 F 1 F 1 F 1 F 1 F 1 F 1 F 1 F 1 F		Acoustical Usage Factor (%) 20 40 40	Lmax @ 50 ft. 90.0 79.0	Distance to Receptor (ft.) 85.0	Estimated Noise Shielding (dBA)	Lmax @ . Receptor	pment Noise L L10 @ Receptor	Levels Leq @ Receptor
Number E 1 0 2 F 1 F 1 F T Excavation	Equipment Concrete Saw Front End Loader Flat Bed Truck Total	Factor (%) 20 40	<b>50 ft.</b> 90.0	(ft.)	Shielding (dBA)	Lmax @ . Receptor	L10 @	Leq @
Number E 1 ( 2 F 1 F T Excavation	Equipment Concrete Saw Front End Loader Flat Bed Truck Total	Factor (%) 20 40	<b>50 ft.</b> 90.0	(ft.)	Shielding (dBA)	Lmax @ . Receptor	L10 @	Leq @
1 C 2 F 1 F 1 Excavation	Concrete Saw Front End Loader Flat Bed Truck <b>Total</b>	Factor (%) 20 40	<b>50 ft.</b> 90.0	(ft.)	Shielding (dBA)	Lmax @ . Receptor	L10 @	Leq @
1 C 2 F 1 F 1 Excavation	Concrete Saw Front End Loader Flat Bed Truck <b>Total</b>	20 40	90.0		• , ,	•	Receptor	Receptor
2 F 1 F Excavation Number E	Front End Loader Flat Bed Truck <b>Total</b>	40		85.0	0.0	~		
1 F T Excavation Number E	Flat Bed Truck Total		79 N		0.0	85.4	81.4	78.4
Excavation  Number E	Total	40	10.0	85.0	0.0	74.4	76.4	73.4
Excavation  Number E			74.0	85.0	0.0	69.4	68.4	65.4
Number E	n (Mass Site Grading)					85.4	82.8	79.8
		Acquetical Hoose	Lmax @	Distance to Becenter	Estimated Naise	Equip Lmax @	pment Noise L L10 @	
	Fi	Acoustical Usage		Distance to Receptor				Leq @
		Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor 79.4	Receptor 75.4	Receptor
	Auger Drill Rig	20	84.0	85.0	0.0			72.4
	Excavator	40 40	81.0	85.0	0.0	76.4 74.4	75.4	72.4 70.4
	Front End Loader		79.0	85.0	0.0		73.4	
	Backhoe	40	78.0	85.0	0.0	73.4	72.4	69.4
	Flat Bed Truck	40	74.0	85.0	0.0	69.4	68.4	65.4
٦	Total					79.4	80.6	77.6
Foundation	ns (Fine Site Grading)							
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Equip Lmax @	pment Noise L L10 @	
		_		•				Leq @
	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	Compressor (air)	40	78.0	85.0	0.0	73.4	72.4	69.4
	Drum Mixer	50	80.0	85.0	0.0	75.4	75.4	72.4
	Crane	16	81.0	85.0	0.0	76.4	71.4	68.4
	All Other Equipment > 5 HP	50	85.0	85.0	0.0	80.4	80.4	77.4
	Compactor (ground)	20	83.0	85.0	0.0	78.4	74.4	71.4
	Pumps	50	81.0	85.0	0.0	76.4	76.4	73.4
	Backhoe	40	78.0	85.0	0.0	73.4	72.4	69.4
	Welder/Torch	40	74.0	85.0	0.0	69.4	68.4	65.4
٦	Total					80.4	84.3	81.3
Building Co	onstruction							
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Equip Lmax @	pment Noise L L10 @	_evels Leq @
Number 1	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	Man Lift	20		• •	• , ,	70.4	69.4	66.4
	Compressor (air)	40	75.0 78.0	85.0 85.0	0.0 0.0	70.4 73.4	75.4	72.4
	Drum Mixer	50	78.0 80.0	85.0 85.0	0.0	75.4 75.4	75.4 75.4	72.4 72.4
	Concrete Saw	20	90.0	85.0 85.0	***	75.4 85.4	75.4 81.4	72.4 78.4
	Concrete Saw Crane	20 16		85.0 85.0	0.0 0.0	76.4	71.4	68.4
	Crane Backhoe	40	81.0		0.0	76.4 73.4	71.4 75.4	72.4
		50	78.0	85.0			75.4 80.4	72. <del>4</del> 77.4
	All Other Equipment > 5 HP	50 40	85.0	85.0	0.0	80.4		
	Welder/Torch <b>Total</b>	40	74.0	85.0	0.0	69.4 <b>85.4</b>	68.4 <b>85.8</b>	65.4 <b>82.8</b>
D!					_			
						Equip	pment Noise L	evels
Paving		Acoustical Usage	Lmax @	Distance to Receptor		Lmax @	L10 @	Leq @
				18. 1	Object allower (AID A)	D 1	Dagastas	Dagastas
	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
Number E	Drum Mixer	50 `	80.0	<b>(ft.)</b> 85.0	0.0	75.4	75.4	72.4
Number E				• •	• , ,			
<b>Number E</b> 1 [ 1 <i>f</i>	Drum Mixer	50 `	80.0	85.0	0.0	75.4	75.4	72.4
Number E 1 [ 1 / 1 F	Drum Mixer All Other Equipment > 5 HP	50 50	80.0 85.0	85.0 85.0	0.0 0.0	75.4 80.4	75.4 80.4	72.4 77.4
Number E 1 [ 1 / 1 F 1 F	Drum Mixer All Other Equipment > 5 HP Paver	50 50 50	80.0 85.0 77.0	85.0 85.0 85.0	0.0 0.0 0.0	75.4 80.4 72.4	75.4 80.4 72.4	72.4 77.4 69.4

Receptor Description: Office - South
Distance to Receptor (ft.): 85

Estimated Noise Shielding (dRA): 0

Estimated Noise Shielding (dBA	s):						
Demolition					F		1-
Number Equipment	Acoustical Usage Factor (%)	Lmax @ 50 ft.	Distance to Receptor (ft.)	Estimated Noise Shielding (dBA)	Equip Lmax @ Receptor	oment Noise L L10 @ Receptor	evels. Leq @ Receptor
1 Concrete Saw	20	90.0	85.0	0.0	85.4	81.4	78.4
2 Front End Loader	40	79.0	85.0	0.0	74.4	76.4	73.4
1 Flat Bed Truck	40	74.0	85.0	0.0	69.4	68.4	65.4
Total			30.0		85.4	82.8	79.8
Excavation (Mass Site Grading)							
						oment Noise L	
	Acoustical Usage	Lmax @	Distance to Receptor		Lmax @	_L10 @	Leq @
Number Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
1 Auger Drill Rig	20	84.0	85.0	0.0	79.4	75.4	72.4
1 Excavator	40	81.0	85.0	0.0	76.4	75.4	72.4
1 Front End Loader	40	79.0	85.0	0.0	74.4	73.4	70.4
1 Backhoe	40	78.0	85.0	0.0	73.4	72.4	69.4
1 Flat Bed Truck	40	74.0	85.0	0.0	69.4	68.4	65.4
Total					79.4	80.6	77.6
Foundations (Fine Site Grading)							
	Assusting Hoose	I	Distance to December	Catimated Naise		oment Noise L	
Number Equipment	Acoustical Usage Factor (%)	Lmax @ 50 ft.	Distance to Receptor (ft.)	Shielding (dBA)	Lmax @ Receptor	L10 @ Receptor	Leq @ Receptor
1 Compressor (air)	40		(IL.) 85.0	• , ,	73.4	72.4	69.4
1 Drum Mixer	50	78.0		0.0	75.4 75.4	72.4 75.4	72.4
		80.0	85.0	0.0	75.4 76.4	75. <del>4</del> 71.4	72.4 68.4
1 Crane	16 50	81.0	85.0	0.0		71. <del>4</del> 80.4	
1 All Other Equipment > 5 HP		85.0	85.0	0.0	80.4		77.4
1 Compactor (ground)	20	83.0	85.0	0.0	78.4	74.4	71.4
1 Pumps	50	81.0	85.0	0.0	76.4	76.4	73.4
1 Backhoe	40	78.0	85.0	0.0	73.4	72.4	69.4
1 Welder/Torch	40	74.0	85.0	0.0	69.4	68.4	65.4
Total					80.4	84.3	81.3
Building Construction							
	A	1	Distance to December	Fatimeted Naise		oment Noise L	
Number Faulament	Acoustical Usage	Lmax @ 50 ft.	Distance to Receptor		Lmax @ Receptor	L10 @	Leq @ Receptor
Number Equipment	Factor (%)		(ft.)	Shielding (dBA)		Receptor	
2 Man Lift	20	75.0	85.0	0.0	70.4	69.4	66.4
2 Compressor (air)	40	78.0	85.0	0.0	73.4	75.4	72.4
1 Drum Mixer	50	80.0	85.0	0.0	75.4	75.4	72.4
1 Concrete Saw	20	90.0	85.0	0.0	85.4	81.4	78.4
1 Crane	16	81.0	85.0	0.0	76.4	71.4	68.4
2 Backhoe	40	78.0	85.0	0.0	73.4	75.4	72.4
1 All Other Equipment > 5 HP	50	85.0	85.0	0.0	80.4	80.4	77.4
1 Welder/Torch	40	74.0	85.0	0.0	69.4	68.4	65.4
Total					85.4	85.8	82.8
Paving							
						oment Noise L	
	Acoustical Usage	Lmax @	Distance to Receptor		Lmax @	L10 @	Leq @
Number Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
1 Drum Mixer	50	80.0	85.0	0.0	75.4	75.4	72.4
1 All Other Equipment > 5 HP	50	85.0	85.0	0.0	80.4	80.4	77.4
1 Paver	50	77.0	85.0	0.0	72.4	72.4	69.4
1 Roller	20	80.0	85.0	0.0	75.4	71.4	68.4
1 Backhoe	40	78.0	85.0	0.0	73.4	72.4	69.4
Total					80.4	82.8	79.8

	Retirement Care	
Receptor Description:	Center - West	
Distance to Receptor (ft.):	100	
stimated Noise Shielding (dBA):	0	

	Distance to Receptor (ft.):	100						
	Estimated Noise Shielding (dBA):	0						
Demolitio	on							
						Equip	oment Noise L	evels
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Lmax @	L10 @	Leq @
	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
1	Concrete Saw	20	90.0	100.0	0.0	84.0	80.0	77.0
2	Front End Loader	40	79.0	100.0	0.0	73.0	75.0	72.0
1	Flat Bed Truck	40	74.0	100.0	0.0	68.0	67.0	64.0
	Total					84.0	81.4	78.4
xcavatio	on (Mass Site Grading)							
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Equip Lmax @	oment Noise L L10 @	evels Leq @
lumbor	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	Auger Drill Rig	20	84.0	100.0	0.0	78.0	74.0	71.0
	Excavator	40	81.0	100.0	0.0	75.0	74.0	71.0
	Front End Loader	40			0.0	73.0	74.0 72.0	69.0
	Backhoe	40	79.0 78.0	100.0	0.0	73.0 72.0	72.0 71.0	68.0
	Flat Bed Truck	40		100.0		68.0	67.0	64.0
1	Total	40	74.0	100.0	0.0	68.0 <b>78.0</b>	67.0 <b>79.2</b>	76.2
	Total					70.0	73.2	70.2
oundation	ons (Fine Site Grading)					Fauris	-mant Naisa I	avala
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Lmax @	oment Noise L L10 @	Leveis
lumber	Equipment	Factor (%)	50 ft.	(ft.)	Shielding (dBA)	Receptor	Receptor	Receptor
	Compressor (air)	40	78.0	100.0	0.0	72.0	71.0	68.0
	Drum Mixer	50	80.0	100.0	0.0	74.0	74.0	71.0
	Crane	16	81.0	100.0	0.0	75.0	70.0	67.0
	All Other Equipment > 5 HP	50	85.0	100.0	0.0	79.0	79.0	76.0
	Compactor (ground)	20	83.0	100.0	0.0	75.0 77.0	73.0	70.0
	Pumps	50	81.0	100.0	0.0	77.0 75.0	75.0 75.0	70.0
	Backhoe	40				73.0	73.0 71.0	68.0
	Welder/Torch	40	78.0	100.0	0.0	68.0	67.0	64.0
,	Total	40	74.0	100.0	0.0	79.0	82.9	79.9
	Total					79.0	02.9	19.9
Building (	Construction							
		Acoustical Usage	Lmax @	Distance to Receptor	Estimated Noise	Equip	oment Noise L L10 @	Levels Leq @
Number	Equipment	Acoustical Usage Factor (%)	Lmax @ 50 ft.	Distance to Receptor (ft.)	Estimated Noise Shielding (dBA)			Leq @
	Equipment ! Man Lift	-	50 ft.	(ft.)		Lmax @	L10 @	Leq @
2		Factor (%)			Shielding (dBA)	Lmax @ . Receptor	L10 @ Receptor	Leq @ Receptor
2	: Man Lift	Factor (%)	<b>50 ft.</b> 75.0	<b>(ft.)</b> 100.0	Shielding (dBA) 0.0	Lmax @ Receptor 69.0	L10 @ Receptor 68.0	Leq @ Receptor 65.0
2 2 1	! Man Lift ! Compressor (air)	Factor (%) 20 40	<b>50 ft.</b> 75.0 78.0	(ft.) 100.0 100.0	Shielding (dBA) 0.0 0.0	Lmax @ Receptor 69.0 72.0	L10 @ Receptor 68.0 74.0	Leq @ Receptor 65.0 71.0
2 2 1 1	Man Lift Compressor (air) Drum Mixer	Factor (%) 20 40 50	<b>50 ft.</b> 75.0 78.0 80.0 90.0	(ft.) 100.0 100.0 100.0 100.0	0.0 0.0 0.0 0.0 0.0	Lmax @ Receptor 69.0 72.0 74.0	L10 @ Receptor 68.0 74.0 74.0	Leq @ Receptor 65.0 71.0 71.0
2 2 1 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw	Factor (%) 20 40 50 20	<b>50 ft.</b> 75.0 78.0 80.0	(ft.) 100.0 100.0 100.0	0.0 0.0 0.0 0.0	Receptor 69.0 72.0 74.0 84.0	L10 @ Receptor 68.0 74.0 74.0 80.0	Leq @ Receptor 65.0 71.0 71.0 77.0
2 2 1 1 1 2	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe	Factor (%) 20 40 50 20 16	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Receptor 69.0 72.0 74.0 84.0 75.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0	Leq @ Receptor 65.0 71.0 71.0 77.0 67.0
2 2 1 1 1 2 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane	Factor (%) 20 40 50 20 16	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Receptor 69.0 72.0 74.0 84.0 75.0 72.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0 74.0	Leq @ Receptor 65.0 71.0 71.0 77.0 67.0 71.0
2 2 1 1 1 2 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP	Factor (%) 20 40 50 20 16 40 50	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Receptor 69.0 72.0 74.0 84.0 75.0 72.0 79.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0	Leq @ Receptor 65.0 71.0 71.0 77.0 67.0 71.0 76.0
2 2 1 1 1 2 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch	Factor (%) 20 40 50 20 16 40 50	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Receptor 69.0 72.0 74.0 84.0 75.0 72.0 79.0 68.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0	Leq @ Receptor 65.0 71.0 71.0 77.0 67.0 71.0 76.0 64.0
2 2 1 1 1 2 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch	Factor (%) 20 40 50 20 16 40 50 40	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 72.0 79.0 68.0 84.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0 84.4  Demonst Noise L	Leq @ Receptor 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4
2 2 1 1 1 2 1 1 2	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total	Factor (%) 20 40 50 20 16 40 50 40 Acoustical Usage	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 79.0 68.0 84.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0 84.4  Diment Noise L L10 @	Leq @ Receptol 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4  Levels Leq @
2 2 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total	Factor (%) 20 40 50 20 16 40 50 40  Acoustical Usage Factor (%)	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 Distance to Receptor (ft.)	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 79.0 68.0 84.0	L10 @ Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0 84.4  DOMENT Noise L L10 @ Receptor	Leq @ Receptor 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4  Levels Leq @ Receptor
2 2 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total  Equipment Drum Mixer	Factor (%) 20 40 50 20 16 40 50 40  Acoustical Usage Factor (%) 50	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0  Distance to Receptor (ft.) 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Equip Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 79.0 68.0 84.0 Equip Lmax @ Receptor 74.0	Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0 84.4    Oment Noise L L10 @ Receptor 74.0	Leq @ Receptor 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4  Levels Leq @ Receptor 71.0
2 2 1 1 1 2 1 1 2 1 1 2 1 1 1 1 2 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total  Equipment Drum Mixer All Other Equipment > 5 HP	Factor (%) 20 40 50 20 16 40 50 40  Acoustical Usage Factor (%) 50	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 Distance to Receptor (ft.)	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Equip Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 79.0 68.0 84.0 Equip Lmax @ Receptor 74.0 79.0	Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0 84.4    Oment Noise L L10 @ Receptor 74.0 79.0	Leq @ Receptor 65.0 71.0 71.0 77.0 67.0 71.0 76.0 81.4  Leq @ Receptor 71.0 76.0
2 2 1 1 1 2 1 1 2 1 1 2 1 1 1 1 2 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total  Equipment Drum Mixer	Factor (%) 20 40 50 20 16 40 50 40  Acoustical Usage Factor (%) 50	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0  Distance to Receptor (ft.) 100.0	Shielding (dBA)  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0	Equip Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 79.0 68.0 84.0 Equip Lmax @ Receptor 74.0	Receptor 68.0 74.0 74.0 80.0 70.0 74.0 79.0 67.0 84.4    Oment Noise L L10 @ Receptor 74.0	Leq @ Receptor 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4  Levels Leq @ Receptor 71.0
2 2 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total  Equipment Drum Mixer All Other Equipment > 5 HP Paver Roller	Factor (%) 20 40 50 20 16 40 50 40  50 40  Acoustical Usage Factor (%) 50 50 50 20	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0  Lmax @ 50 ft. 80.0 85.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0  Distance to Receptor (ft.) 100.0 100.0	Shielding (dBA)  0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Equip Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 79.0 68.0 84.0 Equip Lmax @ Receptor 74.0 79.0 71.0 74.0 74.0	L10 @ Receptor 68.0 74.0 74.0 80.0 74.0 79.0 67.0 84.4  Dement Noise L L10 @ Receptor 74.0 79.0 71.0 70.0	Leq @ Receptol 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4  Leq @ Receptol 71.0 76.0 68.0 67.0
2 2 1 1 1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1	Man Lift Compressor (air) Drum Mixer Concrete Saw Crane Backhoe All Other Equipment > 5 HP Welder/Torch Total  Equipment Drum Mixer All Other Equipment > 5 HP Paver	Factor (%) 20 40 50 20 16 40 50 40  50 40  Acoustical Usage Factor (%) 50 50 50	50 ft. 75.0 78.0 80.0 90.0 81.0 78.0 85.0 74.0 Lmax @ 50 ft. 80.0 85.0 77.0	(ft.) 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0 100.0	Shielding (dBA)  0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0	Equip Lmax @ Receptor 69.0 72.0 74.0 84.0 75.0 72.0 79.0 68.0 84.0 Equip Lmax @ Receptor 74.0 79.0 71.0	Receptor 68.0 74.0 74.0 80.0 74.0 79.0 67.0 84.4    Comment Noise L L10 @ Receptor 74.0 79.0 79.0 71.0	Leq @ Receptor 65.0 71.0 77.0 67.0 71.0 76.0 64.0 81.4  Leq @ Receptor 71.0 76.0 68.0

#### South Central Losa Angeles Regional Center Traffic Noise Analysis

Existing										
	Speed		Traffic Volume	s		Leq			CNEL	
Roadway/Segment	MPH	AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Adams Boulevard, East of Western Avenue	35	2010	1940	20100	68.9	66.4	64.9	70.1	67.6	66.1
Western Avenue, North of Adams Boulevard	35	2370	2140	23700	71.2	68.0	66.2	72.4	69.2	67.4
Normandie Avenue, South of I-10 EB Ramps	35	2810	2824	28240	70.3	67.9	66.3	71.6	69.1	67.6
Adams Boulevard, West of Normandie Avenue	35	1963	1808	19630	68.8	66.3	64.8	70.0	67.5	66.0
Normandie Avenue, North of Adams Boulevard	35	2452	2568	25680	69.9	67.5	65.9	71.1	68.7	67.1
Future No Project										
	Speed		Traffic Volume	s		Leq			CNEL	
Roadway/Segment	MPH	AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Adams Boulevard, East of Western Avenue	35	2059	1982	20590	69.0	66.5	65.0	70.2	67.7	66.2
Western Avenue, North of Adams Boulevard	35	2420	2185	24200	71.3	68.1	66.3	72.5	69.3	67.5
Normandie Avenue, South of I-10 EB Ramps	35	2866	2880	28800	70.4	68.0	66.4	71.6	69.2	67.6
Adams Boulevard, West of Normandie Avenue	35	2005	1848	20050	68.9	66.4	64.9	70.1	67.6	66.1
Normandie Avenue, North of Adams Boulevard	35	2501	2619	26190	70.0	67.6	66.0	71.2	68.8	67.2
Future With Project										
	Speed		Traffic Volume	s		Leq			CNEL	
Roadway/Segment	MPH	AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Adams Boulevard, East of Western Avenue	35	2099	2042	20990	69.1	66.6	65.1	70.3	67.8	66.3
Western Avenue, North of Adams Boulevard	35	2446	2231	24460	71.4	68.1	66.3	72.6	69.4	67.5
Normandie Avenue, South of I-10 EB Ramps	35	2917	2890	29170	70.5	68.0	66.5	71.7	69.3	67.7
Adams Boulevard, West of Normandie Avenue	35	2080	1902	20800	69.0	66.6	65.0	70.2	67.8	66.2
Normandie Avenue, North of Adams Boulevard	35	2556	2652	26520	70.1	67.6	66.1	71.3	68.8	67.3

#### CNEL

Summary	25 ft. fr	25 ft. from ROW		ROW
	Project	Cumulative	Project	Cumulative
Roadway/Segment	Increment	Increment	Increment	Increment
Adams Boulevard, East of Western Avenue	0.1	0.2	0.1	0.2
Western Avenue, North of Adams Boulevard	0.1	0.2	0.1	0.2
Normandie Avenue, South of I-10 EB Ramps	0.1	0.2	0.1	0.1
Adams Boulevard, West of Normandie Avenue	0.2	0.3	0.1	0.2
Normandie Avenue, North of Adams Boulevard	0.0	0.1	0.1	0.2

% of ADT					
Day	Eve	Night	Sub total		
78.40%	9.80%	9.80%	98.00%		
0.80%	0.10%	0.10%	1.00%		
0.80%	0.10%	0.10%	1.00%		
80.00%	10.00%	10.00%	100.00%		
	78.40% 0.80% 0.80%	Day         Eve           78.40%         9.80%           0.80%         0.10%           0.80%         0.10%	Day         Eve         Night           78.40%         9.80%         9.80%           0.80%         0.10%         0.10%           0.80%         0.10%         0.10%		

#### South Central Losa Angeles Regional Center Traffic Noise Analysis

Existing											
		Speed	-	Traffic Volume	es		Leq			CNEL	
Roadway/Segment		МРН	AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Western Avenue, South of I-10 EB Ramps		35	2520	2177	25200	71.5	68.3	66.4	72.7	69.5	67.7
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
Future No Project											
		Speed	-	Traffic Volume	es		Leq			CNEL	
Roadway/Segment		MPH	AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Western Avenue, South of I-10 EB Ramps		35	2572	2225	25720	71.6	68.4	66.5	72.8	69.6	67.7
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
Future With Project											
		Speed	-	Traffic Volume	es		Leq			CNEL	
Roadway/Segment		MPH	AM	PM	ADT	ROW	25 Feet	50 Feet	ROW	25 Feet	50 Feet
Western Avenue, South of I-10 EB Ramps		35	2598	2271	25980	71.6	68.4	66.6	72.8	69.6	67.8
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-
	0	35			#VALUE!	-	-	-	-	-	-

#### **CNEL**

Summary	25 ft. fr	om ROW	At ROW	
	Project	Cumulative	Project	Cumulative
Roadway/Segment	Increment	Increment	Increment	Increment
Western Avenue, South of I-10 EB Ramps	0.0	0.1	0.0	0.1
	-	-	-	-
	-	-	-	-
	-	-	-	-
	-	-	-	-

% of ADT					
Day	Eve	Night	Sub total		
78.40%	9.80%	9.80%	98.00%		
0.80%	0.10%	0.10%	1.00%		
0.80%	0.10%	0.10%	1.00%		
80.00%	10.00%	10.00%	100.00%		
	78.40% 0.80% 0.80%	Day         Eve           78.40%         9.80%           0.80%         0.10%           0.80%         0.10%	Day         Eve         Night           78.40%         9.80%         9.80%           0.80%         0.10%         0.10%           0.80%         0.10%         0.10%		



#### DRAFT

# TRAFFIC STUDY FOR THE 2500 S. WESTERN AVENUE OFFICE PROJECT

**MARCH 2011** 

Prepared for

#### **COMMUNITY IMPACT DEVELOPMENT**

Prepared by









#### DRAFT

# TRAFFIC STUDY FOR THE 2500 S. WESTERN AVENUE OFFICE PROJECT

March 2011

Prepared for:

**COMMUNITY IMPACT DEVELOPMENT** 

Prepared by:

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Ref: J1034







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	List of Tal	bles
<u>NO</u> .		



## Chapter 1 Introduction

The transportation analysis described in this study has been prepared to evaluate the potential transportation impacts of the 2500 S. Western Avenue Office Project (the "Project"). The methodology and base assumptions used in this analysis were established in conjunction with the Los Angeles Department of Transportation (LADOT).

#### PROJECT DESCRIPTION

The Project is located at 2500 S. Western Avenue at the northeast corner of Western Avenue & Adams Boulevard west of downtown Los Angeles. This Project consists of the development of a 75,000 gross square foot (gsf) office building to house the South Central Los Angeles Regional Center (SCLARC), a private, non-profit, community-based organization that coordinates services for individuals with developmental disabilities and their families. The Project would provide a three-level, 320-space subterranean parking garage on site with access on Hobart Boulevard to the east. The Project Site is bounded by private property to the north, Hobart Boulevard to the east, Adams Boulevard to the south, and Western Avenue to the west, and includes the existing Golden State Mutual Life Insurance building.

A horizon year of 2012 was selected for the study to coincide with Project's full buildout. Figure 1 illustrates the proposed site plan of the Project at full buildout.

#### **Project Location and Study Area**

The Project Site is located approximately 0.25 miles south of the Santa Monica Freeway (Interstate [I] 10) and 2.1 miles west of the Harbor Freeway (I-110). These freeways provide

• • • • • • • • • •







regional access to the Project Site. Primary local access to the Project Site is provided by Western Avenue and Adams Boulevard, with driveway access on Hobart Boulevard.

The Study Area includes a geographic area approximately 1.5 miles (north-south) by two miles (east-west). This approximately three square-mile Study Area was established in consultation with LADOT and by reviewing the travel patterns and the potential impacts of Project traffic. The Study Area was designed to ensure all potentially significantly impacted intersections, prior to any mitigations, were analyzed, and it was adjusted, as necessary, to confirm that there were no impacts at or outside the boundary of the Study Area. A total of 10 intersections in the Study Area have been selected for detailed analysis. Figure 2 illustrates the location of the Project Site in relation to the surrounding street system and the 10 analyzed intersections.

#### STUDY SCOPE

The scope of work for this study was developed in conjunction with LADOT. The base assumptions and technical methodologies were discussed as part of the study approach and agreed to in a memorandum of understanding dated February 24, 2010.

The study analyzed the potential project-generated traffic impacts on the street system surrounding the Project Site. Intersection traffic impacts for the Project were evaluated for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:30 p.m. to 6:30 p.m.) peak periods. The analysis of future year traffic forecasts was conducted for full buildout of the Project and is based on projected conditions in 2012 both with and without the addition of the Project traffic.

The following traffic scenarios have been developed and analyzed as part of this study:

Existing Conditions (Year 2010) – The analysis of existing traffic conditions provides a
basis for the assessment of future traffic conditions. The existing conditions analysis
includes a description of key area streets and highways, traffic volumes, and current
intersection operating conditions.







New intersection turning movement counts for typical weekday morning (7:00 a.m. to 10:00 a.m.) and afternoon (3:30 p.m. to 6:30 p.m.) peak periods were conducted on Thursday, October 15, 2009, and Tuesday, October 20, 2009, and observations of the current configurations of the analyzed intersections were also conducted in October 2009.

- <u>Future without Project Conditions (Year 2012)</u> This analysis projects the future traffic
  growth and intersection operating conditions that could be expected as a result of
  regional growth and related projects in the vicinity of the Project Site by year 2012. This
  analysis provides the baseline conditions by which Project impacts are evaluated at full
  buildout.
- <u>Future with Project Conditions (Year 2012)</u> This analysis identifies the potential incremental impacts of the Project at full buildout, prior to any necessary mitigation, on projected future traffic operating conditions by adding the Project-generated traffic to the Future without Project traffic forecasts (year 2012).

#### **Intersection Capacity Analyses**

Intersection capacity has been analyzed using a method that assesses the cumulative operating conditions at each study intersection. The critical movement analysis (CMA) methodology is required by LADOT for consistency with the 2004 Congestion Management Program for Los Angeles County (Los Angeles County Metropolitan Transportation Authority [Metro], July 2004) (CMP) and has been used in this study. The CMA Methodology Software (CalcaDB) developed by LADOT was used to analyze the intersections.

#### Significant Impact Criteria

LADOT has established threshold criteria used to determine the significant traffic impact of a proposed project on the signalized study intersections. LADOT standards indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the volume-to-capacity (V/C) ratio attributable to the project exceeds a specific standard depending







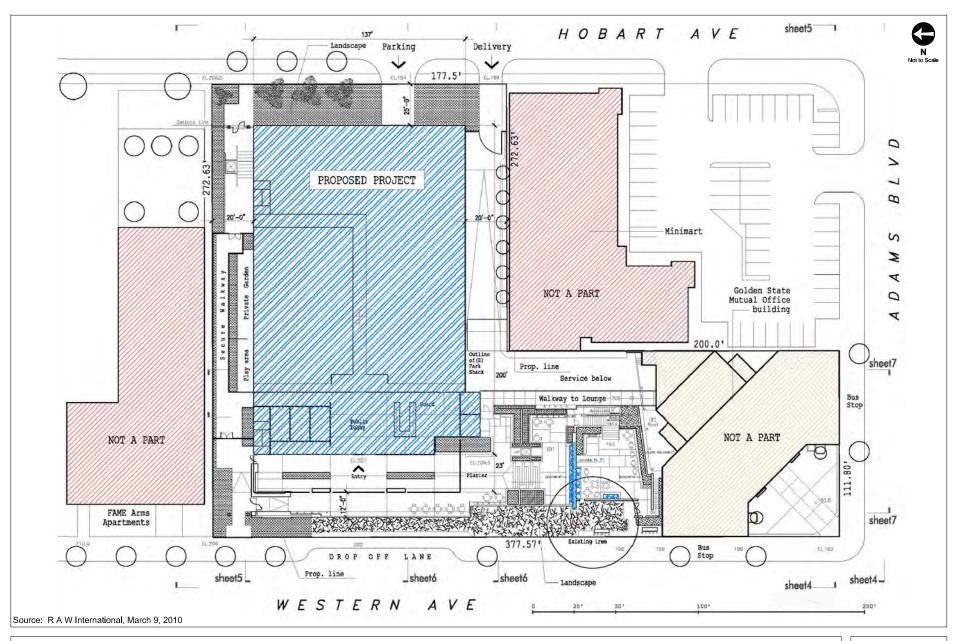
on the final intersection level of service (LOS). The significant impact criteria for signalized intersections identified in the Los Angeles CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles (City of Los Angeles, 2006) is consistent with the LADOT criteria.

LADOT has developed a sliding scale in which the minimum allowable increase in the V/C ratio decreases as the V/C ratio increases:

	ion Conditions roject Traffic	Project-Related Increase in V/C Ratio
LOS	V/C	III V/C Ratio
С	0.701 - 0.800	Equal to or greater than 0.04
D	0.801 - 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

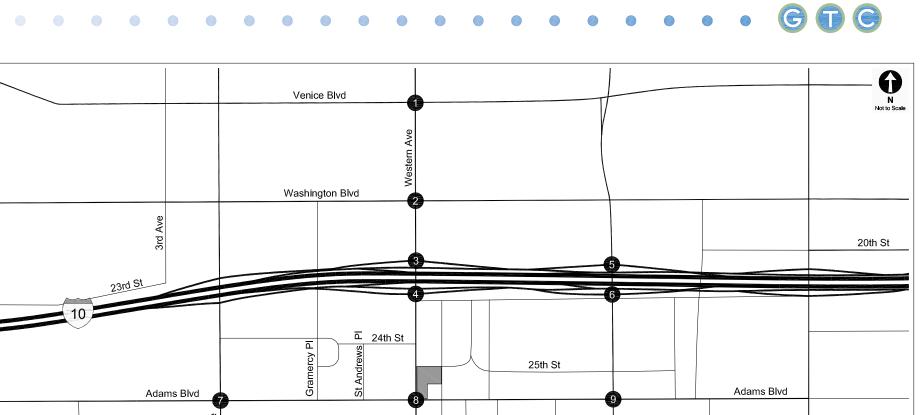
### ORGANIZATION OF REPORT

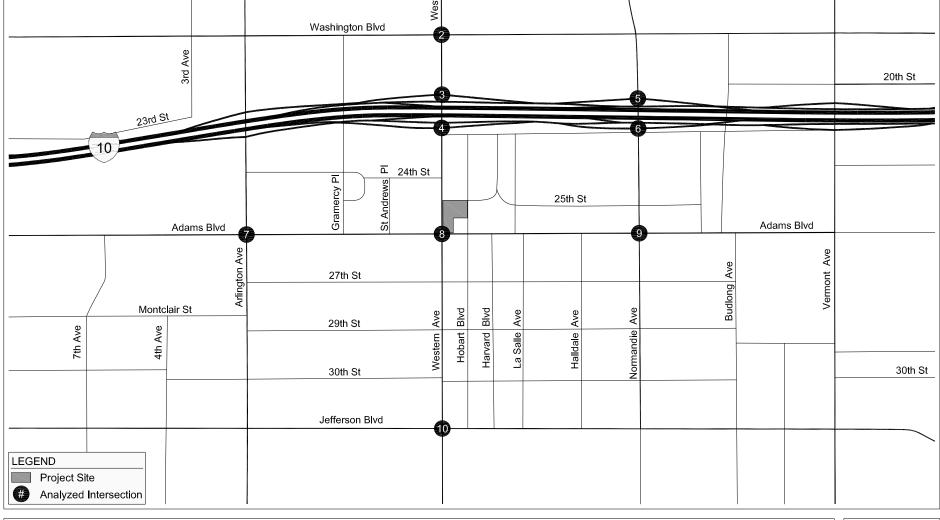
This report is divided into eight chapters, including this introduction. Chapter 2 describes the existing circulation system, traffic volumes, and traffic conditions in the study area. Chapter 3 forecasts and analyzes future operating conditions without Project traffic using the City's intersection analysis methodologies described in this introduction. Chapter 4 presents an analysis of potential future traffic impacts in the future with project scenario, and Chapter 5 presents an analysis under the CMP. Chapter 6 presents an analysis of access to the Project Site and the potential need for signalization of the intersection of Hobart Boulevard & Adams Boulevard. Chapter 7 presents an assessment of potential traffic impacts during Project construction. Chapter 8 summarizes the analyses and conclusions of the study. Details of the technical analysis are included in the appendices.



SITE PLAN

FIGURE 1





STUDY AREA AND ANALYZED INTERSECTIONS

**FIGURE** 2



## Chapter 2 Existing Conditions

As part of the Project's environmental review, existing traffic conditions and environmental setting sections are presented in this Chapter. A comprehensive data collection effort was undertaken to develop a detailed description of existing conditions in the Study Area. The existing conditions analysis relevant to this study includes an assessment of the existing freeway and street systems, an analysis of traffic volumes and current operating conditions, and an analysis of the existing public transit services.

### STUDY AREA

The Study Area, which encompasses approximately three square miles, is bounded by Venice Boulevard on the north, Vermont Avenue on the east, Jefferson Boulevard on the south, and 7<sup>th</sup> Avenue on the west. This analysis area includes facilities in the jurisdictions of the City of Los Angeles and the California Department of Transportation (Caltrans). The roadway system serving the Study Area is primarily an arterial grid, oriented along the cardinal directions.

The Study Area was designed to confirm all potentially significantly impacted intersections prior to any mitigation, and it was adjusted, as necessary, to confirm that there were no impacts at or outside the boundary of the Study Area.

### **EXISTING STREET SYSTEM**

The existing street system in the Study Area consists of a regional roadway system including freeways, principal and secondary arterials, and collector and local streets. The secondary arterials, collectors, and selected local streets in the Study Area offer sub-regional and local access and circulation opportunities. These transportation facilities generally provide two to four

travel lanes and allow parking on either side of the street. Typically, the speed limits on the arterials, collector, and local streets range between 25 and 35 miles per hour (mph).

### Freeway System

Primary regional access to the Project Site is provided by I-10 and I-110. The Project Site is approximately 0.25 miles south of I-10, which runs east-west adjacent to the Project Site, and 2.1 miles west of I-110, which runs generally north-south adjacent to the Project Site.

### **Arterial Streets**

The major arterials providing regional and sub-regional access to the Project include Crenshaw Boulevard, Arlington Avenue, Western Avenue, Normandie Avenue, Vermont Avenue, Olympic Boulevard, Pico Boulevard, Venice Boulevard, Washington Boulevard, Adams Boulevard, Jefferson Boulevard, and Exposition Boulevard.

### STUDY INTERSECTIONS

The study intersections were selected based on Project traffic patterns and in consultation with LADOT. The Study Area was defined to ensure that all potentially significantly impacted intersections, prior to any mitigation, were analyzed and that no impacts would be found outside the boundary of the Study Area. As a result, a total of 10 intersections are analyzed as part of this study.

Each of the 10 study intersections is located in the City of Los Angeles. Four of the study intersections are freeway ramp locations and, thus, also fall under Caltrans jurisdiction. A list of these intersections by jurisdiction is presented in Table 1.









### **EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS**

Intersection turning movement counts for the morning and afternoon peak periods for typical weekdays was collected on Thursday, October 15, 2009, and Tuesday, October 20, 2009 for the 10 analyzed intersections. These traffic volumes, illustrated in Figure 3, represent the existing conditions for the purposes of this analysis. Intersection fieldwork (signal phasing and lane configurations) was collected at all of the analyzed intersections in October 2009. The existing intersection lane configurations and the traffic counts are provided in Appendices A and B, respectively.

### **Level of Service Methodology**

LOS categories range from excellent, nearly free-flow traffic at LOS A to stop-and-go conditions at LOS F. LOS D is typically recognized as an acceptable service level in urban areas, although many urbanized areas operate at LOS E or F.

There are a variety of standard methodologies to analyze LOS for signalized intersections. According to LADOT policy (*Traffic Study Policies and Procedures* [LADOT, revised August 2003]), this study is required to utilize the "Critical Movement Analysis – Planning" (*Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, Transportation Research Board, 1980) method of intersection capacity calculation to analyze signalized intersections. The CMA methodology determines the intersection V/C ratio and corresponding LOS for the turning movements and intersection characteristics at signalized intersections based on the definitions described in Table 2.

All of the analyzed intersections are currently controlled by traffic signals. The CalcaDB software package developed by LADOT was used to implement the CMA methodology at the analyzed intersections.









### **Computer Traffic Signal Control**

The Automated Traffic Surveillance and Control (ATSAC) System represents an advanced system in computer control of traffic signals. It was first put into operation in June 1984 in the Coliseum area of the City of Los Angeles to anticipate the expected increase in traffic due to the Summer Olympic Games and has since been expanded to other parts of the City. The advantages of ATSAC-controlled traffic signals are substantial, including real-time adjustment of signal timing plans to reflect changing traffic conditions, identification of unusual traffic conditions caused by incidents, the ability to implement special purpose short-term signal timing changes in response to incidents, and the ability to identify signal equipment malfunctions quickly. LADOT estimates that implementation of this system improves intersection capacity by an average of 7%.

In addition to ATSAC, the Adaptive Traffic Control System (ATCS) has been tested and implemented along major travel corridors in the City of Los Angeles. ATCS is a computer-based traffic signal control program that provides fully responsive traffic signal control based on real-time traffic conditions. It automatically adjusts and optimizes traffic signal timing in response to current traffic demands on the entire signal network such that the number of stops and the amount of delay is minimized along with improved traffic signal coordination throughout the network. LADOT estimates that implementation of this system improves intersection capacity by an additional 3% over those operating under ATSAC alone.

All of the 10 study intersections are controlled by the City of Los Angeles' ATCS. In accordance with standard LADOT procedures, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefits of ATCS control at these intersections

### **Existing Intersection Operations**

Existing intersection operations during the weekday morning and afternoon peak hours are shown in Table 3. It summarizes the V/C ratios and corresponding LOS at each of the analyzed locations. Detailed LOS worksheets are provided in Appendix C.

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As shown in Table 3, all of the 10 analyzed intersections currently operate at LOS D or better during both the morning and afternoon peak hours on weekdays.

#### PUBLIC TRANSIT SYSTEM

Bus transit service is available in the immediate vicinity of the Project Site as part of the public transit system. Bus transit providers in the region providing service in the vicinity of the Project Site include the Metro and LADOT Downtown Area Shuttle (DASH) transit systems. The Metro bus system provides six bus lines in the form of both rapid and local bus service in the area. The LADOT DASH system provides one local bus line in the area. Additionally, the Metro Purple Line subway has a terminus at Western Boulevard & Wilshire Boulevard, approximately two miles north of the Project Site, and the Metro Expo Line light-rail system, which is scheduled to open in 2010, will provide service along Exposition Boulevard approximately one mile south of the Project Site. Metro bus lines directly connect the Project Site to both of these rail lines.

Figure 4 illustrates the bus and rail transit service within the Study Area. Table 4 summarizes the various transit lines operating within a short walking distance of the Project Site for each of the service providers in the region, the type of service (peak vs. off-peak, express vs. local), and frequency of service. The following provides a brief description of the bus lines providing service along the periphery of the Project Site:

- Metro Local 37 Route 37 is a local line that travels from Fairfax Avenue & Washington Boulevard to downtown Los Angeles, with average headways of nine minutes during the weekday morning peak hour, 14 minutes during the weekday midday peak hour, and seven minutes during the weekday afternoon peak hour. It travels along Adams Boulevard in the vicinity of the Project Site with a stop at Western Avenue.
- Metro Local 206 Route 206 is a local line that travels from Athens to Hollywood, with average headways of eight minutes during the weekday morning peak hour, 15 minutes during the weekday midday peak hour, and seven minutes during the weekday afternoon peak hour. It travels along Normandie Avenue in the vicinity of the Project Site.
- Metro Local 207 Route 207 is a local line that travels from Athens to Hollywood, with average headways of five minutes during the weekday morning and afternoon peak hours and 10 minutes during the weekday midday peak hour. It travels along Western Avenue in the vicinity of the Project Site with a stop at Adams Boulevard.

- Metro Local 209 Route 209 is a local line that travels from Athens to Wilshire Center at Western Avenue & Wilshire Boulevard, with average headways of 45 minutes during the weekday morning and afternoon peak hours and one hour during the weekday midday peak hour. It travels along Arlington Avenue in the vicinity of the Project Site.
- Metro Express 550 Route 550 is an express line that travels from San Pedro to West Hollywood, with average headways of 22 minutes during the weekday morning peak hour, 45 minutes during the weekday midday peak hour, and 25 minutes during the weekday afternoon peak hour. It travels along Western Avenue in the vicinity of the Project Site with a stop at Adams Boulevard.
- Metro Rapid 757 Route 757 is a rapid line that travels from Hollywood to Hawthorne, with average headways of 10 minutes during the weekday morning and afternoon peak hours and 14 minutes during the weekday midday peak hour. It travels along Western Avenue in the vicinity of the Project Site with a stop at Adams Boulevard.
- <u>LADOT DASH Midtown</u> Route A is a local line that travels from Crenshaw Boulevard & West Martin Luther King Junior Boulevard to Redondo Boulevard & San Vicente Boulevard, with average headways of 30 minutes during the weekday morning, midday, and afternoon peak hours. It travels along Adams Boulevard west of the Project Site and along Western Avenue north of the Project Site with a stop adjacent to the Project Site.

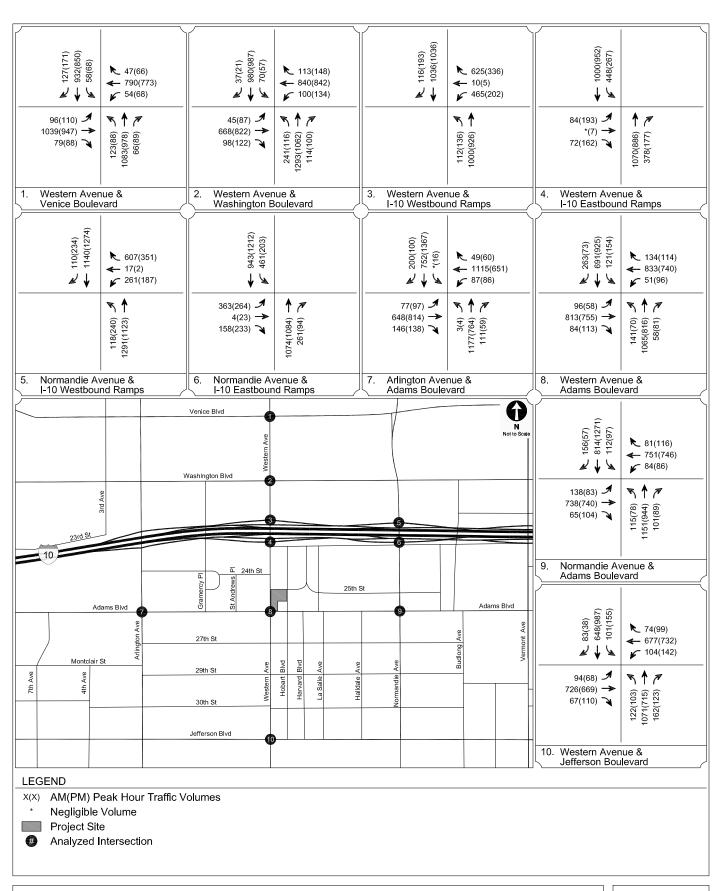
In addition to the bus lines that currently serve the Project Site vicinity, the Metro Purple Line and the future Metro Expo Line operate near the Study Area with stations on Western Avenue north (at Wilshire Boulevard) and south (at Exposition Boulevard) of the Project Site. The Expo Line (Phase I due to open in 2010) runs east-west between Culver City and downtown Los Angeles, connecting with the Metro Red Line, Purple Line and Blue Line at Metro Center in downtown to the east of the Project Site. The Purple Line runs east-west between Wilshire Center and downtown Los Angeles, connecting with the Metro Gold Line at Union Station to the east and ending two miles north of the Project Site.

### **CMP ANALYSIS**

The Los Angeles County CMP is a State-mandated program that serves as the monitoring and analytical basis for transportation funding decisions in the County made through the Regional Transportation Improvement Program (RTIP) and State Transportation Improvement Program (STIP) processes. The CMP requires that a Traffic Impact Analysis (TIA) be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a

project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours.

The CMP arterial and freeway analysis can be found in Chapter 5. It was conducted in accordance with the TIA guidelines referenced in the CMP.



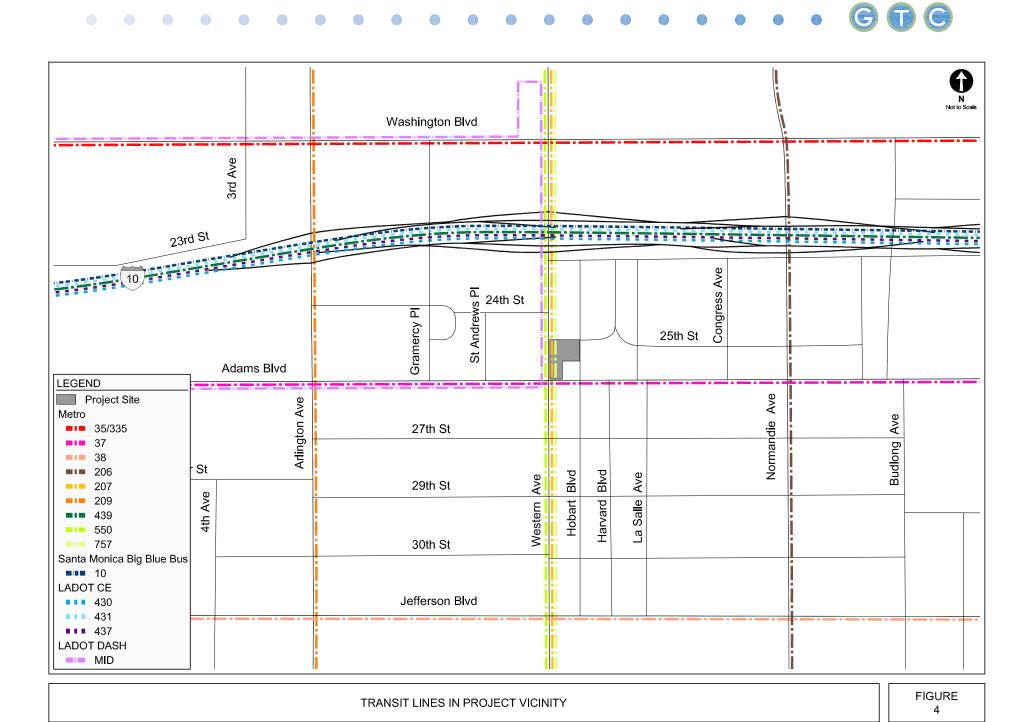


TABLE 1
ANALYZED INTERSECTIONS

No.	Intersection	Jurisdiction
1.	Western Avenue & Venice Boulevard	City of Los Angeles
2.	Western Avenue & Washington Boulevard	City of Los Angeles
3.	Western Avenue & I-10 Westbound Ramps	City of Los Angeles/Caltrans
4.	Western Avenue & I-10 Eastbound Ramps	City of Los Angeles/Caltrans
5.	Normandie Avenue & I-10 Westbound Ramps	City of Los Angeles/Caltrans
6.	Normandie Avenue & I-10 Eastbound Ramps	City of Los Angeles/Caltrans
7.	Arlington Avenue & Adams Boulevard	City of Los Angeles
8.	Western Avenue & Adams Boulevard	City of Los Angeles
9.	Normandie Avenue & Adams Boulevard	City of Los Angeles
10.	Western Avenue & Jefferson Boulevard	City of Los Angeles

All intersections operate under the LADOT Adaptive Traffic Control System (ATCS).

TABLE 2
LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS
(CRITICAL MOVEMENT ANALYSIS METHOD)

Level of Service	Intersection Capacity Utilization	Definition
А	0.000 - 0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
В	0.601 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
С	0.701 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.901 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches.  Tremendous delays with continuously increasing queue lengths.

<u>Source</u>: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity,* Transportation Research Board, 1980.

TABLE 3
EXISTING INTERSECTION LEVEL OF SERVICE ANALYSIS (YEAR 2010)

	Intersection	Peak	Existing	3
		Hour	V/C	LOS
1.	Western Avenue & Venice Boulevard	AM PM	0.731 0.692	C B
2.	Western Avenue & Washington Boulevard	AM PM	0.843 0.787	D C
3.	Western Avenue & I-10 Westbound Ramps	AM PM	0.753 0.555	C A
4.	Western Avenue & I-10 Eastbound Ramps	AM PM	0.503 0.441	A A
5.	Normandie Avenue & I-10 Westbound Ramps	AM PM	0.694 0.705	B C
6.	Normandie Avenue & I-10 Eastbound Ramps	AM PM	0.785 0.605	C B
7.	Arlington Avenue & Adams Boulevard	AM PM	0.753 0.764	CC
8.	Western Avenue & Adams Boulevard	AM PM	0.770 0.683	СВ
9.	Normandie Avenue & Adams Boulevard	AM PM	0.840 0.793	D C
10.	Western Avenue & Jefferson Boulevard	AM PM	0.636 0.629	B B

All intersections include 0.10 V/C credit allowed under ATSAC/ATCS control.

TABLE 4
EXISTING TRANSIT SERVICE

	Provider, Route, and Service Area	Service Type	Hours of Operation	Averag	je Headway (n	ninutes)
	Flovider, Route, and Service Area	Service Type	riours or operation	A.M.	Midday	P.M.
Los Angeles	s County Metropolitan Transportation Authority					
35/335	Downtown Los Angeles - Fairfax Avenue/Washington Boulevard via Washington Boulevard	Local	4:30 A.M 12:30 A.M.	6	10	8
37	Downtown Los Angeles - Fairfax Avenue & Washington Boulevard via Adams Boulevard	Local	4:00 A.M 1:00 A.M.	9	14	7
38	17th Street/Broadway - Fairfax Avenue/Washington Boulevard via W. Jefferson Boulevard	Local	4:30 A.M 1:00 A.M.	12	16	13
206	Athens - Hollywood via Normandie Avenue	Local	5:00 A.M 12:30 A.M.	8	15	7
207	Athens - Hollywood via Western Avenue	Local	4:30 A.M 12:00 A.M.	5	10	5
209	Athens - Wilshire Center via Van Ness Avenue & Arlington Avenue	Local	5:30 A.M 8:30 P.M.	45	60	45
550	San Pedro - West Hollywood via Harbor Transitway	Express	5:00 A.M 11:00 P.M.	22	45	25
757	Hollywood - Hawthorne via Western Avenue	RAPID	5:00 A.M 11:00 P.M.	10	14	10
Los Angeles	s Department of Transportation DASH					
LDMID	Midtown Route	Local	7:00 A.M 6:00 P.M.	30	30	30



# Chapter 3 Future without Project Conditions

In accordance with California Environmental Quality Act (CEQA) requirements, the Project's TIA considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals (called related projects) and the methodologies used in projecting future traffic conditions without the Project are discussed in this section. The base year 2012 roadway network conditions in terms of anticipated supply, demand, and operations (system performance) are also discussed in this Chapter. The study analyzed year 2012 to coincide with the full buildout of the Project.

### **FUTURE BASE ROADWAY IMPROVEMENTS**

The roadway network for the Future without Project conditions (year 2012) within the Study Area is affected by a number of regional improvement plans, local specific plans, and programmed improvements.

### Metro Expo Line Light Rail Project

Metro is currently constructing Phase I of the Expo Light Rail Transit system connecting downtown Los Angeles to Culver City. This 8.5-mile rail system will run along Exposition Boulevard from Robertson Boulevard to downtown Los Angeles and should help to alleviate congestion along parallel east-west routes in the vicinity, including Adams Boulevard and I-10. It is expected to take 30 minutes to travel from one end of the line to the other. It is scheduled to open in the summer of 2010. Phase II of the Expo Line completed an environmental review in February 2010 and will extend the line to the City of Santa Monica. Several possible alignments are being explored.

The construction and operation of the Expo Line would not affect the configuration or operation of any of the analyzed intersections.

### **FUTURE WITHOUT PROJECT TRAFFIC PROJECTIONS**

The Future without Project traffic projections reflect growth in traffic over existing conditions from two sources. The first source is the ambient growth in traffic, which reflects increases in traffic due to regional growth and development outside the Study Area. The second source is growth due to traffic generated by ongoing or entitled projects in or in the vicinity of the Study Area.

### **Ambient Traffic Growth**

Existing traffic is expected to increase as a result of regional growth and development. Based on historical trends and standard LADOT procedures, an ambient growth factor of 1% per year was used to adjust the existing traffic volumes to reflect the effects of regional growth and development by the year 2012. The total adjustment applied over the two-year period to Project completion was therefore 2%.

### **Related Projects**

In accordance with CEQA requirements, this study considers the effects of the Project in relation to other developments either proposed, approved, or under construction in the Study Area. These development proposals ("related projects") are expected to be implemented in the vicinity of the Project Site prior to the buildout date of the Project. The list of related projects was obtained from LADOT.

A total of 14 related projects, illustrated in Figure 5, have been identified in relation to the Project by way of location and completion dates comparable with the Project. Table 5 provides information on the land use, location, size, status, and trip generation estimates of these related projects. Other known developments outside the Study Area have been determined to be

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geographically too far from the Project Site to add substantially to the cumulative effects within the Study Area.

The specifics regarding related projects compiled for this study are based on information provided by LADOT and recent published reports for other developments. As noted above, the trips associated with these related projects have been accounted for in the future forecasts developed.

**Trip Generation.** Trip generation estimates for the related projects were calculated using a combination of previous study findings and the trip generation rates contained in *Trip Generation*, 8<sup>th</sup> Edition (Institute of Transportation Engineers, 2008), a national standard used by the traffic engineering profession and approved by LADOT. As shown in Table 5, the related projects are expected to generate a total of approximately 12,864 daily trips on a typical weekday, including 1,159 morning peak hour trips and 1,144 afternoon peak hour trips. These projections are conservative in that they do not in every case account for either the existing uses to be removed or the likely use of non-motorized travel modes (transit, walk, etc.)

<u>Trip Distribution</u>. The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which the employees/residents and potential patrons of the proposed developments are drawn, and the location of these projects in relation to the surrounding street system.

<u>Trip Assignment</u>. The trip generation estimates for the related projects were assigned to the local street system using the trip distribution pattern described above and taking into account the committed base roadway improvements noted earlier. These volumes were then added to the existing traffic volumes after adjustment for the 2% ambient growth through the assumed buildout year of 2012. The resulting Future without Project traffic volumes are illustrated in Figure 6. They represent Future without Project conditions, i.e., future conditions without the Project in the year 2012.

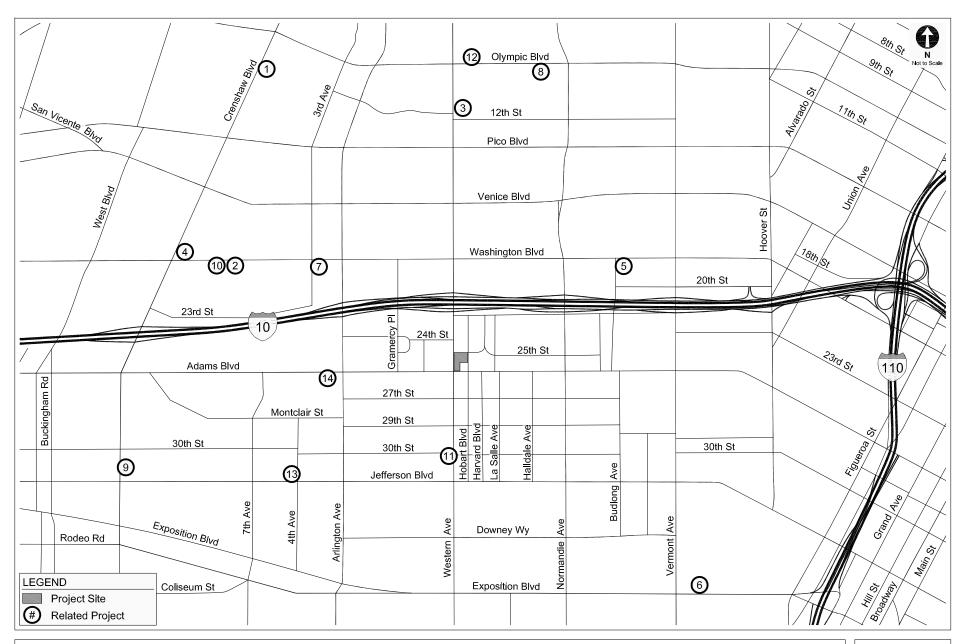
### **INTERSECTION OPERATIONS**

This section presents the methodology and results of the intersection operations for the Future without Project conditions that are defined by the traffic volumes, intersection lane configurations, and roadways that would exist in year 2012 as noted above.

Similar to the existing conditions, the study intersections were analyzed using the CMA methodology based on LADOT guidelines. Intersection lane configurations and detailed LOS worksheets are provided in Appendices A and C respectively.

As shown in Table 6, in the year 2012, all of the study intersections are expected to operate at LOS D or better during both the morning and afternoon peak hours.





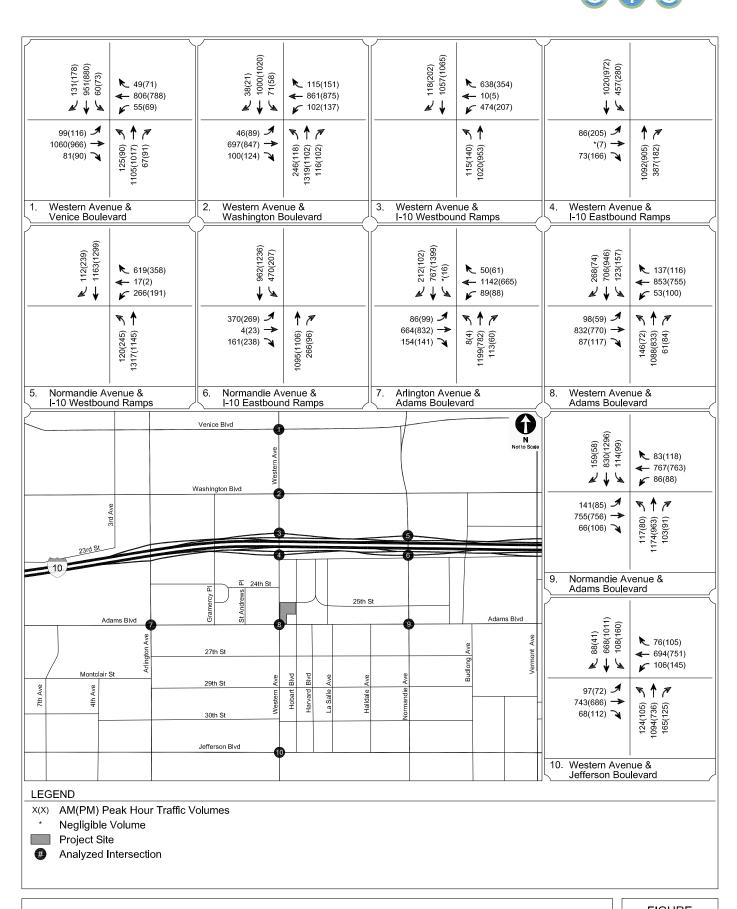


TABLE 5 TRIP GENERATION ESTIMATES FOR RELATED PROJECTS

Мар	Project Name/Location	Description/Land Use	Size	Net Daily	Net A	.M. Peak Hour	Trips	Net P	.M. Peak Hour	Trips
ID	Project Name/Location	Description/Land Use	Size	Trips	In	Out	Total	In	Out	Total
	Day Care EAF 2003-8382 1140 Crenshaw Boulevard	Day Care Center	5,000 sf	242	29	26	55	25	29	54
2.	Private Elementary School EAF 2004-0313 1932 10th Avenue	Elementary School	90 students	92	46	37	83	9	9	18
	Shopping Center EAF 2004-0782 1144 S. Western Avenue	Shopping Center	21,684 sf	929	13	9	22	40	41	81
	Starbucks Coffee with Drive-Thru EAF 2005-0068 4177 W. Washington Boulevard	Coffee Shop w/ Drive-Thru	1,600 sf	794	43	42	85	27	28	55
5.	LAUSD - Central Region Elementary School #5 2005-CEN-2223 Budlong Avenue & Washington Boulevard	Elementary School	575 students	n/a	108	88	196	0	0	0
	USC Parkside II Residential Tower 2005-CEN-1991 920 W. 37th Street	College Dormitory	160,000 sf	393	6	26	32	30	16	46
7.	LAUSD - Central Region Elementary School #15 2005-CEN-2231 3rd Avenue & Washington Boulevard	Elementary School	875 students	n/a	160	130	290	0	0	0
8.	Shopping Center 2006-CEN-3002 3060 W. Olympic Boulevard	Shopping Center	109,006 sf	4,134	52	33	85	176	184	360
9.	Retail, Office & Bank 2007-CEN-3981 3060 S. Crenshaw Boulevard	Retail Office Bank	13,969 sf 25,015 sf 6,000 sf	880	40	7	47	25	59	84
10.	Washington Square Mixed-Use Development 2008-CEN-4905 4040 W. Washington Boulevard	Condominiums Apartments Live/Work Units Retail Restaurant High-Turnover Restaurant	219 du 200 du 128 units 82,500 sf 18,800 sf 5,500 sf	2,928	41	162	203	164	88	252
11.	Condominiums 2008-CEN-4920 3001 S. Western Avenue	Condominiums	66 du	387	6	23	29	22	12	34
12.	Restaurant 2008-CEN-4918 3267 W. Olympic Boulevard	Restaurant	17,033 sf	1,532	0	0	0	86	42	128
	Mixed-Use Development 2009-CEN-4972 2401 W. Jefferson Boulevard	Apartments Retail	52 du 20,877 sf	553	-1	-6	-7	19	13	32
14.	ICEF Adams School Expansion 2009-CEN-4988 3200 W. Adams Boulevard	Charter School	150 students	n/a	27	12	39	0	0	0
	GRAND TOTAL FOR ALL REL	ATED PROJECTS		12,864	570	589	1,159	623	521	1,144

The USC Master Plan will also be included on the related projects list for the final report, although it is unlikely that any portion of the project will be completed by 2012.

Sources:
City of Los Angeles Planning Department & Department of Transportation, August 2009.

Trip Generation, 8th Edition, Institute of Transportation Engineers, 2008.

TABLE 6
FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS (YEAR 2012)

	Intersection	Peak	Existing	)	Future without Project			
		Hour	V/C	LOS	V/C	LOS		
1.	Western Avenue & Venice Boulevard	AM PM	0.731 0.692	C B	0.748 0.716	CC		
2.	Western Avenue & Washington Boulevard	AM PM	0.843 0.787	D C	0.862 0.818	D D		
3.	Western Avenue & I-10 Westbound Ramps	AM PM	0.753 0.555	C A	0.770 0.580	C A		
4.	Western Avenue & I-10 Eastbound Ramps	AM PM	0.503 0.441	A A	0.515 0.459	A A		
5.	Normandie Avenue & I-10 Westbound Ramps	AM PM	0.694 0.705	ВС	0.709 0.722	ОО		
6.	Normandie Avenue & I-10 Eastbound Ramps	AM PM	0.785 0.605	C B	0.802 0.619	D B		
7.	Arlington Avenue & Adams Boulevard	AM PM	0.753 0.764	СС	0.775 0.784	OO		
8.	Western Avenue & Adams Boulevard	AM PM	0.770 0.683	C B	0.789 0.701	OO		
9.	Normandie Avenue & Adams Boulevard	AM PM	0.840 0.793	D C	0.859 0.812	D D		
10.	Western Avenue & Jefferson Boulevard	AM PM	0.636 0.629	B B	0.655 0.646	B B		

All intersections include 0.10 V/C credit allowed under ATSAC/ATCS control.



# Chapter 4 Future with Project Conditions

This Chapter describes the findings of the analysis of the transportation system within the Study Area in the future with the full development of the Project under the assumptions and methodologies required by LADOT. The planning horizon for these analyses is the year 2012 corresponding with the buildout year of the Project. The transportation impacts of the Project on the street system are also addressed in this Chapter.

### **PROJECT DESCRIPTION**

As described in the introductory Chapter and shown in Figure 1, the Project consists of the development of a 75,000 gsf office building with an on-site, three-level, 320-space subterranean parking garage. The Project is intended to provide a new office for the South Central Los Angeles Regional Center, which is currently west of the southwest corner of Figueroa Street & Adams Boulevard, approximately two miles east of the Project Site.

Access to the site would be provided via a driveway on the east side of the Project Site to Hobart Boulevard. Departing traffic would be directed to make only right turns from the Project Site in order to protect the residential neighborhood to the north.

### PROJECT TRIP GENERATION

*Trip Generation*, 8<sup>th</sup> *Edition* was used to estimate the number of trips expected to be generated by the Project. Office developments in urban Los Angeles areas typically use an adjusted trip generation rate that applies a credit for non-automotive modes of travel such as walking and transit, but in order to present a more conservative analysis, no such reductions were made to the trip generation rates for this Project.

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Table 7 provides a summary of the trip generation rates and estimates for the proposed land uses. As indicated, it is estimated that the Project would generate a total of 826 daily trips on a typical weekday, including approximately 116 morning peak hour trips (102 inbound, 14 outbound) and 112 afternoon peak hour trips (19 inbound, 93 outbound).

### PROJECT TRIP DISTRIBUTION

Similar to the trip distribution of related projects' trips, the geographic distribution of trips generated by the Project is dependent on the locations of residential and employment centers from which the patrons of the Project would be drawn, characteristics of the street system serving the Project Site, and the level of accessibility of the routes to and from the Project Site. Because the future occupant of the Project currently operates two miles away from the Project Site, data regarding the residential distribution of the current employees was used to accurately distribute Project traffic to and from the Site.

The Project traffic distribution at the study intersections is illustrated in Figure 7. The following is the regional trip distribution applied for the Project traffic:

- 5% to/from the north
- 8% to/from the south
- 75% to/from the east
- 12% to/from the west

### PROJECT TRIP ASSIGNMENT

The Project trip generation estimates summarized in Table 7 and the distribution patterns illustrated in Figure 7 were used to assign the Project-generated traffic through the 10 analyzed intersections. Figure 8 illustrates the Project-generated peak hour traffic volumes at the analyzed intersections during typical weekday morning and afternoon peak hours upon completion of the Project.









### **FUTURE WITH PROJECT TRAFFIC PROJECTIONS**

The Project-only volumes shown in Figure 8 were added to the Future without Project traffic volumes shown in Figure 6. The resulting Future with Project traffic volumes are illustrated in Figure 9. These traffic volumes are the sum of the existing traffic volumes, ambient growth, related project traffic, and Project traffic. They represent Future with Project conditions, i.e., future conditions after the development of the Project in the year 2012.

### INTERSECTION OPERATIONS

The Future with Project conditions are defined by the traffic volumes, roadways, and intersection configurations that would exist in the year 2012 following development of the Project.

The study intersections were analyzed using the methodology described in Chapter 2. The Future with Project intersection operating conditions for typical weekday morning and afternoon peak hours are shown in Table 8. Intersection lane configurations and detailed LOS worksheets are provided in Appendices A and C, respectively.

As shown in Table 8, under the Future with Project conditions, all of the study intersections are projected to operate at LOS D or better during both the morning and afternoon peak hours.

#### SIGNIFICANT IMPACT CRITERIA FOR INTERSECTIONS

As set forth in Chapter 1, LADOT has established threshold criteria used to determine the significant traffic impact of a proposed project on the signalized study intersections. LADOT standards indicate that a project is considered to have a significant traffic impact on a signalized intersection if the increase in the V/C ratio attributable to the project exceeds a specific standard depending on the final intersection LOS. It should be noted that the significant impact criteria for signalized intersections identified in *Los Angeles CEQA Thresholds Guide* is consistent with the LADOT criteria.



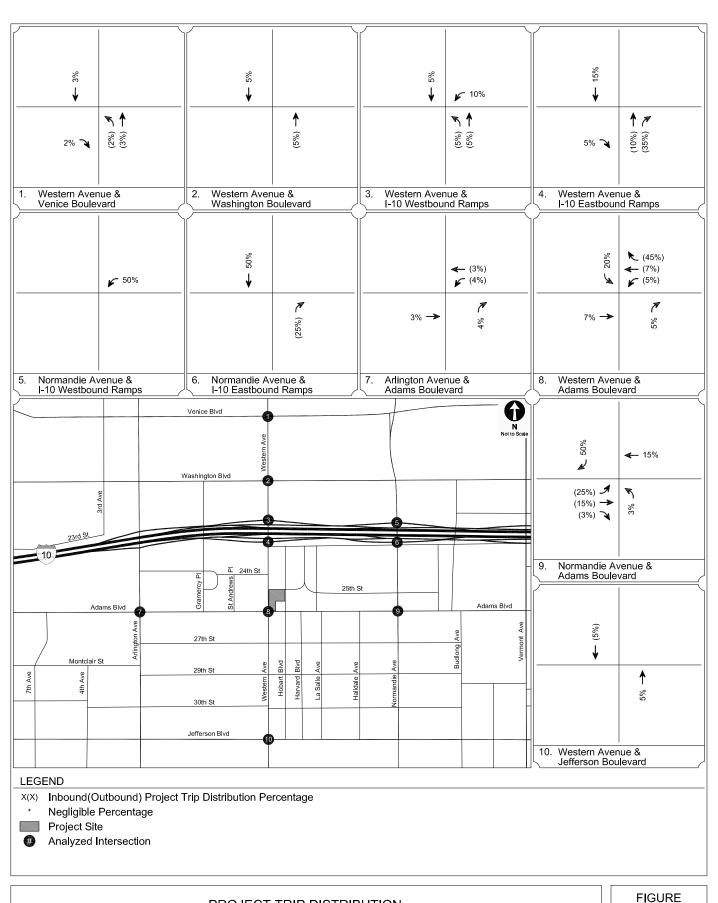
LADOT has developed a sliding scale in which the minimum allowable increase in the V/C ratio decreases as the V/C ratio increases:

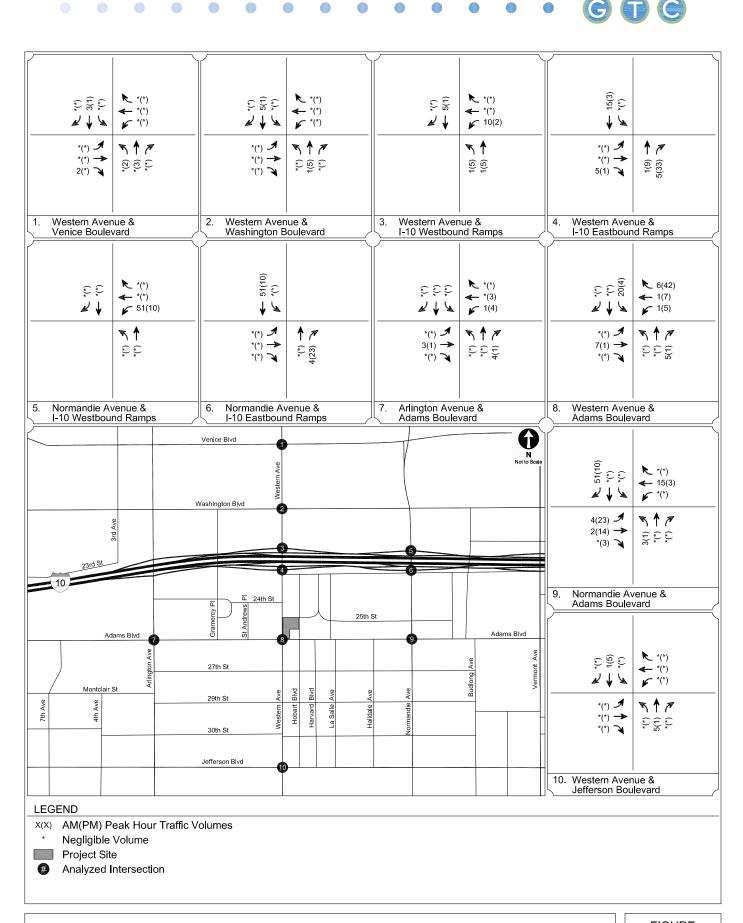
	ion Conditions roject Traffic	Project-related Increase in V/C Ratio
LOS	V/C	III V/C Ratio
С	0.701 - 0.800	Equal to or greater than 0.04
D	0.801 - 0.900	Equal to or greater than 0.02
E, F	> 0.900	Equal to or greater than 0.01

Using these criteria, for example, a project would not have a significant impact at an intersection if it is operating at LOS C after the addition of project traffic and the incremental change in the V/C ratio is less than 0.040. If the intersection, however, is operating at a LOS F after the addition of project traffic and the incremental change in the V/C ratio is 0.010 or greater, the project would be considered to have a significant impact. The project is not considered to have a significant impact if the intersection is projected to operate at LOS A or B after the addition of project traffic, regardless of the volume of traffic added to the intersection or the incremental change in the V/C ratio.

### **INTERSECTION IMPACTS**

Table 8 provides a summary of the significant intersection impact analysis, before mitigation, conducted for the 10 study intersections based on the criteria established by LADOT. As the table shows, the Project is not expected to have a significant impact at any of the 10 study intersections during either the morning or afternoon peak hour. Therefore, no mitigation measures are required at any study intersection.





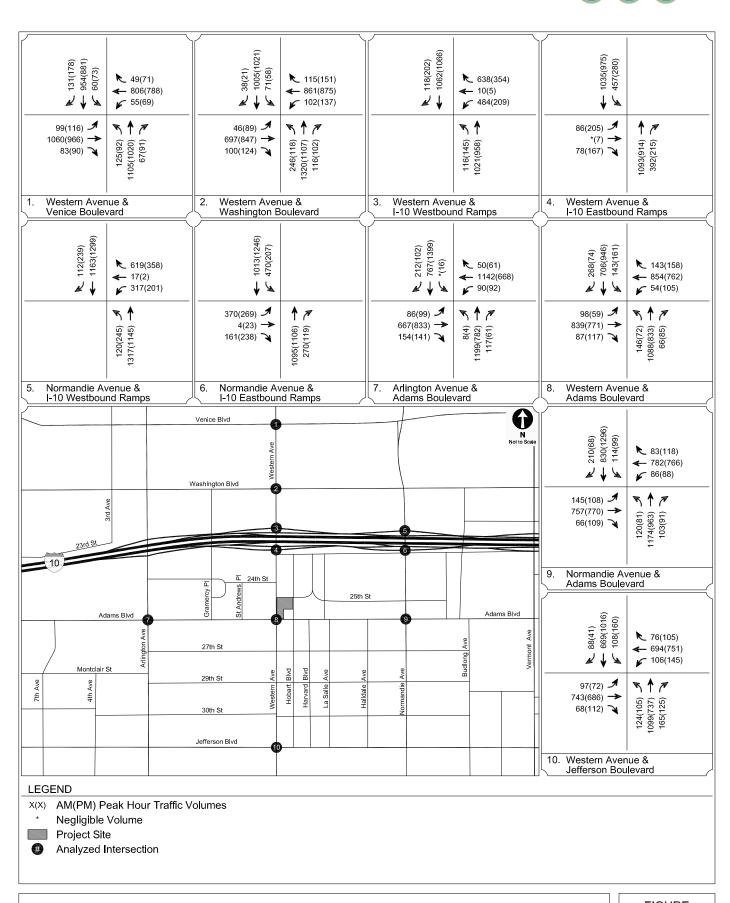


TABLE 7
PROJECT TRIP GENERATION ESTIMATES

TRIP GENERATION RATES [a]										
Londillo			Daile		A.M. Peak Hour			P.M. Peak Hour		
Land Use	ITE Code	Rate	Daily	In	Out	Total	In	Out	Total	
General Office	710	per 1,000 Square Feet <sup>1</sup>	11.01	88%	12%	1.55	17%	83%	1.49	

TRIP GENERATION ESTIMATES									
Londillon	ITE Code	Size	Daily	A.M. Peak Hour			P.M. Peak Hour		
Land Use				In	Out	Total	In	Out	Total
General Office	710	75.0 ksf	826	102	14	116	19	93	112
TOTAL NET NEW TRIPS			826	102	14	116	19	93	112

### Notes:

[a] Source: Trip Generation, 8th Edition, Institute of Transportation Engineers, December 2008.

 $<sup>\</sup>frac{1}{1,000}$  square feet = ksf.

TABLE 8
FUTURE WITH PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS (YEAR 2012)

	Intersection	Peak Hour	Future without	Project	Future with F	Project	Project Increase in V/C	Significant Project	
		Hour	V/C	LOS	V/C	LOS	or Delay	Impact	
1.	Western Avenue & Venice Boulevard	AM PM	0.748 0.716	C C	0.749 0.717	C C	0.001 0.001	NO NO	
2.	Western Avenue &	AM	0.862	D	0.862	D	0.000	NO	
	Washington Boulevard	PM	0.818	D	0.820	D	0.002	NO	
3.	Western Avenue & I-10 Westbound Ramps	AM PM	0.770 0.580	C A	0.772 0.582	C A	0.002 0.002	NO NO	
4.	Western Avenue & I-10 Eastbound Ramps	AM PM	0.515 0.459	A A	0.518 0.462	A A	0.003 0.003	NO NO	
5.	Normandie Avenue &	AM	0.709	C	0.727	C	0.018	NO	
	I-10 Westbound Ramps	PM	0.722	C	0.725	C	0.003	NO	
6.	Normandie Avenue &	AM	0.802	D	0.802	D	0.000	NO	
	I-10 Eastbound Ramps	PM	0.619	B	0.619	B	0.000	NO	
7.	Arlington Avenue &	AM	0.775	C	0.777	C	0.002	NO	
	Adams Boulevard	PM	0.784	C	0.787	C	0.003	NO	
8.	Western Avenue &	AM	0.789	C	0.805	D	0.016	NO	
	Adams Boulevard	PM	0.701	C	0.708	C	0.007	NO	
9.	Normandie Avenue &	AM	0.859	D	0.868	D	0.009	NO	
	Adams Boulevard	PM	0.812	D	0.830	D	0.018	NO	
10.	Western Avenue &	AM	0.655	B	0.657	B	0.002	NO	
	Jefferson Boulevard	PM	0.646	B	0.648	B	0.002	NO	

All intersections include 0.10 V/C credit allowed under ATSAC/ATCS control.



### Chapter 5

### Congestion Management Program Analysis

This Chapter presents an analysis of the regional transportation facilities in the vicinity of the Project, in accordance with the TIA procedures outlined for the CMP.

### **CMP GUIDELINES**

The CMP requires that a TIA be performed for all CMP arterial monitoring intersections where a project would add 50 or more trips during either the morning or afternoon weekday peak hours and all mainline freeway monitoring locations where a project would add 150 or more trips (in either direction) during the morning or afternoon weekday peak hours. A detailed analysis is not required if the project adds fewer than 50 trips during either the morning or afternoon weekday peak hours to an arterial monitoring station and fewer than 150 trips (in either direction) during the morning or afternoon weekday peak hours to a freeway monitoring station.

### **CMP SIGNIFICANT TRAFFIC IMPACT CRITERIA**

Per the CMP guidelines, a significant project-related impact would be identified if the CMP facility is projected to operate at LOS F (V/C > 1.00) and if project traffic causes an incremental change in the V/C ratio of 0.02 or greater. The proposed development would not be considered to have a regionally significant impact, regardless of the increase in V/C ratio, if the analyzed facility is projected to operate at LOS E or better after the addition of project traffic.









### CMP ARTERIAL MONITORING STATION ANALYSIS

The CMP does not have any designated arterial monitoring stations within the Study Area shown in Figure 2. The designated arterial monitoring station closest to the Project Site is:

• Western Avenue & 9th Street – 1.5 miles north of the Project Site

The nearest study intersection to this arterial monitoring station is located at Western Avenue & Venice Boulevard, nearly one mile south of the monitoring station. As shown in Figure 7, 3% of project traffic is expected to travel to and from the project site from north of Venice Boulevard on Western Avenue. With 116 trips generated in the morning peak hour (see Table 7), it is not expected that more than three trips would pass through the arterial monitoring station further north. This is below the threshold of 50 trips and therefore the Project is not expected to result in a significant impact at any CMP arterial monitoring station and no further analysis is required.

### **CMP FREEWAY SEGMENT ANALYSIS**

The nearest CMP freeway monitoring station to the Project is located on I-10 at Budlong Avenue, approximately 0.75 miles east of the Project Site. As shown in Figure 7, 75% of Project traffic is expected to travel to and from the site from the east, with 60% of that total using I-10. Table 7 shows that the Project would generate 103 inbound trips during the morning peak hour, of which 62 are expected to travel west across the freeway monitoring location at Budlong Avenue. This is below the threshold of 150 trips and therefore the Project is not expected to result in a significant impact at any CMP freeway monitoring station and no further analysis is required.



## Chapter 6 Site Access

This Chapter summarizes how vehicles will enter and exit the Project Site. It includes a signal warrant analysis of the intersection of Hobart Boulevard & Adams Boulevard, which is expected to serve as the primary gateway to the Project driveway.

### PROPOSED SITE ACCESS

As shown in Figure 1, vehicles accessing the site's subterranean parking garage will enter and exit the site from a driveway on Hobart Boulevard. The new driveway will continue the existing site access off of Hobart Boulevard, and will be in approximately the same location as the driveway serving the existing parking lot at the site. Visitors to the site are not expected to travel through the residential neighborhood to the north when travelling to or from the site. All Project-related traffic is expected to access Adams Boulevard through the unsignalized intersection of Hobart Boulevard & Adams Boulevard south of the Project driveway.

### **SIGNAL WARRANT ANALYSIS**

LADOT's *Traffic Study Policy Memo (09-01)* dated March 18, 2009 and *Traffic Study Policies and Procedures* direct that unsignalized intersections not be analyzed for significant impacts. Rather, unsignalized intersections that are either adjacent to the project or integral to the project's site access should be evaluated for signal warrants using the following criteria:

- 1. Is the intersection projected to operate at LOS E or F during the analyzed peak hours under future with project conditions?
- 2. Does the project add traffic to the intersection?
- 3. Does the intersection meet signal warrants?

**G 1 C** 

The determination that an unsignalized intersection meets the criteria of a traffic signal warrant shall not in itself require the installation of a signal. The decision whether a traffic signal should be installed will be made by the City of Los Angeles. Numerous factors may be relevant to this determination, including whether a signal is appropriate given the distance between the Hobart Boulevard & Adams Boulevard intersection and the Western Avenue & Adams Boulevard intersection or given the level of traffic on the minor street, i.e. Hobart Boulevard.

The intersection of Hobart Boulevard & Adams Boulevard was analyzed according to the criteria above. Complete results of this analysis are available in Appendix D.

#### Future with Project Levels of Service

In the Future with Project (year 2012) scenario, the intersection operates at LOS F in both the morning and afternoon peak hours. Therefore, Condition 1 above is met. (It should be noted, however, that the intersection also operates at LOS F in the Future without Project condition in both the morning and afternoon peak hours.)

#### **Project Adds Traffic**

All Project traffic accesses the intersection of Hobart Boulevard & Adams Boulevard. During the morning peak hour, the majority of Project traffic turns onto northbound Hobart Boulevard from Adams Boulevard, and during the afternoon peak hour, the majority of Project traffic turns onto Adams Boulevard from southbound Hobart Boulevard. Therefore, Condition 2 above is met.

#### **Signal Warrants**

The *Manual on Uniform Traffic Control Devices* (Federal Highway Administration, 2003) (MUTCD) describes a number of criteria to determine whether installation of a traffic control signal is justified at a particular location. At the intersection of Hobart Boulevard & Adams Boulevard, Warrant 3 is the appropriate criterion to use.

Warrant 3, Peak Hour, applies in locations where high-occupancy facilities attract or discharge large numbers of vehicles over a short time, as office buildings do. It states that a traffic control signal should be considered if the following three conditions are met during the same hour of an average day:

- 1. The total cumulative delay of all traffic on one minor street approach controlled by a stop sign equals or exceeds four hours,
- 2. The volume on the same minor-street approach equals or exceeds 100 vehicles per hour, and
- 3. The total volume entering all movements of the intersection during the hour equals or exceeds 800 vehicles.

The intersection of Hobart Boulevard & Adams Boulevard meets all three signal warrant conditions during the afternoon peak hour and, therefore, Condition 3 above is met.

#### SITE ACCESS SUMMARY

As stated above, all traffic is expected to use the intersection of Hobart Boulevard & Adams Boulevard to access the Project driveway on Hobart Boulevard. This unsignalized intersection meets all the criteria LADOT put forth in a March 2009 memo regarding the necessity of a traffic signal.

This analysis suggests that a traffic signal at the intersection of Hobart Boulevard & Adams Boulevard is justified based on the afternoon peak hour traffic levels. However, final determination on the need for signal control at that location resides with LADOT.

## Chapter 7

## Construction Period Impact Analysis

This Chapter presents an assessment of potential impacts that could occur during Project construction.

Typical construction activity usually consists of workers arriving and departing the Project Site outside of peak traffic hours (i.e., arriving prior to 7:00 a.m. and departing between 3:00 and 4:00 p.m.), thereby avoiding generating trips during the morning and afternoon peak periods. It is anticipated that construction employee trips would be relatively constant throughout construction.

Truck trips are expected to be greater during the demolition phase of the construction, during excavation and grading, and during concrete pour/delivery. Truck trips would be dispersed throughout the day and could be concentrated from 9:00 a.m. to 3:00 p.m. to avoid the peak hours. As such, the proposed project would result in less than significant construction traffic impacts from employee and truck trips.

## Chapter 8 Summary and Conclusions

This study was undertaken by Gibson Transportation Consulting, Inc. to analyze the potential traffic impacts of the proposed office building near the intersection of Western Avenue & Adams Boulevard in Los Angeles, California. The following summarizes the results of this analysis:

- The developer proposes to construct a 75,000 gsf office building at the property on the northeast corner of Western Avenue & Adams Boulevard. The existing Golden State Mutual Life Insurance building at the corner would remain.
- Access to the site would remain unchanged. Primary driveway access would be provided on Hobart Boulevard on the east edge of the Project Site.
- A new three-level, 320-space subterranean parking garage would be constructed for the Project.
- The City of Los Angeles identified 10 intersections for analysis. Under existing (year 2010) conditions, all 10 intersections operate at LOS D or better during both the morning and afternoon peak hours.
- Under future conditions without the project (year 2012), all of the 10 study intersections would continue to operate at LOS D or better during both the morning and afternoon peak hours.
- The Project is expected to generate a net increase of approximately 826 daily vehicle trips, including 116 trips in the morning peak hour (102 inbound, 14 outbound) and 112 trips in the afternoon peak hour (19 inbound, 93 outbound).
- Application of the City of Los Angeles traffic impact criteria indicates that proposed Project traffic would not create significant impacts at any of the study intersections.
- Additional analysis of potential impacts on the regional transportation system conducted in accordance with CMP requirements determined that the proposed Project would not have a significant impact at any CMP monitoring station.
- The Project proposes to replace the existing 111-space surface parking lot with a 3-level subterranean garage containing 320 spaces. This net increase of 209 parking spaces is more than the 150 parking spaces required by the City parking code for a 75,000 sf office building.



A signal warrant analysis on the unsignalized intersection of Hobart Boulevard & Adams Boulevard indicates that this intersection would meet all City criteria, justifying the need for a traffic control signal at this location based on afternoon peak hour traffic conditions in the Future with Project scenario. Final determination of the necessity and feasibility of a traffic signal at Hobart Boulevard & Adams Boulevard will be made by LADOT.



#### References

2004 Congestion Management Program for Los Angeles County, Los Angeles County Metropolitan Transportation Authority, July 2004.

Los Angeles Department of Transportation Traffic Study Policies and Procedures, Los Angeles Department of Transportation, March 2002, revised August 2003.

Los Angeles Municipal Code, City of Los Angeles, Revision No. 29, December 31, 2009.

Los Angeles CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, City of Los Angeles, 2006.

Manual on Uniform Traffic Control Devices, 2003 Edition, Federal Highway Administration, 2003.

Traffic Study Policy Memo (09-01), Los Angeles Department of Transportation, March 18, 2009.

Transportation Research Circular No. 212, Interim Materials on Highway Capacity, Transportation Research Board, 1980.

*Trip Generation, 8<sup>th</sup> Edition*, Institute of Transportation Engineers, 2008.



# Appendix A Intersection Lane Configurations



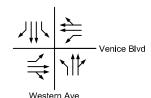




## EXISTING CONDITIONS (YEAR 2010)

## FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2012)

Western Avenue & Venice Boulevard



Same as Existing Conditions

2. Western Avenue & Washington Boulevard



Same as Existing Conditions

3. Western Avenue & I-10 Westbound Ramps

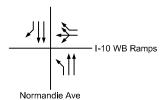
Same as Existing Conditions

4. Western Avenue & I-10 Eastbound Ramps



Same as Existing Conditions

5. Normandie Avenue & I-10 Westbound Ramps



Same as Existing Conditions

6. Normandie Avenue & I-10 Eastbound Ramps



Same as Existing Conditions







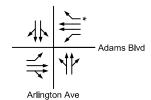
#### LEGEND

\* Functional Right-turn Lane

## EXISTING CONDITIONS (YEAR 2010)

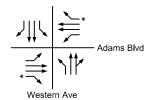
## FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2012)

7. Arlington Avenue & Adams Boulevard



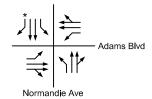
Same as Existing Conditions

8. Western Avenue & Adams Boulevard



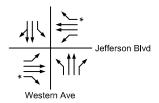
Same as Existing Conditions

9. Normandie Avenue & Adams Boulevard



Same as Existing Conditions

10. Western Avenue & Jefferson Boulevard



Same as Existing Conditions



Appendix B
Traffic Counts



CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

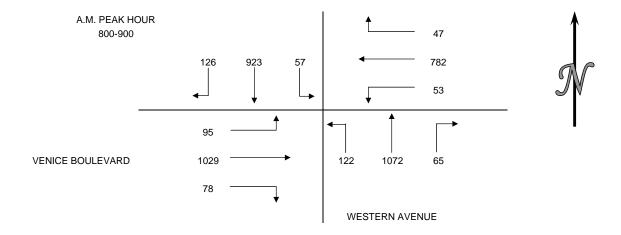
DATE: THURSDAY, OCTOBER 15, 2009

 PERIOD:
 7:00 AM TO 10:00 AM

 INTERSECTION:
 N/S
 WESTERN AVENUE

 E/W
 VENICE BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	218	7	6	213	12	11	227	37	14	122	12	899
715-730	26	211	14	8	247	10	9	275	35	9	151	14	1009
730-745	29	215	17	10	215	8	16	267	37	17	195	21	1047
745-800	35	200	23	16	200	12	19	277	28	13	180	17	1020
800-815	28	233	15	12	221	12	15	276	27	24	277	28	1168
815-830	31	254	13	8	197	10	25	252	31	17	275	23	1136
830-845	24	214	11	8	195	15	11	280	35	13	238	24	1068
845-900	43	222	18	19	169	16	14	264	29	24	239	20	1077
900-915	33	201	14	13	147	17	16	224	29	25	185	29	933
915-930	21	194	14	11	143	8	10	203	23	18	154	21	820
930-945	20	221	18	16	122	15	15	228	21	23	135	17	851
945-1000	22	233	12	9	107	10	12	241	30	24	125	21	846
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	110	844	61	40	875	42	55	1046	137	53	648	64	3975
715-815	118	859	69	46	883	42	59	1095	127	63	803	80	4244
730-830	123	902	68	46	833	42	75	1072	123	71	927	89	4371
745-845	118	901	62	44	813	49	70	1085	121	67	970	92	4392
800-900	126	923	57	47	782	53	65	1072	122	78	1029	95	4449
815-815	131	891	56	48	708	58	66	1020	124	79	937	96	4214
830-930	121	831	57	51	654	56	51	971	116	80	816	94	3898
845-945	117	838	64	59	581	56	55	919	102	90	713	87	3681
900-1000	96	849	58	49	519	50	53	896	103	90	599	88	3450



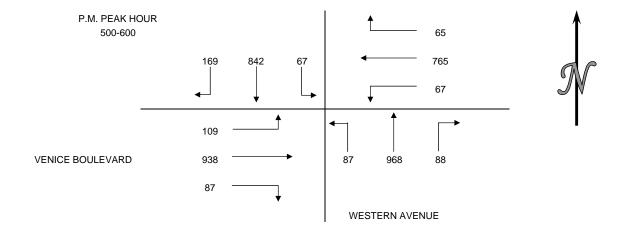


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S WESTERN AVENUE E/W VENICE BOULEVARD

15 MINI COLIN	15 MIN COUNTS												
15 MIN COOK	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	23	259	18	14	110	19	24	205	17	24	179	22	914
315-330	37	256	19	11	122	20	20	211	17	22	210	27	972
330-345	52	273	21	7	112	12	10	174	8	23	243	34	969
345-400	32	235	19	9	100	13	16	183	18	16	215	28	884
400-415	37	237	26	11	127	15	16	204	18	22	232	23	968
415-430	40	223	18	10	104	9	20	189	11	25	265	20	934
430-445	34	233	15	15	135	19	15	209	16	22	219	26	958
445-500	51	223	19	16	138	15	21	206	21	17	217	32	976
500-515	34	214	19	13	150	16	20	227	22	18	249	37	1019
515-530	37	207	13	17	190	17	23	254	20	26	230	29	1063
530-545	60	208	18	16	194	22	14	228	20	21	224	20	1045
545-600	38	213	17	19	231	12	31	259	25	22	235	23	1125
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	144	1023	77	41	444	64	70	773	60	85	847	111	3739
315-415	158	1001	85	38	461	60	62	772	61	83	900	112	3793
330-430	161	968	84	37	443	49	62	750	55	86	955	105	3755
345-445	143	928	78	45	466	56	67	785	63	85	931	97	3744
400-500	162	916	78	52	504	58	72	808	66	86	933	101	3836
415-515	159	893	71	54	527	59	76	831	70	82	950	115	3887
430-530	156	877	66	61	613	67	79	896	79	83	915	124	4016
445-545	182	852	69	62	672	70	78	915	83	82	920	118	4103
500-600	169	842	67	65	765	67	88	968	87	87	938	109	4252



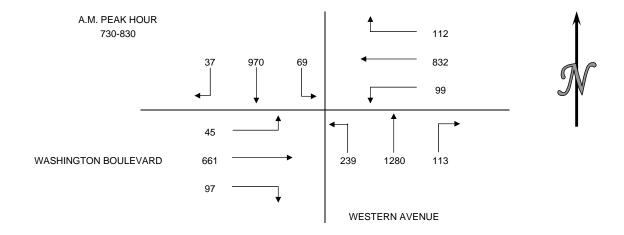


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WESTERN AVENUE
E/W WASHINGTON BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	6	214	10	22	211	13	22	290	53	17	94	9	961
715-730	10	192	10	22	250	21	14	299	48	27	139	6	1038
730-745	7	235	21	21	233	20	19	311	58	28	145	13	1111
745-800	12	258	15	30	206	36	23	342	53	21	166	7	1169
800-815	9	237	15	31	205	28	39	323	63	28	187	12	1177
815-830	9	240	18	30	188	15	32	304	65	20	163	13	1097
830-845	4	200	18	27	179	18	25	288	68	21	175	18	1041
845-900	12	209	25	24	145	10	17	286	39	24	134	14	939
900-915	7	202	17	20	120	15	21	280	35	23	103	12	855
915-930	11	243	12	30	131	13	15	243	44	19	102	15	878
930-945	10	229	13	26	101	22	23	237	21	23	87	17	809
945-1000	13	214	11	16	105	12	16	266	35	26	97	11	822
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	35	899	56	95	900	90	78	1242	212	93	544	35	4279
715-815	38	922	61	104	894	105	95	1275	222	104	637	38	4495
730-830	37	970	69	112	832	99	113	1280	239	97	661	45	4554
745-845	34	935	66	118	778	97	119	1257	249	90	691	50	4484
800-900	34	886	76	112	717	71	113	1201	235	93	659	57	4254
815-815	32	851	78	101	632	58	95	1158	207	88	575	57	3932
830-930	34	854	72	101	575	56	78	1097	186	87	514	59	3713
845-945	40	883	67	100	497	60	76	1046	139	89	426	58	3481
900-1000	41	888	53	92	457	62	75	1026	135	91	389	55	3364



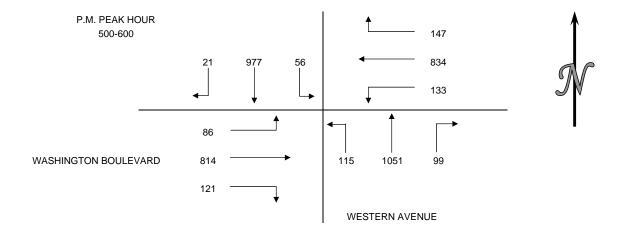


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WESTERN AVENUE
E/W WASHINGTON BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	10	272	24	26	112	25	19	251	23	23	137	28	950
315-330	5	252	16	17	103	20	13	224	12	23	160	32	877
330-345	6	291	14	31	135	25	23	210	15	31	183	23	987
345-400	10	255	17	27	140	29	21	227	14	25	211	21	997
400-415	8	222	15	16	138	20	20	243	24	21	182	10	919
415-430	11	248	21	20	150	26	20	241	18	27	204	13	999
430-445	12	214	11	18	142	25	29	239	20	27	231	24	992
445-500	10	237	11	22	153	33	28	236	21	21	188	25	985
500-515	10	256	14	43	186	30	23	267	24	37	196	28	1114
515-530	5	228	17	36	229	41	27	255	30	27	180	23	1098
530-545	3	257	14	27	204	34	25	267	30	27	200	16	1104
545-600	3	236	11	41	215	28	24	262	31	30	238	19	1138
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	31	1070	71	101	490	99	76	912	64	102	691	104	3811
315-415	29	1020	62	91	516	94	77	904	65	100	736	86	3780
330-430	35	1016	67	94	563	100	84	921	71	104	780	67	3902
345-445	41	939	64	81	570	100	90	950	76	100	828	68	3907
400-500	41	921	58	76	583	104	97	959	83	96	805	72	3895
415-515	43	955	57	103	631	114	100	983	83	112	819	90	4090
430-530	37	935	53	119	710	129	107	997	95	112	795	100	4189
445-545	28	978	56	128	772	138	103	1025	105	112	764	92	4301
500-600	21	977	56	147	834	133	99	1051	115	121	814	86	4454





CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

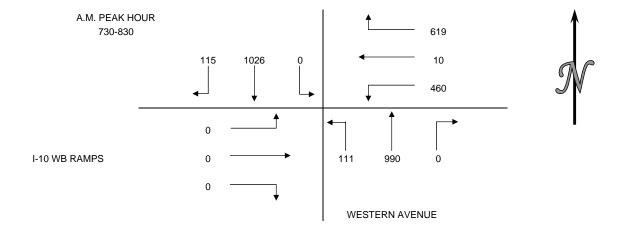
DATE: THURSDAY, OCTOBER 15, 2009

 PERIOD:
 7:00 AM TO 10:00 AM

 INTERSECTION:
 N/S
 WESTERN AVENUE

 E/W
 I-10 WB RAMPS

15 MIN COUN	ITS												
13 WIIN COOK	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	39	218	0	86	8	67	0	240	39	0	0	0	697
715-730	28	225	0	113	8	76	0	270	32	0	0	0	752
730-745	24	259	0	143	2	106	0	241	30	0	0	0	805
745-800	26	260	0	149	4	119	0	270	27	0	0	0	855
800-815	29	264	0	160	0	120	0	252	26	0	0	0	851
815-830	36	243	0	167	4	115	0	227	28	0	0	0	820
830-845	32	216	0	163	0	101	0	200	28	0	0	0	740
845-900	30	217	0	136	0	73	0	213	28	0	0	0	697
900-915	27	202	0	145	1	61	0	184	37	0	0	0	657
915-930	38	218	0	120	0	54	0	151	25	0	0	0	606
930-945	55	221	0	146	0	55	0	154	24	0	0	0	655
945-1000	56	191	0	147	2	71	0	152	17	0	0	0	636
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	117	962	0	491	22	368	0	1021	128	0	0	0	3109
715-815	107	1008	0	565	14	421	0	1033	115	0	0	0	3263
730-830	115	1026	0	619	10	460	0	990	111	0	0	0	3331
745-845	123	983	0	639	8	455	0	949	109	0	0	0	3266
800-900	127	940	0	626	4	409	0	892	110	0	0	0	3108
815-815	125	878	0	611	5	350	0	824	121	0	0	0	2914
830-930	127	853	0	564	1	289	0	748	118	0	0	0	2700
845-945	150	858	0	547	1	243	0	702	114	0	0	0	2615
900-1000	176	832	0	558	3	241	0	641	103	0	0	0	2554



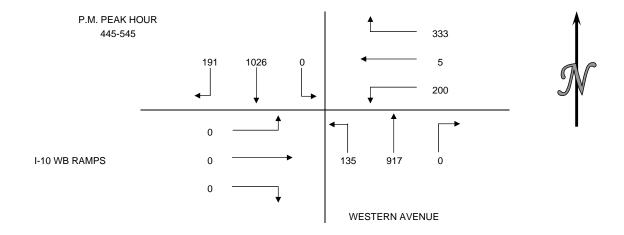


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S WESTERN AVENUE E/W I-10 WB RAMPS

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	56	257	0	101	1	53	0	166	35	0	0	0	669
315-330	73	260	0	94	1	63	0	167	32	0	0	0	690
330-345	65	251	0	90	2	69	0	167	33	0	0	0	677
345-400	60	234	0	88	2	63	0	202	37	0	0	0	686
400-415	53	239	0	90	5	62	0	183	20	0	0	0	652
415-430	53	227	0	87	1	50	0	190	31	0	0	0	639
430-445	51	229	0	97	1	65	0	223	42	0	0	0	708
445-500	42	243	0	81	1	57	0	222	29	0	0	0	675
500-515	54	252	0	81	1	56	0	221	37	0	0	0	702
515-530	52	233	0	78	1	48	0	243	36	0	0	0	691
530-545	43	298	0	93	2	39	0	231	33	0	0	0	739
545-600	65	198	0	110	2	34	0	212	24	0	0	0	645
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	254	1002	0	373	6	248	0	702	137	0	0	0	2722
315-415	251	984	0	362	10	257	0	719	122	0	0	0	2705
330-430	231	951	0	355	10	244	0	742	121	0	0	0	2654
345-445	217	929	0	362	9	240	0	798	130	0	0	0	2685
400-500	199	938	0	355	8	234	0	818	122	0	0	0	2674
415-515	200	951	0	346	4	228	0	856	139	0	0	0	2724
430-530	199	957	0	337	4	226	0	909	144	0	0	0	2776
445-545	191	1026	0	333	5	200	0	917	135	0	0	0	2807
500-600	214	981	0	362	6	177	0	907	130	0	0	0	2777





CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

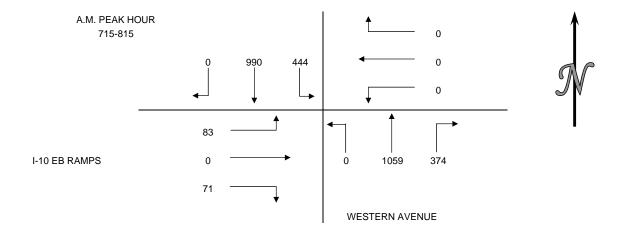
DATE: THURSDAY, OCTOBER 15, 2009

 PERIOD:
 7:00 AM TO 10:00 AM

 INTERSECTION:
 N/S
 WESTERN AVENUE

 E/W
 I-10 EB RAMPS

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	163	90	0	0	0	75	246	0	14	0	26	614
715-730	0	185	120	0	0	0	117	276	0	22	0	28	748
730-745	0	243	107	0	0	0	104	268	0	13	0	18	753
745-800	0	277	119	0	0	0	93	268	0	20	0	23	800
800-815	0	285	98	0	0	0	60	247	0	16	0	14	720
815-830	0	266	88	0	0	0	60	243	0	24	0	21	702
830-845	0	249	74	0	0	0	46	212	0	10	0	29	620
845-900	0	197	98	0	0	0	35	218	0	11	0	21	580
900-915	0	175	74	0	0	0	53	166	0	16	0	34	518
915-930	0	147	106	0	0	0	64	154	0	19	0	30	520
930-945	0	189	116	0	0	0	56	158	0	23	0	33	575
945-1000	0	168	89	0	0	0	37	141	0	24	0	32	491
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	868	436	0	0	0	389	1058	0	69	0	95	2915
715-815	0	990	444	0	0	0	374	1059	0	71	0	83	3021
730-830	0	1071	412	0	0	0	317	1026	0	73	0	76	2975
745-845	0	1077	379	0	0	0	259	970	0	70	0	87	2842
800-900	0	997	358	0	0	0	201	920	0	61	0	85	2622
815-815	0	887	334	0	0	0	194	839	0	61	0	105	2420
830-930	0	768	352	0	0	0	198	750	0	56	0	114	2238
845-945	0	708	394	0	0	0	208	696	0	69	0	118	2193
900-1000	0	679	385	0	0	0	210	619	0	82	0	129	2104



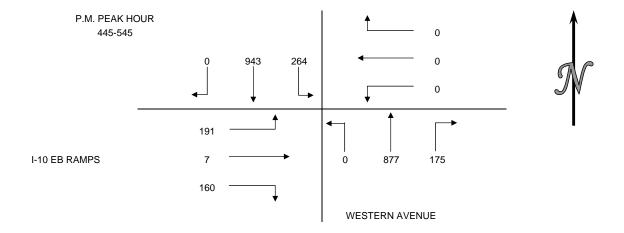


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S WESTERN AVENUE E/W I-10 EB RAMPS

45 MINI 001 IN	ITO												
15 MIN COUN		_	_		_		_	_	_				
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	230	84	0	0	0	50	175	0	37	0	37	613
315-330	0	240	90	0	0	0	47	162	0	30	2	31	602
330-345	0	218	81	0	0	0	51	176	0	23	0	30	579
345-400	0	223	67	0	0	0	58	192	0	30	0	34	604
400-415	0	247	63	0	0	0	53	192	0	23	0	39	617
415-430	0	239	55	0	0	0	52	190	0	26	0	31	593
430-445	0	210	46	0	0	0	54	205	0	26	1	49	591
445-500	0	246	65	0	0	0	39	201	0	31	3	45	630
500-515	0	240	69	0	0	0	44	235	0	56	1	44	689
515-530	0	222	73	0	0	0	47	215	0	39	3	49	648
530-545	0	235	57	0	0	0	45	226	0	34	0	53	650
545-600	0	202	61	0	0	0	48	173	0	43	1	58	586
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	911	322	0	0	0	206	705	0	120	2	132	2398
315-415	0	928	301	0	0	0	209	722	0	106	2	134	2402
330-430	0	927	266	0	0	0	214	750	0	102	0	134	2393
345-445	0	919	231	0	0	0	217	779	0	105	1	153	2405
400-500	0	942	229	0	0	0	198	788	0	106	4	164	2431
415-515	0	935	235	0	0	0	189	831	0	139	5	169	2503
430-530	0	918	253	0	0	0	184	856	0	152	8	187	2558
445-545	0	943	264	0	0	0	175	877	0	160	7	191	2617
500-600	0	899	260	0	0	0	184	849	0	172	5	204	2573



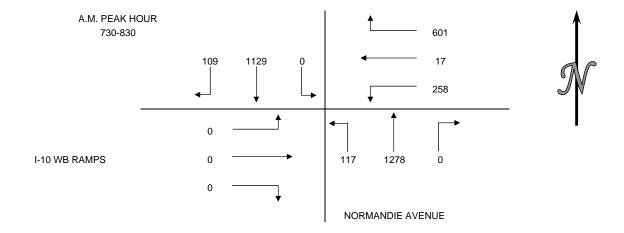


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 7:00 AM TO 10:00 AM INTERSECTION: N/S NORMANDIE AVENUE E/W I-10 WB RAMPS

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	35	250	0	119	0	32	0	289	36	0	0	0	761
715-730	34	259	0	135	4	40	0	304	41	0	0	0	817
730-745	24	273	0	140	3	58	0	327	35	0	0	0	860
745-800	33	307	0	164	5	70	0	311	35	0	0	0	925
800-815	29	278	0	142	5	69	0	315	20	0	0	0	858
815-830	23	271	0	155	4	61	0	325	27	0	0	0	866
830-845	13	256	0	161	7	56	0	301	28	0	0	0	822
845-900	19	191	0	171	4	74	0	303	29	0	0	0	791
900-915	22	189	0	164	6	69	0	251	34	0	0	0	735
915-930	18	175	0	159	5	47	0	234	22	0	0	0	660
930-945	24	172	0	162	3	51	0	216	26	0	0	0	654
945-1000	24	184	0	156	3	59	0	192	24	0	0	0	642
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	126	1089	0	558	12	200	0	1231	147	0	0	0	3363
715-815	120	1117	0	581	17	237	0	1257	131	0	0	0	3460
730-830	109	1129	0	601	17	258	0	1278	117	0	0	0	3509
745-845	98	1112	0	622	21	256	0	1252	110	0	0	0	3471
800-900	84	996	0	629	20	260	0	1244	104	0	0	0	3337
815-815	77	907	0	651	21	260	0	1180	118	0	0	0	3214
830-930	72	811	0	655	22	246	0	1089	113	0	0	0	3008
845-945	83	727	0	656	18	241	0	1004	111	0	0	0	2840
900-1000	88	720	0	641	17	226	0	893	106	0	0	0	2691



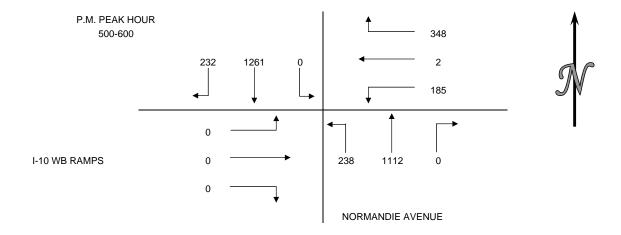


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S NORMANDIE AVENUE E/W I-10 WB RAMPS

15 MIN COUN	ITS												
10 101111 0001	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	ЕВТН	EBLT	TOTAL
300-315	58	262	0	84	1	50	0	240	41	0	0	0	736
315-330	67	282	0	92	1	60	0	227	63	0	0	0	792
330-345	58	272	0	79	0	59	0	226	50	0	0	0	744
345-400	52	259	0	92	0	67	0	233	55	0	0	0	758
400-415	70	272	0	83	0	69	0	227	44	0	0	0	765
415-430	60	252	0	88	1	62	0	235	52	0	0	0	750
430-445	61	267	0	83	1	59	0	248	60	0	0	0	779
445-500	54	286	0	79	0	56	0	247	43	0	0	0	765
500-515	49	311	0	81	1	41	0	265	54	0	0	0	802
515-530	71	315	0	88	0	54	0	278	62	0	0	0	868
530-545	52	305	0	93	0	46	0	280	68	0	0	0	844
545-600	60	330	0	86	1	44	0	289	54	0	0	0	864
HOUR TOTAL	S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	235	1075	0	347	2	236	0	926	209	0	0	0	3030
315-415	247	1085	0	346	1	255	0	913	212	0	0	0	3059
330-430	240	1055	0	342	1	257	0	921	201	0	0	0	3017
345-445	243	1050	0	346	2	257	0	943	211	0	0	0	3052
400-500	245	1077	0	333	2	246	0	957	199	0	0	0	3059
415-515	224	1116	0	331	3	218	0	995	209	0	0	0	3096
430-530	235	1179	0	331	2	210	0	1038	219	0	0	0	3214
445-545	226	1217	0	341	1	197	0	1070	227	0	0	0	3279
500-600	232	1261	0	348	2	185	0	1112	238	0	0	0	3378



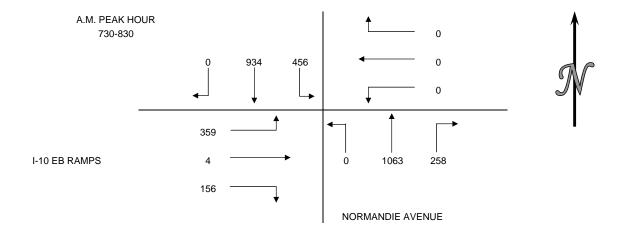


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 7:00 AM TO 10:00 AM INTERSECTION: N/S NORMANDIE AVENUE E/W I-10 EB RAMPS

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	0	154	106	0	0	0	64	248	0	35	0	62	669
715-730	0	190	108	0	0	0	62	251	0	37	0	95	743
730-745	0	215	112	0	0	0	79	254	0	35	0	80	775
745-800	0	249	117	0	0	0	57	266	0	39	2	115	845
800-815	0	234	115	0	0	0	59	260	0	34	2	93	797
815-830	0	236	112	0	0	0	63	283	0	48	0	71	813
830-845	0	207	108	0	0	0	46	257	0	44	3	63	728
845-900	0	189	102	0	0	0	64	258	0	49	1	69	732
900-915	0	179	92	0	0	0	54	231	0	53	4	68	681
915-930	0	156	88	0	0	0	48	210	0	41	2	50	595
930-945	0	164	69	0	0	0	46	209	0	42	1	36	567
945-1000	0	155	71	0	0	0	45	182	0	36	0	45	534
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	0	808	443	0	0	0	262	1019	0	146	2	352	3032
715-815	0	888	452	0	0	0	257	1031	0	145	4	383	3160
730-830	0	934	456	0	0	0	258	1063	0	156	4	359	3230
745-845	0	926	452	0	0	0	225	1066	0	165	7	342	3183
800-900	0	866	437	0	0	0	232	1058	0	175	6	296	3070
815-815	0	811	414	0	0	0	227	1029	0	194	8	271	2954
830-930	0	731	390	0	0	0	212	956	0	187	10	250	2736
845-945	0	688	351	0	0	0	212	908	0	185	8	223	2575
900-1000	0	654	320	0	0	0	193	832	0	172	7	199	2377



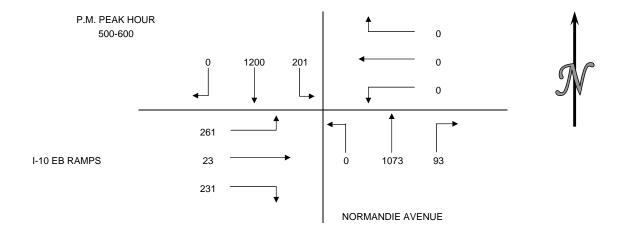


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S NORMANDIE AVENUE E/W I-10 EB RAMPS

15 MIN COUN	ITC												
15 MIN COUN	115	2	3	4	5	6	7	8	9	10	11	12	
DEDIOD	ODDT		-	-			•	_	-				TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	0	258	75	0	0	0	30	198	0	74	8	71	714
315-330	0	269	65	0	0	0	36	214	0	79	8	67	738
330-345	0	278	53	0	0	0	25	208	0	86	6	68	724
345-400	0	263	64	0	0	0	20	234	0	61	7	67	716
400-415	0	257	78	0	0	0	22	220	0	76	9	73	735
415-430	0	271	52	0	0	0	25	217	0	96	11	76	748
430-445	0	255	51	0	0	0	32	228	0	75	7	63	711
445-500	0	275	43	0	0	0	25	232	0	58	11	71	715
500-515	0	293	57	0	0	0	23	258	0	50	9	66	756
515-530	0	312	49	0	0	0	25	281	0	64	4	53	788
530-545	0	306	55	0	0	0	25	275	0	62	6	72	801
545-600	0	289	40	0	0	0	20	259	0	55	4	70	737
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	0	1068	257	0	0	0	111	854	0	300	29	273	2892
315-415	0	1067	260	0	0	0	103	876	0	302	30	275	2913
330-430	0	1069	247	0	0	0	92	879	0	319	33	284	2923
345-445	0	1046	245	0	0	0	99	899	0	308	34	279	2910
400-500	0	1058	224	0	0	0	104	897	0	305	38	283	2909
415-515	0	1094	203	0	0	0	105	935	0	279	38	276	2930
430-530	0	1135	200	0	0	0	105	999	0	247	31	253	2970
445-545	0	1186	204	0	0	0	98	1046	0	234	30	262	3060
500-600	0	1200	201	0	0	0	93	1073	0	231	23	261	3082



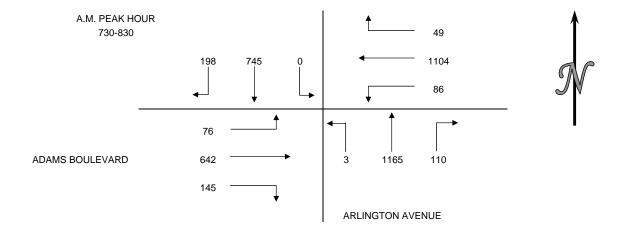


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 7:00 AM TO 10:00 AM INTERSECTION: N/S ARLINGTON AVENUE E/W ADAMS BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	49	143	0	10	205	17	11	252	0	32	109	30	858
715-730	52	166	0	12	236	20	20	278	0	32	144	32	992
730-745	43	177	0	11	253	15	23	317	1	46	160	17	1063
745-800	55	198	0	13	279	23	25	310	0	42	177	20	1142
800-815	46	194	0	13	294	25	35	286	1	36	165	18	1113
815-830	54	176	0	12	278	23	27	252	1	21	140	21	1005
830-845	61	161	0	14	264	18	20	268	0	22	144	24	996
845-900	56	140	0	12	239	10	15	243	1	12	137	26	891
900-915	48	131	7	15	200	12	13	214	8	20	120	32	820
915-930	63	138	2	12	205	10	15	207	5	20	112	24	813
930-945	76	126	10	13	182	16	12	195	3	13	105	30	781
945-1000	56	156	13	13	165	15	9	191	6	11	90	21	746
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	199	684	0	46	973	75	79	1157	1	152	590	99	4055
715-815	196	735	0	49	1062	83	103	1191	2	156	646	87	4310
730-830	198	745	0	49	1104	86	110	1165	3	145	642	76	4323
745-845	216	729	0	52	1115	89	107	1116	2	121	626	83	4256
800-900	217	671	0	51	1075	76	97	1049	3	91	586	89	4005
815-815	219	608	7	53	981	63	75	977	10	75	541	103	3712
830-930	228	570	9	53	908	50	63	932	14	74	513	106	3520
845-945	243	535	19	52	826	48	55	859	17	65	474	112	3305
900-1000	243	551	32	53	752	53	49	807	22	64	427	107	3160



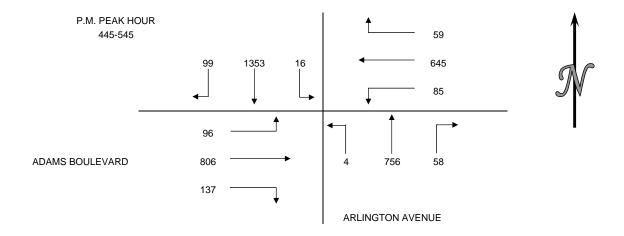


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S ARLINGTON AVENUE E/W ADAMS BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	25	205	8	7	98	12	10	164	9	21	112	19	690
315-330	18	233	9	8	106	22	12	162	10	38	128	21	767
330-345	22	249	7	9	103	21	17	172	8	42	158	25	833
345-400	19	271	7	10	124	19	17	159	9	42	169	30	876
400-415	27	279	5	10	113	15	12	158	2	42	166	28	857
415-430	23	280	8	13	124	23	13	178	2	33	178	19	894
430-445	26	295	7	11	149	15	12	183	2	34	186	25	945
445-500	26	329	5	13	158	19	15	201	1	43	204	17	1031
500-515	25	330	3	18	156	23	18	190	1	29	190	24	1007
515-530	19	338	2	14	157	22	9	175	1	32	216	32	1017
530-545	29	356	6	14	174	21	16	190	1	33	196	23	1059
545-600	24	330	3	17	166	21	7	177	0	36	188	30	999
HOUR TOTAL	S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	84	958	31	34	431	74	56	657	36	143	567	95	3166
315-415	86	1032	28	37	446	77	58	651	29	164	621	104	3333
330-430	91	1079	27	42	464	78	59	667	21	159	671	102	3460
345-445	95	1125	27	44	510	72	54	678	15	151	699	102	3572
400-500	102	1183	25	47	544	72	52	720	7	152	734	89	3727
415-515	100	1234	23	55	587	80	58	752	6	139	758	85	3877
430-530	96	1292	17	56	620	79	54	749	5	138	796	98	4000
445-545	99	1353	16	59	645	85	58	756	4	137	806	96	4114
500-600	97	1354	14	63	653	87	50	732	3	130	790	109	4082



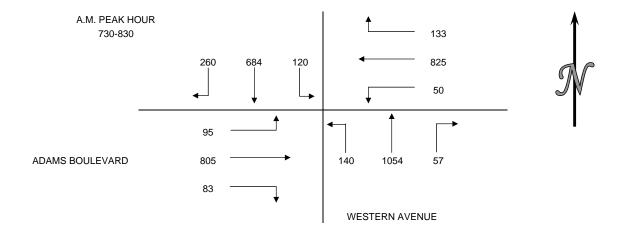


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 7:00 AM TO 10:00 AM INTERSECTION: N/S WESTERN AVENUE E/W ADAMS BOULEVARD

15 MIN COUN	ITC												
15 MIIN COUN	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	27	361H 144	12	22	195	16	10	286	26	13	84	20	855
715-730	26	144	15	24	217	13	12	315	43	14	146	23	990
730-745	40	171	28	49	251	15	13	302	29	20	192	22	1132
745-800	71	159	25	31	206	13	10	252	36	18	192	29	1049
800-815	67	171	36	33	191	12	13	265	41	25	224	22	1100
815-830	82	183	31	20	177	10	21	235	34	20	190	22	1025
830-845	78	140	23	27	169	15	43	251	28	16	164	18	972
845-900	43	149	22	27	141	13	25	163	22	10	122	11	748
900-915	32	125	35	21	108	10	21	183	25	21	107	13	701
915-930	34	128	25	19	110	20	14	173	17	19	90	17	666
930-945	26	131	22	17	87	17	21	151	21	20	79	15	607
945-1000	40	123	20	17	97	13	11	179	15	19	80	16	630
HOUR TOTAL		120	201	.,	01	.0		170			001		000
110011101712	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	164	616	80	126	869	57	45	1155	134	65	621	94	4026
715-815	204	643	104	137	865	53	48	1134	149	77	761	96	4271
730-830	260	684	120	133	825	50	57	1054	140	83	805	95	4306
745-845	298	653	115	111	743	50	87	1003	139	79	777	91	4146
800-900	270	643	112	107	678	50	102	914	125	71	700	73	3845
815-815	235	597	111	95	595	48	110	832	109	67	583	64	3446
830-930	187	542	105	94	528	58	103	770	92	66	483	59	3087
845-945	135	533	104	84	446	60	81	670	85	70	398	56	2722
900-1000	132	507	102	74	402	60	67	686	78	79	356	61	2604



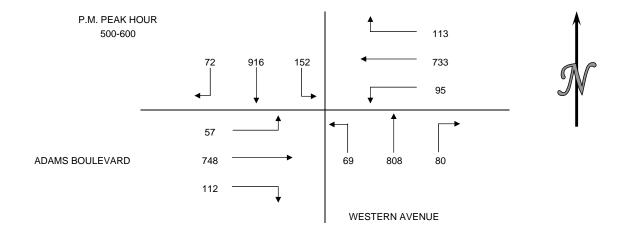


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: THURSDAY, OCTOBER 15, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S WESTERN AVENUE E/W ADAMS BOULEVARD

15 MIN COUN	ITC												
13 MIN COOK	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	10	201	39	26	119	15	13	185	22	30	172	20	852
315-330	14	203	42	22	116	19	15	165	32	28	163	11	830
330-345	20	186	39	20	102	15	26	161	18	26	165	15	793
345-400	16	216	28	27	106	18	29	183	26	31	206	19	905
400-415	15	192	37	21	133	26	23	170	27	25	163	18	850
415-430	17	220	39	22	139	20	29	203	21	25	183	20	938
430-445	20	210	39	34	120	20	15	209	24	30	169	18	908
445-500	11	234	43	27	134	25	20	171	15	28	195	12	915
500-515	18	235	44	29	144	20	26	197	21	28	177	18	957
515-530	21	218	36	26	181	21	20	223	14	27	199	14	1000
530-545	21	224	35	31	202	28	16	195	18	32	174	13	989
545-600	12	239	37	27	206	26	18	193	16	25	198	12	1009
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	60	806	148	95	443	67	83	694	98	115	706	65	3380
315-415	65	797	146	90	457	78	93	679	103	110	697	63	3378
330-430	68	814	143	90	480	79	107	717	92	107	717	72	3486
345-445	68	838	143	104	498	84	96	765	98	111	721	75	3601
400-500	63	856	158	104	526	91	87	753	87	108	710	68	3611
415-515	66	899	165	112	537	85	90	780	81	111	724	68	3718
430-530	70	897	162	116	579	86	81	800	74	113	740	62	3780
445-545	71	911	158	113	661	94	82	786	68	115	745	57	3861
500-600	72	916	152	113	733	95	80	808	69	112	748	57	3955



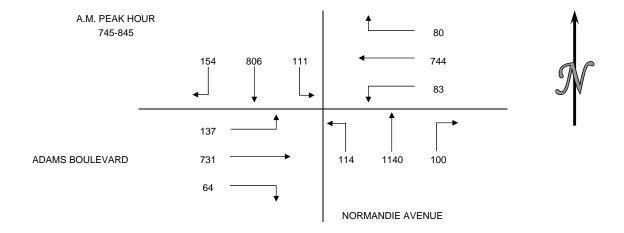


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S NORMANDIE AVENUE
E/W ADAMS BOULEVARD

15 MIN COUN	ITC												
15 MIN COOK	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	22	140	10	25	152	30	22	258	28	10	121	30	848
715-730	27	167	19	21	160	19	22	273	29	13	160	40	950
730-745	25	203	22	24	154	25	23	266	21	14	193	44	1014
745-800	39	210	32	20	176	19	23	279	22	13	176	45	1054
800-815	40	187	28	17	204	27	24	295	28	17	206	34	1107
815-830	43	210	23	22	192	16	26	284	30	16	185	35	1082
830-845	32	199	28	21	172	21	27	282	34	18	164	23	1021
845-900	20	188	20	12	164	15	19	237	29	11	159	27	901
900-915	34	167	26	11	157	14	22	222	22	15	149	21	860
915-930	27	135	19	17	128	15	18	218	22	13	125	22	759
930-945	27	130	20	14	119	17	24	210	16	8	119	23	727
945-1000	25	144	30	20	107	12	18	203	26	7	106	22	720
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	113	720	83	90	642	93	90	1076	100	50	650	159	3866
715-815	131	767	101	82	694	90	92	1113	100	57	735	163	4125
730-830	147	810	105	83	726	87	96	1124	101	60	760	158	4257
745-845	154	806	111	80	744	83	100	1140	114	64	731	137	4264
800-900	135	784	99	72	732	79	96	1098	121	62	714	119	4111
815-815	129	764	97	66	685	66	94	1025	115	60	657	106	3864
830-930	113	689	93	61	621	65	86	959	107	57	597	93	3541
845-945	108	620	85	54	568	61	83	887	89	47	552	93	3247
900-1000	113	576	95	62	511	58	82	853	86	43	499	88	3066



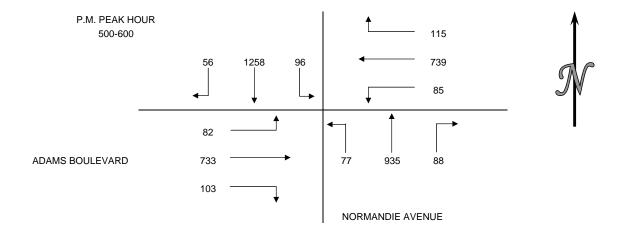


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 3:00 PM TO 6:00 PM INTERSECTION: N/S NORMANDIE AVENUE E/W ADAMS BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	11	274	26	14	108	19	19	185	13	23	134	24	850
315-330	18	275	39	22	144	25	17	192	13	21	129	19	914
330-345	21	286	28	25	126	30	24	195	20	21	153	20	949
345-400	21	295	27	23	148	30	18	196	22	24	167	26	997
400-415	19	274	20	15	153	24	19	192	22	29	162	29	958
415-430	12	280	27	15	131	21	24	186	18	22	174	24	934
430-445	15	298	25	19	122	22	26	218	19	23	193	21	1001
445-500	16	320	26	21	143	21	24	215	15	26	202	20	1049
500-515	11	310	23	28	158	18	29	232	17	24	194	18	1062
515-530	14	328	24	31	196	26	21	230	19	25	182	20	1116
530-545	16	317	23	29	195	22	19	233	23	22	185	23	1107
545-600	15	303	26	27	190	19	19	240	18	32	172	21	1082
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	71	1130	120	84	526	104	78	768	68	89	583	89	3710
315-415	79	1130	114	85	571	109	78	775	77	95	611	94	3818
330-430	73	1135	102	78	558	105	85	769	82	96	656	99	3838
345-445	67	1147	99	72	554	97	87	792	81	98	696	100	3890
400-500	62	1172	98	70	549	88	93	811	74	100	731	94	3942
415-515	54	1208	101	83	554	82	103	851	69	95	763	83	4046
430-530	56	1256	98	99	619	87	100	895	70	98	771	79	4228
445-545	57	1275	96	109	692	87	93	910	74	97	763	81	4334
500-600	56	1258	96	115	739	85	88	935	77	103	733	82	4367



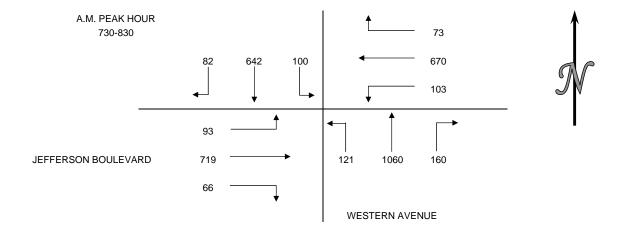


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 7:00 AM TO 10:00 AM
INTERSECTION: N/S WESTERN AVENUE
E/W JEFFERSON BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-715	20	138	12	19	155	26	44	250	18	22	146	21	871
715-730	13	159	19	13	144	28	54	268	24	13	162	24	921
730-745	16	158	23	18	166	24	50	278	26	12	178	24	973
745-800	16	162	22	18	166	25	48	267	31	20	172	27	974
800-815	27	166	34	18	175	31	29	252	25	18	184	21	980
815-830	23	156	21	19	163	23	33	263	39	16	185	21	962
830-845	23	142	32	15	155	24	26	240	21	13	177	18	886
845-900	23	152	27	12	135	30	25	227	25	24	146	12	838
900-915	15	139	22	16	111	19	32	208	21	12	130	22	747
915-930	18	124	18	17	108	25	23	193	23	16	130	16	711
930-945	13	109	23	17	105	21	18	190	24	13	118	14	665
945-1000	13	118	18	16	99	18	24	164	16	20	105	14	625
HOUR TOTAL	_S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
700-800	65	617	76	68	631	103	196	1063	99	67	658	96	3739
715-815	72	645	98	67	651	108	181	1065	106	63	696	96	3848
730-830	82	642	100	73	670	103	160	1060	121	66	719	93	3889
745-845	89	626	109	70	659	103	136	1022	116	67	718	87	3802
800-900	96	616	114	64	628	108	113	982	110	71	692	72	3666
815-815	84	589	102	62	564	96	116	938	106	65	638	73	3433
830-930	79	557	99	60	509	98	106	868	90	65	583	68	3182
845-945	69	524	90	62	459	95	98	818	93	65	524	64	2961
900-1000	59	490	81	66	423	83	97	755	84	61	483	66	2748



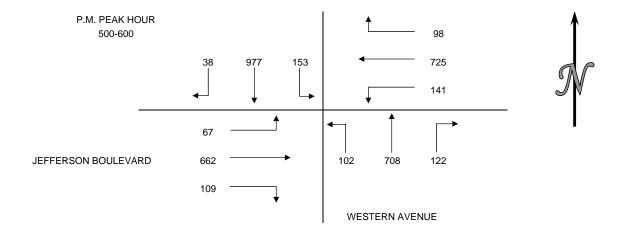


CLIENT: GIBSON TRANSPORTATION CONSULTING, INC. PROJECT: WESTERN AND ADAMS TRAFFIC COUNTS

DATE: TUESDAY, OCTOBER 20, 2009

PERIOD: 3:00 PM TO 6:00 PM
INTERSECTION: N/S WESTERN AVENUE
E/W JEFFERSON BOULEVARD

15 MIN COUN	ITS												
	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-315	12	175	25	28	109	25	34	167	30	19	153	16	793
315-330	18	200	22	20	139	32	28	173	29	20	130	21	832
330-345	14	208	36	27	133	42	40	168	13	12	145	22	860
345-400	20	233	35	21	140	33	31	150	12	24	139	19	857
400-415	10	226	31	34	136	29	36	178	22	32	158	19	911
415-430	14	241	27	24	136	27	22	159	24	34	152	16	876
430-445	11	250	29	20	142	28	26	171	20	20	163	13	893
445-500	14	236	27	20	157	32	30	176	27	21	156	16	912
500-515	12	258	34	26	162	32	30	176	29	29	171	17	976
515-530	10	235	32	21	200	40	38	184	22	35	150	19	986
530-545	9	233	46	24	180	30	24	172	25	19	166	16	944
545-600	7	251	41	27	183	39	30	176	26	26	175	15	996
HOUR TOTAL	.S												
	1	2	3	4	5	6	7	8	9	10	11	12	
TIME	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
300-400	64	816	118	96	521	132	133	658	84	75	567	78	3342
315-415	62	867	124	102	548	136	135	669	76	88	572	81	3460
330-430	58	908	129	106	545	131	129	655	71	102	594	76	3504
345-445	55	950	122	99	554	117	115	658	78	110	612	67	3537
400-500	49	953	114	98	571	116	114	684	93	107	629	64	3592
415-515	51	985	117	90	597	119	108	682	100	104	642	62	3657
430-530	47	979	122	87	661	132	124	707	98	105	640	65	3767
445-545	45	962	139	91	699	134	122	708	103	104	643	68	3818
500-600	38	977	153	98	725	141	122	708	102	109	662	67	3902



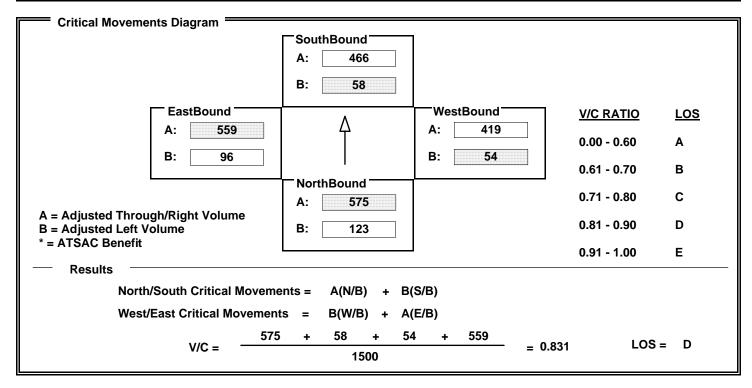
## Appendix C Level of Service Worksheets



**Existing Conditions** 

N/S:	Western A	W/E:	Ver	ice Blvd	I/S No:	1
AM/P	M: AM	Comments: Existing 2	010 AM			
COU	NT DATE:	STUDY DATE		GROWTH F	ACTOR:	

Volume	/Lane/Sigr	nal Config	uration	s ====								
	NOR	THBOUN	D	SO	UTHBOL	IND	W	FSTROU	ND	E	ASTROUN	ID
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	123	1083	66	58	932	127	54	790	47	96	1039	79
AMBIENT												
RELATED												
PROJECT												
TOTAL	123	1083	66	58	932	127	54	790	47	96	1039	79
LANE	ή <sub>ф</sub> γ	1 1 1	Ip 44p	, v	<b>↑</b> ♣ ⁴	μ̂ β θρ   <b>1</b>	∯ ∰ 1	个 命 行 <b>1</b>   1	<u> </u>	<ul><li>↑ ☆</li><li>1</li></ul>	↑ ♠ ↑ 1   1	
	Phasing	j R1	ΓOR	Phasir	ng	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	Α	uto	Pern	1	Auto	Pern	n	Auto	Perr	n	Auto



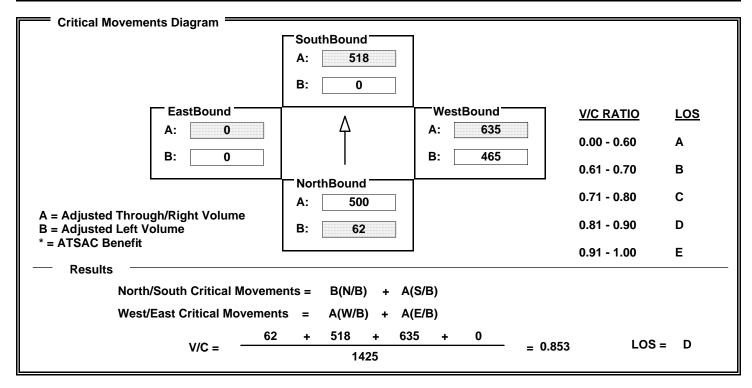
N/S:	Western Ave	W/E:	Washington Blvd	I/S No:	2
AM/PM: AN	Comments	Existing 2010 /	<b>AM</b>		
COUNT DAT	E:	STUDY DATE:	GROWT	H FACTOR:	

Volume	e/Lane/Si	gnal Conf	iguration	ıs ====								
	NO	RTHBOU	ND	SC	SOUTHBOUND			FSTROU	ND	F	ASTROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	241	1293	114	70	980	37	100	840	113	45	668	98
AMBIENT												
RELATED												
PROJECT												
TOTAL	241	1293	114	70	980	37	100	840	113	45	668	98
LANE	4 A	수 命 位 1 □ □ 1	;	θη φ 1	个	<u>,                                     </u>		个		f 分 1	↑ ∰ ↑ 2	\(\frac{1}{2}\) \(\psi\) \(\p
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR	Phasii	ng	RTOR
SIGNAL	Prot-F	Fix	Auto	Perr	n	Auto	Prot-F	Fix	Auto	Pern	n	Auto

Critical Movements Diagram				
·	SouthBound A: 509 B: 70			
EastBound —	<u> </u>	WestBound	V/C RATIO	<u>LOS</u>
A: 255 B: 45		A: 477 B: 100	0.00 - 0.60	Α
2	<u></u> '		0.61 - 0.70	В
	NorthBound A: 704		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 241		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $A(N/B) + B($	S/B)		
West/East Critical Movemen	ts = A(W/B) + B(	E/B)		
V/C = 704	+ 70 + 47 1375	7 + 45 = 0.943	LOS =	E

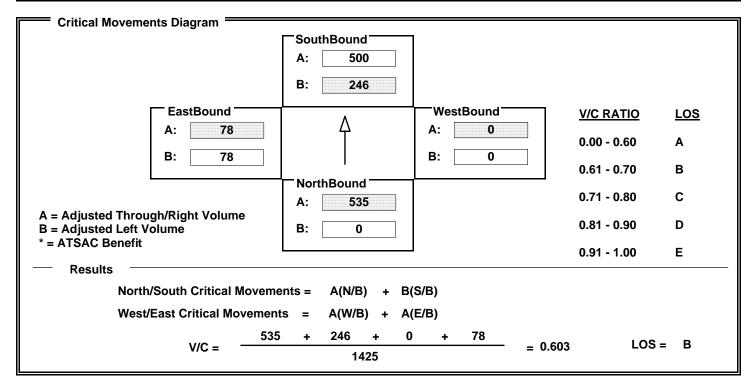
N/S:	Western A	ve W/E:	I-10 \	WB Ramps	I/S No:	3
AM/P	M: AM	Comments: Existing 2	010 AM			
COU	NT DATE:	STUDY DATE	<b>:</b>	GROWTH	H FACTOR:	

	NO	RTHBOUN	ND.	SO	SOUTHBOUND			WESTROUND			FASTBOUND		
EXISTING	LT 112	тн 1000	RT 0	LT 0	тн 1036	RT 116	LT 465	тн 10	RT <b>625</b>	LT 0	тн <b>0</b>	RT 0	
AMBIENT RELATED													
PROJECT TOTAL	112	1000	0	0	1036	116	465	10	625	0	0	0	
LANE	, N	↑ ♠ ₲ 2	ly (th	ф ф	个	<u>,                                     </u>	<b>1</b> 日	↑ ♠ 1     1	4 d d d d d d d d d d d d d d d d d d d	4 &	Ŷ <b>♠</b> ′	₩ ₩ ₩	
SIGNAL	Phasin Prot-F		TOR none>	Phasir Pern		RTOR Auto	Phasir Split		RTOR Auto	Phasii		RTOR <none></none>	



N/S:		Western A	ve	W/E:	I-10 E	B Ramps	I/S No:	4	
AM/P	M: AM		Comments: E	xisting 201	0 AM				
COU	NT DATE:		ST	UDY DATE:		GROW	TH FACTOR:		

Volume	/Lane/Signa	al Configuration	ons ———						
	NORT	HBOUND	SOUTH	IBOUND	WES	STROUND	E	ASTROU	VD.
	LT	TH RT	LT .	TH RT	LT	TH RT	LT	TH	RT
EXISTING	0 1	070 378	448 10	000 0	0	0 0	84	0	72
AMBIENT									
RELATED									
PROJECT									
TOTAL	0 1	070 378	448 10	000 0	0	0 0	84	0	72
LANE	ή ή γ̂ 2				4 & 4		→ h dr 1	个 命 行 <b>1</b>	↑ \p \d\p
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	Auto	Prot-Fix	<none></none>	<none></none>	<none></none>	Spli	t	Auto



N/S:		Normandie .	Ave	W/E:	I-10 V	WB Ramps	I/S No:	5
AM/P	M: AM		Comments: E	xisting 201	O AM			
COU	NT DATE:		ST	UDY DATE:		GROWT	H FACTOR:	

── Volume	/I ana/Sia	gnal Conf	iauration									
Volume	#Lane/Sig	gilai Colli	iguration	13								
	NO	RTHBOU	ND	SO	SOUTHBOUND			VESTROL	IND	F.	STROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	118	1291	0	0	1140	110	261	17	607	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	440	4204	0	0	1110	440	204	47	607	•	•	0
IOIAL	118	1291	0	0	1140	110	261	17	607	0	0	0
LANE	N N	<b>☆☆☆</b>	, IÞ 4∏Þ	ф 	↑ ∰ ↑ 2	<u>}</u>	ф <u>ф</u>	수 슈 ′	Ĉ <sub>b</sub> r♭ ⟨tr⟩	ф 	<b>全命</b> 4	
	Phasir	ng F	RTOR	Phasi	ng I	RTOR	Phas	ing	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>none&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Sp</td><td>lit</td><td>Auto</td><td><none< td=""><td><b>?&gt;</b></td><td><none></none></td></none<></td></r<>	none>	Pern	n	Auto	Sp	lit	Auto	<none< td=""><td><b>?&gt;</b></td><td><none></none></td></none<>	<b>?&gt;</b>	<none></none>

Critical Movements Diagram				
	SouthBound A: 570 B: 0			
EastBound —	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 0 B: 0		A: 443 B: 261	0.00 - 0.60	A
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 646		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 118		0.81 - 0.90	D
* = ATŠAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C = 118	3 + 570 + 44 1425	= 0.794	LOS =	: C

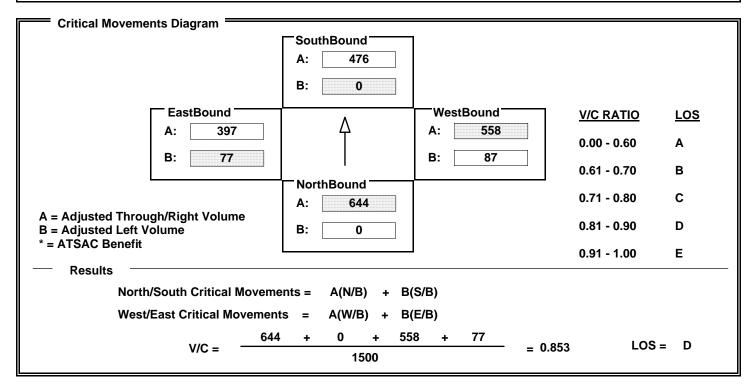
N/S:	Normandie Ave	W/E:	I-10 EB Ramps	I/S No:	6
AM/PM:	M Comments	Existing 2010 A	M		
COUNT DA	TE:	STUDY DATE:	GROV	VTH FACTOR:	

Volume	e/Lane/Si	gnal Conf	iguration	s									
	NO	RTHBOU	ND	SO	SOUTHBOUND			WESTROUND			FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	1074	261	461	943	0	0	0	0	363	4	158	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	1074	261	461	943	0	0	0	0	363	4	158	
LANE	ф П	↑ ∰ ∯ 2	, r 4 <sub>1</sub> 1   1	փ ជ្ជា 1	↑ ∰ 1 2	<u> </u>	<b>∮</b> ₽	个 <sub>命</sub> 4	Ŷ ₩ 	<b>f</b> 分 4	1		
	Phasii	ng F	RTOR	Phasi	ng	RTOR	Phasii	ng	RTOR	Phasin	g	RTOR	
SIGNAL	Pern	n .	Auto	Prot-F	Fix <	none>	<none< td=""><td>9&gt;</td><td><none></none></td><td>Split</td><td></td><td>Auto</td></none<>	9>	<none></none>	Split		Auto	

Critical Movements Diagram				
·	SouthBound A: 472 B: 461			
EastBound —	<u> </u>	WestBound	V/C RATIO	<u>LOS</u>
A: 263 B: 263		A: 0 B: 0	0.00 - 0.60	Α
5. 200	<u> </u>	J. U	0.61 - 0.70	В
	NorthBound A: 537		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = $A(N/B) + B($	S/B)		
West/East Critical Movemen	ts = A(W/B) + A(	(E/B)		
V/C = 537	7 + 461 + 0 1425	+ 263 = 0.885	; LOS =	D

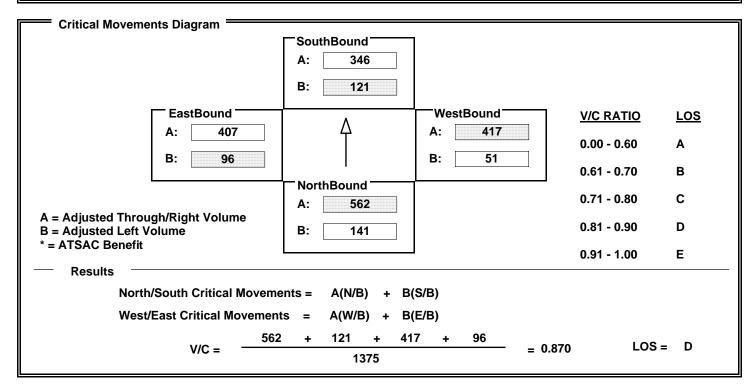
N/S:	Arlington A	Ave W/E:	Adams	Blvd <sub>I/S</sub>	S No: 7
AM/P	M: AM	Comments: Existing 2	010 AM		
COU	NT DATE:	STUDY DATE	<u>:</u>	GROWTH FACT	OR:

Volume	/Lane/Sig	gnal Conf	iguration	ıs <u> </u>									
	NO	RTHBOU	ND	SO	UTHBOL	IND	W	FSTBOU	ND	F.	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	3	1177	111	0	752	200	87	1115	49	77	648	146	
AMBIENT													
RELATED													
PROJECT													
TOTAL	3	1177	111	0	752	200	87	1115	49	77	648	146	
LANE	4 &	↑ ♠ ♠ 1   1	d <sub>T</sub> ⟩	ф П	个	<u>}</u>	<b>f</b> 分	↑ ∰ ↑ 2	\$	<b>f</b> 分	个 命 仓 <b>1</b> 1		
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng l	RTOR	Phasir	ng	RTOR	
SIGNAL	Perm	1	Auto	Pern	n	Auto	Perr	n .	Auto	Pern	n	Auto	



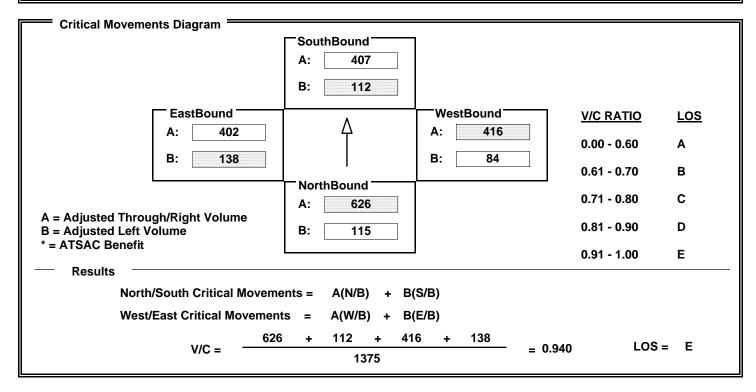
N/S:	Western Ave	W/E:	Adams Blvd	I/S No:	8
AM/PM: A	M Comment	s: Existing 2010 A	VI		
COUNT DA	ΓE:	STUDY DATE:	GROW	TH FACTOR:	

Volume	/Lane/Sigr	nal Config	juration	s ====								
	NOR	THBOUN	D	SO	UTHROL	IND	W	FSTBOU	ND	FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	141	1065	58	121	691	263	51	833	134	96	813	84
AMBIENT												
RELATED												
PROJECT												
TOTAL	141	1065	58	121	691	263	51	833	134	96	813	84
LANE	り 分 分 1 <b>1</b> 1	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	₽	, v	수 슈 イ 2	<u>}</u>	<b>f</b> 分	수 ☆ 行 <b>2</b>	\(\frac{1}{2}\) \(\frac{1}{2}\)	<b>f</b> 分	↑ ♠ ↑ 2	1 I
	Phasing	g R1	ΓOR	Phasir	ng	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-Fix	x A	uto	Prot-F	ix	Auto	Pern	1	Auto	Prot-F	ix	Auto
ĺ												



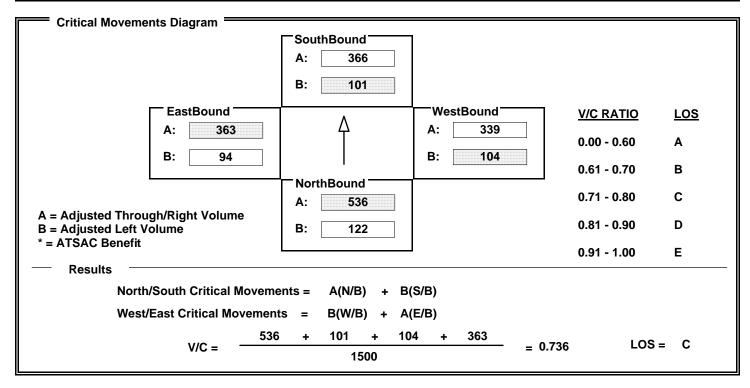
N/S:	Normandie Ave	W/E:	Adams Blvd	I/S No:	9
AM/PM:	M Comments	Existing 2010 A	М		
COUNT DA	ATE:	STUDY DATE:	GROW	TH FACTOR:	

Volume	/Lane/Sig	nal Confi	guration	s ====								
		RTHBOU			UTHBOU	ND	10/1	STROU	ND I		OTROUL	<u></u>
											STROUN	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	1151	101	112	814	156	84	751	81	138	738	65
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	1151	101	112	814	156	84	751	81	138	738	65
LANE	δη Δ΄ · 1	↑ ♠ ♠ 1   1	_ IÞ 4 <del>T</del> Þ		↑ ∰ ↑ 2	\(\frac{1}{2} \ \pi \\ \frac{1}{2} \  \left\}		个 <sub>命</sub> 仓 1   1	<u>,                                     </u>	ή ή ή ·	1 1	
	Phasin	ng F	RTOR	Phasin	ng	RTOR	Phasir	ng l	RTOR	Phasir	ng	RTOR
SIGNAL	Perm	1	Auto	Prot-F	ïx	Auto	Perm	1	Auto	Prot-F	ix	Auto



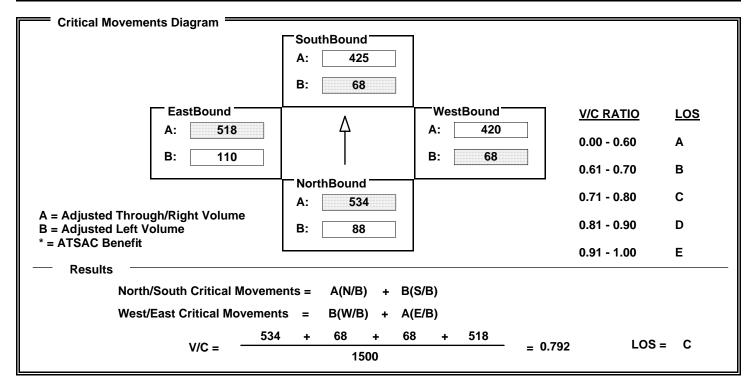
N/S:		Western A	ve	W/E:	Jeffe	rson Blvd	I/S No:	10
AM/P	M: AM		Comments: E	xisting 201	0 AM			
COU	NT DATE:		ST	UDY DATE:		GROW	TH FACTOR:	

Volume	e/Lane/Sign	al Config	uration	s ====								
	NOR.	THBOUND		SO	UTHBOL	IND	W	ESTROU	ND	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	122	1071	162	101	648	83	104	677	74	94	726	67
AMBIENT												
RELATED												
PROJECT												
TOTAL	122	1071	162	101	648	83	104	677	74	94	726	67
LANE		NV V	/	N N	个 <sub>余</sub> 行 1   1	<u>,                                     </u>	∯ ∯ 1	↑ ♠ ↑ 2	2	♠ ☆ 1	↑ ♠ ↑ 2	½ /³ √√³ <b>1</b>
	Phasing	RT	OR	Phasir	ng	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	Αι	ıto	Perm	1	Auto	Pern	1	Auto	Pern	n	Auto



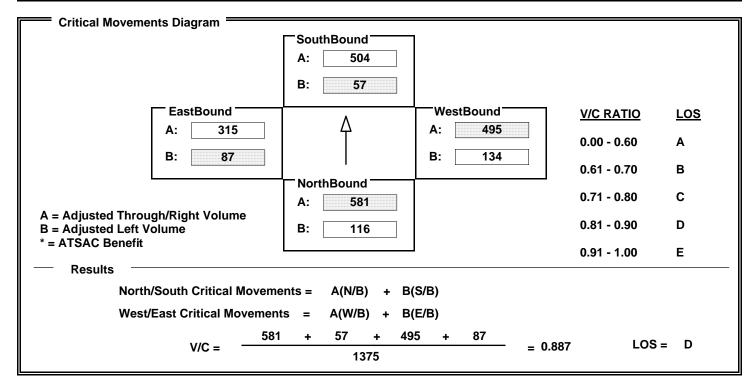
N/S:		Western A	ve	W/E:	Ven	ice Blvd	I/S No:	1	
AM/PI	M: <b>PM</b>		Comments: E	xisting 201	0 PM				
COU	NT DATE:		ST	UDY DATE:		GROV	VTH FACTOR:		

Volume	/Lane/Sig											
	NO	RTHBOU	ND	SO	UTHBOL	JND	WESTBOUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	88	978	89	68	850	171	68	773	66	110	947	88
AMBIENT												
RELATED												
PROJECT												
TOTAL	88	978	89	68	850	171	68	773	66	110	947	88
LANE	<b>f</b>	↑ 命 位 1   1		N	수 슈 ́́́́́	Ŷ (†)	f 分 1	个		1	个 命 行 <b>1</b>	\(\frac{1}{2}  \tau^\right\)
	Phasin	g F	RTOR	Phasin	ng	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Perm	1	Auto	Perm	1	Auto	Pern	n	Auto	Perm	1	Auto



N/S:	Western A	w/E:	Wash	ington Blvd	I/S No:	2				
AM/PM: PM Comments: Existing 2010 PM										
COU	NT DATE:	STUDY DATE	≣:	GROWT	H FACTOR:					

Volume	/Lane/Sig	nal Conf	iguration	s ====									
	NOR	THBOU	VD.	SO	SOUTHBOUND			WESTROUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	116	1062	100	57	987	21	134	842	148	87	822	122	
AMBIENT													
RELATED													
PROJECT													
TOTAL	116	1062	100	57	987	21	134	842	148	87	822	122	
LANE	4 £ 4		_ tÞ 4 <del>1</del> ⊅	ψ ψ · · · · · · · · · · · · · · · · · ·	, \ r	ት	N N	个 命 行 <b>1</b>   1		ή <sub>φ</sub> μ 1	↑ ♠ ↑ 2	-	
	Phasing	g F	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR	
SIGNAL	Prot-Fi	x /	Auto	Pern	1	Auto	Prot-F	ix	Auto	Perr	n	Auto	



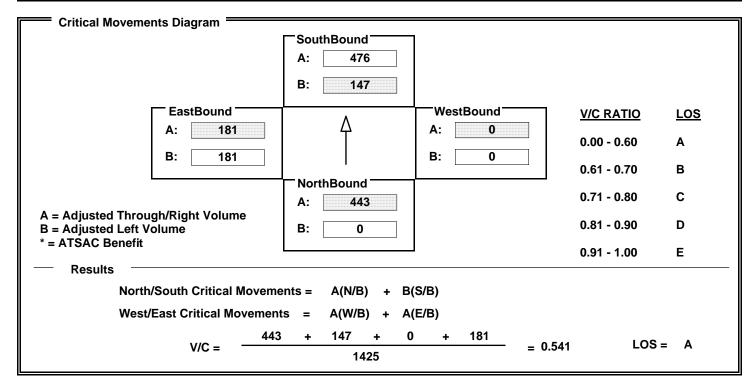
N/S:	Western Ave	W/E:	I-10 WB Ramps	I/S No:	3
AM/PM: PM	Comments:	Existing 2010 F	M		
COUNT DAT	E:	STUDY DATE:	GROWT	H FACTOR:	

Volume	e/Lane/Sig	nal Confi	guration	ıs ====									
	NO	RTHBOU	ND.	SO	SOUTHBOUND			WESTROUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	136	926	0	0	1036	193	202	5	336	0	0	0	
AMBIENT													
RELATED													
PROJECT													
TOTAL	136	926	0	0	1036	193	202	5	336	0	0	0	
LANE		↑ ♠ ₲ 2	↑ 4 <del> </del> ↑	ф П	↑ ♠ ↑ 1   1	<u>,                                     </u>	f 分 <b>1</b>		Ŷ ↑ ₩ 1	4 &	<b>↑</b> ♣ ⁴		
	Phasin	ng R	TOR	Phasir	ng l	RTOR	Phasii	ng	RTOR	Phasi	ng	RTOR	
SIGNAL	Prot-F	ix <r< td=""><td>one&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	one>	Pern	n	Auto	Spli	t	Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>	
								-					

Critical Movements Diagram				
ornidar movemento Bragiani	SouthBound A: 518 B: 0			
EastBound —	1 1 A	WestBound	V/C RATIO	LOS
A: 0 B: 0		A: 341 B: 202	0.00 - 0.60	Α
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 463		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 75		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C = 75	+ 518 + 34 1425	1 + 0 = 0.655	LOS =	В

N/S:	Western Ave	W/E		I-10 EB I	Ramps	I/S No:	4
AM/PM: PM	C	Comments: Existing	2010 F	PM			
COUNT DATE:		STUDY DA	TE:		GROW	TH FACTOR:	

Volume		RTHBOU	iguration		SOUTHBOUND			STROU	ND -	FASTROUND		
EXISTING	LT 0	тн <b>886</b>	RT <b>177</b>	LT 267	тн <b>952</b>	RT 0	LT 0	тн 0	RT 0	LT 193	тн <b>7</b>	RT 162
AMBIENT RELATED PROJECT												
TOTAL	0	886	177	267	952	0	0	0	0	193	7	162
LANE	. 1.	↑ ∰ ↑ 2	\$	, v	↑ ∰ ↑ 2	<u></u>	ф ф	个 <sub>命</sub> 4	<u>τ</u> τ	1	1	
SIGNAL	Phasir Perm		RTOR Auto	Phasir Prot-F		RTOR none>	Phasir		RTOR none>	Phasin Split	g	RTOR Auto



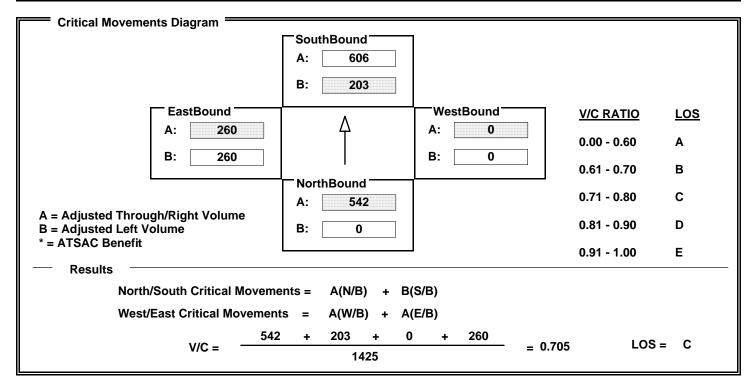
N/S:	Normandie Ave	W/E:	I-10 WB Ramps	I/S No:	5
AM/PM: PN	Comments:	Existing 2010 F	PM		
COUNT DAT	E:	STUDY DATE:	GROWT	H FACTOR:	

Volume	/Lane/Sig	gnal Confi	guration	ıs ====								
	NO	RTHBOU	ND	SO	SOUTHBOUND			STROU	ND	FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	240	1123	0	0	1274	234	187	2	351	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	240	1123	0	0	1274	234	187	2	351	0	0	0
LANE	N N	↑ ♠ ♠ 2	lb (dt)	ф П	个	<u>}</u>	ф ф ·	个 <sub>价</sub> ′	↑ ↑ <b>↑</b>	\$ \$P\$	<b>→ → →</b>	<del>μ</del> μ μν
	Phasir		TOR	Phasi		RTOR	Phasir		RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>ione&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Split</td><td></td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	ione>	Pern	n	Auto	Split		Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>

Critical Movements Diagram				
Ontious movements stagium	SouthBound A: 637 B: 0			
EastBound —	1 ^	WestBound	V/C RATIO	LOS
A: 0 B: 0		A: 270 B: 187	0.00 - 0.60	Α
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 562		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 240		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results  North/South Critical Movement	ents = B(N/B) + A(	(C/D)		
North/South Chical Movemb	ents = $B(N/B) + A($	3/6)		
West/East Critical Movemen	ts = A(W/B) + A(	(E/B)		
V/C = 240	0 + 637 + 27 1425	0 + 0 = 0.805	LOS =	D

N/S:	Normandie Ave	W/E:	I-10 EB Ramps	I/S No:	6
AM/PM: PM	Com	ments: Existing 2010	PM		
COUNT DATE	:	STUDY DATE:	GROW	TH FACTOR:	

	NOF	RTHBOU	ND	SO	SOUTHBOUND			WESTBOUND			FASTBOUND		
EXISTING	LT 0	тн 1084	RT <b>94</b>	LT 203	TH 1212	RT 0	LT 0	тн <b>0</b>	RT 0	LT 264	тн 23	233	
AMBIENT RELATED PROJECT													
TOTAL	0	1084	94	203	1212	0	0	0	0	264	23	233	
LANE	N N	↑ ♠ ţ	↑	δη Δ΄ 1	↑ ∰ ↑ 2		ф ф	↑ ♠ <sup>∠</sup>		<b>f</b> 分 4	↑ 🚓 1		
SIGNAL	Phasin Perm		RTOR Auto	Phasii Prot-F		RTOR none>	Phasir		RTOR none>	Phasin Split		RTOR Auto	



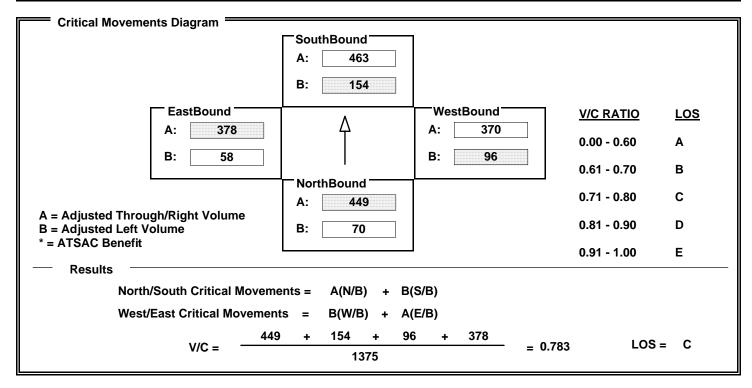
N/S:	Arlington Ave	W/E:	Adams Blvd	I/S No:	7
AM/PM: PM	Comments:	xisting 201	0 PM		
COUNT DATE:	ST	UDY DATE:	GROWT	H FACTOR:	

Volume	e/Lane/Si	gnal Conf	iguration	ıs ====								
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	FSTBOU	ND	F/	STROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	764	59	16	1367	100	86	651	60	97	814	138
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	764	59	16	1367	100	86	651	60	97	814	138
LANE	\$\frac{1}{4}	↑ ♠ ♠ 1   1		ф П	↑ ♠ ↑ 1   1	<b>₩</b>	f 分 <b>1</b>	↑ ∰ 4 2	<b>1</b>	f 分 1	↑ ♠ ↑ 1       ↑	
	Phasir	ng F	RTOR	Phasi	ng I	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Pern	1	Auto	Pern	n .	Auto	Perr	n	Auto	Pern	1	Auto

Critical Movements Diagram				
J	SouthBound A: 734 B: 0			
EastBound —	1 .	WestBound	V/C RATIO	LOS
A: 476 B: 97	A A	A: 326 B: 86	0.00 - 0.60	Α
	<b>'</b>	7	0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 412		0.71 - 0.00	
B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = B(N/B) + A	(S/B)		
West/East Critical Movemen	ts = B(W/B) + A(	(E/B)		
V/C =0	+ 734 + 86 1500	= 0.864	LOS =	D

N/S:	Western Ave	•	W/E:	Ada	ms Blvd	I/S No:	8
AM/PM: PM	(	Comments: Exis	ting 201	0 PM			
COUNT DATE:		STUD	Y DATE:		GROW	TH FACTOR:	

- Volume	/I ana/Sia	nal Canfi	auration	. ===								
Volume	e/Lane/Sig	mai Comi	guration	5								
	NO	RTHBOUN	ID	SOL	ITHBOL	IND	W	FSTROU	ND	FΔ	STROUN	ID.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	70	816	81	154	925	73	96	740	114	58	755	113
<b>AMBIENT</b>												
RELATED												
PROJECT												
TOTAL	70	816	81	154	925	73	96	740	114	58	755	113
LANE	N .	↑ ♠ फ़ 1   1	δ 4ηδ	N N	Ŷ ∰ <sup>4</sup>	↑ ↑ ↑↑ 1	<sup>4</sup> η <del>Δ</del> <sup>1</sup> 1   1	↑ ∰ ↑ 2	2		↑ ∰ Ų 2	1 I
	Phasin	g R	TOR	Phasin	g	RTOR	Phasii	ng	RTOR	Phasin	g	RTOR
SIGNAL	Prot-F	ix A	luto	Prot-F	ix	Auto	Pern	n	Auto	Prot-F	ix	Auto



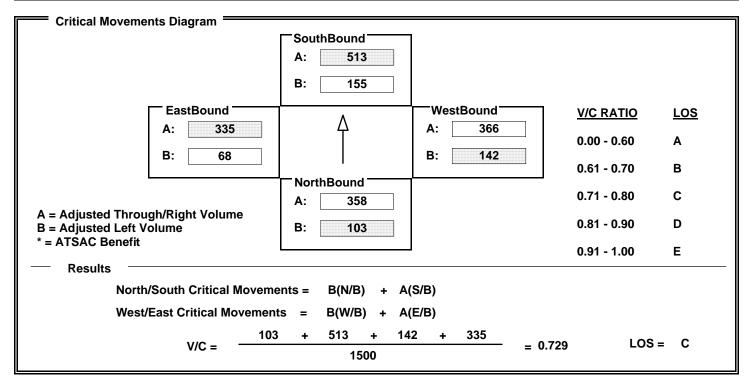
N/S:	Normandie Ave	W/E:	Adams Blvd	I/S No:	9
AM/PM: PN	Comments:	Existing 2010 F	M		
COUNT DAT	E:	STUDY DATE:	GROW	TH FACTOR:	

	NORTHBOL									
	NURTHBUL	ND	SOUT	HBOUND	WE	STROUN	D	FA	STROUN	ID
	LT TH	RT	LT	TH RT	LT	TH	RT	LT	TH	RT
EXISTING	78 944	89	<b>97</b>	1271 57	86	746	116	83	740	104
AMBIENT										
RELATED										
PROJECT										
TOTAL	78 944	89	97	1271 57	86	746	116	83	740	104
tane 1		 	ή ή γ 1 2	\$\frac{1}{4}\$ \$\frac{1}{4}\$ \$\frac{1}{4}\$\$	_ N	个	<u></u> ♦ ♦	ή ή ·	个	, r> 4T>
F	hasing	RTOR	Phasing	RTOR	Phasin	ng R	RTOR	Phasin	ig l	RTOR
SIGNAL	Perm	Auto	Prot-Fix	Auto	Perm	n /	Auto	Prot-F	ix	Auto

Critical Movements Diagram				
_	SouthBound A: 636 B: 97			
EastBound	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 422 B: 83	Ţ	A: 431 B: 86	0.00 - 0.60	Α
2. 30	L '		0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 517			
B = Adjusted Left Volume  * = ATSAC Benefit	B: 78		0.81 - 0.90	D
			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movement	ts = A(W/B) + B(	[E/B)		
V/C = 78	+ 636 + 43 1375	1 + 83 = 0.893	LOS =	D

N/S:	Western A	w/E:	Jeffe	erson Blvd	I/S No:	10			
AM/PM: PM Comments: Existing 2010 PM									
COU	NT DATE:	STUDY DATE	<b>:</b>	GROWTH	FACTOR:				

Volume	e/Lane/Siç	gnal Conf	iguration	ıs ====								
	NO	RTHBOU	ND	SO	UTHBOL	IND	W	FSTBOU	ND	F	ASTROUM	VD.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	103	715	123	155	987	38	142	732	99	68	669	110
AMBIENT												
RELATED												
PROJECT												
TOTAL	103	715	123	155	987	38	142	732	99	68	669	110
LANE	, v	个 <sub>(</sub> ) <sup>(</sup> (	}	f 分	个 命 <sup>4</sup> <b>1</b>   1	<sup>1</sup>	f 分 <b>1</b>	수 슈 イ <b>2</b>	1	f 分 1	↑ ♠ ↑ 2	1
	Phasir	ng I	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Perm	١ .	Auto	Perm	1	Auto	Pern	n	Auto	Pern	n	Auto
								,	,			

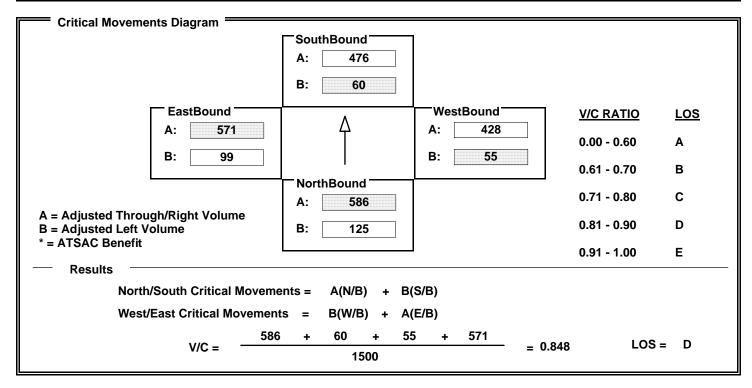




# **Cumulative Base Conditions**

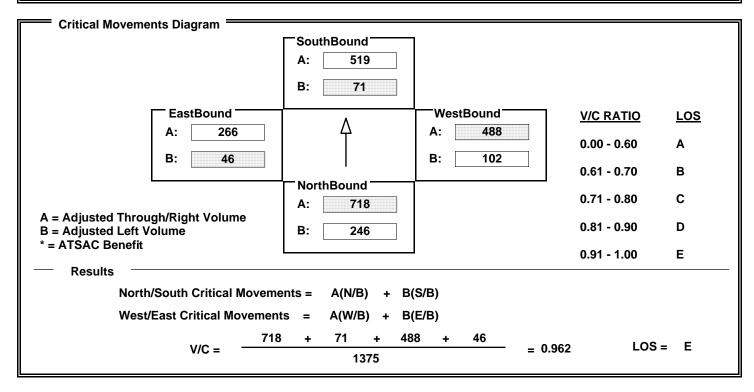
N/S:	Western A	w/E:	Ver	nice Blvd	I/S No:	1						
AM/P	AM/PM: AM Comments: Cumulative Base 2012 AM											
COU	COUNT DATE: GROWTH FACTOR:											

Volume	/Lane/Sig	nal Confi	guration	s ====									
	NOR	THROUN	D	SO	UTHBO	JND	W	FSTROU	ND	FASTROUND			
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	125	1105	67	60	951	131	55	806	49	99	1060	81	
AMBIENT													
RELATED													
PROJECT													
TOTAL	125	1105	67	60	951	131	55	806	49	99	1060	81	
LANE	4 A A	\$\frac{1}{4}\frac{1}{4}	lγ 4πγ	, v	个	Ŷ ₩ 1	f 分 1	个 命 行 <b>1</b>   1	<u> </u>	f 分 1	↑ ♠ ↑ 1   1		
	Phasing	g R	TOR	Phasir	ng	RTOR	Phasii	ng	RTOR	Phasi	ng	RTOR	
SIGNAL	Perm	A	uto	Perm	1	Auto	Pern	n	Auto	Perr	n	Auto	



N/S:	Western Ave	W/E:	Washington Blvd	I/S No:	2						
AM/PM: AM Comments: Cumulative Base 2012 AM											
COUNT DA	ГЕ:	STUDY DATE:	GRO	WTH FACTOR:							

Volume	/Lane/Sig	nal Confi	iguration	ıs ====								
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	/ESTBOU	ND	FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	246	1319	116	71	1000	38	102	861	115	46	697	100
AMBIENT												
RELATED												
PROJECT												
TOTAL	246	1319	116	71	1000	38	102	861	115	46	697	100
LANE	<b>竹</b> 台	个	ly (Hy		个		ή ∯ 1	个		f 分 1	↑ ♠ ↑ 2   1	
	Phasin	ig F	RTOR	Phasir	ng F	RTOR	Phasi	ing	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-F	ix	Auto	Perm	1 .	Auto	Prot-	Fix	Auto	Pern	ı	Auto
									<u>,</u>			



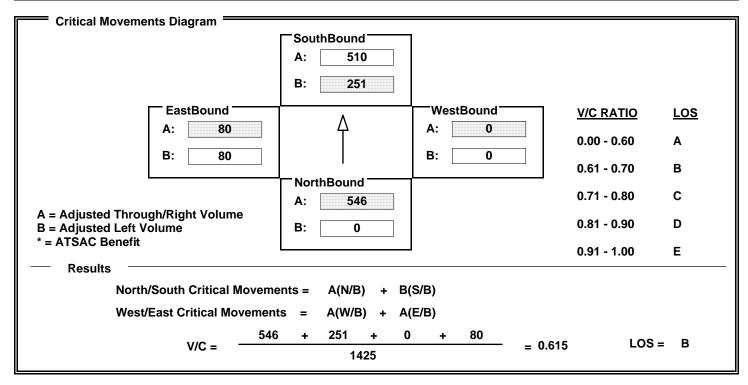
N/S:	Western Ave	W/E:	I-10 WB Ramps	I/S No:	3						
AM/PM: AM Comments: Cumulative Base 2012 AM											
COUNT DA	ΓE:	STUDY DATE:	GROV	VTH FACTOR:							

Volume	/I ane/Sid	gnal Confi	guration	ns ====								
, craine	, <u>_</u> a,	J	guianoi	.0								
	NO	RTHBOU	ND.	SC	UTHBOU	ND	W	STROU	ND	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	115	1020	0	0	1057	118	474	10	638	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	115	1020	0	0	1057	118	474	10	638	0	0	0
LANE	<b>4</b> 分	↑ ♠ ♠ 2	<sub>[</sub> β 4 <sub>[</sub> β	4 &	个	<u>,                                     </u>	f 分		Ŷ <b>1</b> □	ф <del>ф</del>	<b>个</b> 命 '	Ŷ ↑ ₩
	Phasir	ng R	TOR	Phasi	ng l	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>one&gt;</td><td>Perr</td><td>n</td><td>Auto</td><td>Split</td><td></td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	one>	Perr	n	Auto	Split		Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>

Critical Movements Diagram				
J	SouthBound A: 529 B: 0			
EastBound —	Λ.	WestBound	V/C RATIO	LOS
A: 0 B: 0		A: 648 B: 474	0.00 - 0.60	Α
	ļ ,	J. 414	0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 510		0.71 - 0.00	C
B = Adjusted Left Volume	B: 63		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	Е
Results				
North/South Critical Moveme	ents = B(N/B) + A(	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(	(E/B)		
63	+ 529 + 64		LOS =	D
V/C =	1425	= 0.870	, LOS =	D

N/S:	Western A	w/E:	I-10 I	EB Ramps	I/S No:	4							
AM/P	AM/PM: AM Comments: Cumulative Base 2012 AM												
COU	COUNT DATE: GROWTH FACTOR:												

Volume	e/Lane/Sig	nal Conf	iguration	ıs ====								
	NO	RTHBOU	ND	SO	SOUTHBOUND			STROU	ND	FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1092	387	457	1020	0	0	0	0	86	0	73
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1092	387	457	1020	0	0	0	0	86	0	73
LANE		↑ ♠ ♠ 2	; rÞ 4πÞ   <b>1</b>	N N	수 슈 수 2	<u></u>	<b>♦</b> ₽	<b>个 命</b> 4		↑  1	↑ ∰ 1   <b>1</b>	↑ IÞ (HÞ
	Phasin	ng F	RTOR	Phasii	ng	RTOR	Phasir	ng	RTOR	Phasin	g	RTOR
SIGNAL	Perm	1	Auto	Prot-F	ix <	none>	<none< td=""><td>?&gt; &lt;</td><td>none&gt;</td><td>Split</td><td></td><td>Auto</td></none<>	?> <	none>	Split		Auto



N/S:	Normandie Ave	W/E:	I-10 WB Ramps	I/S No:	5
AM/PM:	AM Comments:	Cumulative Ba	se 2012 AM		
COUNT DA	ATE:	STUDY DATE:	GROV	VTH FACTOR:	

Volume	/Lane/Sig	gnal Confi	guration	ıs =====									
	NO	RTHBOU	VD.	SOL	JTHBOU	ND	W	WESTROUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	120	1317	0	0	1163	112	266	17	619	0	0	0	
AMBIENT													
RELATED													
PROJECT													
TOTAL	120	1317	0	0	1163	112	266	17	619	0	0	0	
LANE	, <u>, , , , , , , , , , , , , , , , , , </u>	↑ ♠ ♠ 2	lb (db)	ή <sub>φ</sub> 2	<b>全</b>	<b>1</b>	\$ £	个 <sub>余</sub> ′	↑ ↑ <b>↑</b>	ф <del>ф</del>	<b>→</b> ♣ '		
	Phasir	ng F	TOR	Phasin	g l	RTOR	Phasii	ng	RTOR	Phasi	ng	RTOR	
SIGNAL	Prot-F	ix <r< td=""><td>one&gt;</td><td>Perm</td><td>ı</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	one>	Perm	ı	Auto	Spli	t	Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>	

Critical Movements Diagram				
Ontious movements stagium	SouthBound A: 582 B: 0			
EastBound —	1 ^	WestBound	V/C RATIO	LOS
A: 0 B: 0		A: 451 B: 266	0.00 - 0.60	Α
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 659		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 120		0.81 - 0.90	D
* = ATŠAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C = 120	0 + 582 + 45 1425	1 + 0 = 0.809	LOS =	D

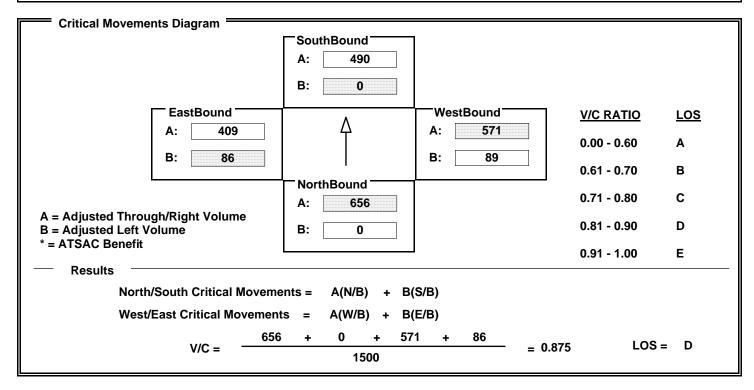
N/S:	Normandie Ave	W/E:	I-10 EB	Ramps	I/S No:	6
AM/PM: AM	Comments: C	umulative	Base 2012 AM			
COUNT DATE:	ST	UDY DATE:		GROWTH	H FACTOR:	
l						

Volume	e/Lane/Si	gnal Conf	iguration	ıs ====									
	NO	RTHBOU	ND	SO	SOUTHBOUND			WESTROUND			FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	0	1095	266	470	962	0	0	0	0	370	4	161	
AMBIENT													
RELATED													
PROJECT													
TOTAL	0	1095	266	470	962	0	0	0	0	370	4	161	
LANE	\$\frac{1}{4} \frac{1}{4}	↑ ♠ ↑ 2	; r ( <sub>1</sub> ( <sub>1</sub> )	(h (d)	수 슈 イ 2		ф []	<b>个                                    </b>	↑	1 2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	<u>ф</u> ф ф	
	Phasii	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR	
SIGNAL	Pern	n .	Auto	Prot-l	Fix <	none>	<none< td=""><td><del>2</del>&gt; &lt;</td><td><none></none></td><td>Split</td><td></td><td>Auto</td></none<>	<del>2</del> > <	<none></none>	Split		Auto	

Critical Movements Diagram				
	SouthBound A: 481 B: 470			
EastBound —	<u> </u>	WestBound	V/C RATIO	LOS
A: 268 B: 268	A T	A: 0 B: 0	0.00 - 0.60	A
] 5. 250	!		0.61 - 0.70	В
	NorthBound		0.74 0.90	С
A - Adjusted Through/Dight Volume	A: 548		0.71 - 0.80	C
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	Е
Results			0.91 - 1.00	
North/South Critical Movement West/East Critical Movement	( , ,	•		
	` ,	•		
V/C = 548		+ 268 = 0.90	2 LOS =	E
	1425			

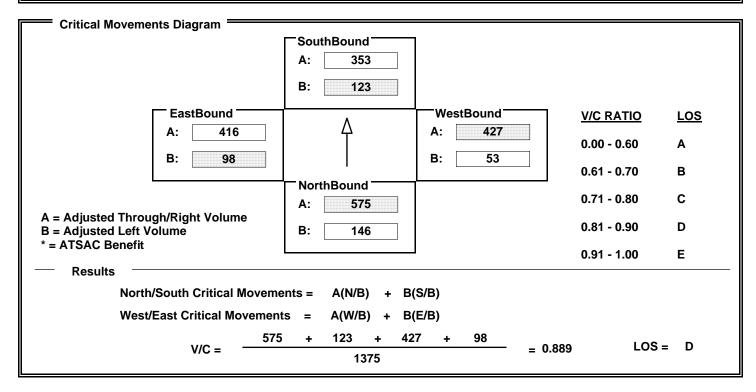
N/S:		Arlington Ave	W/E:	Adams Blvd	I/S No:	7
AM/P	M: AM	Comments: C	umulative	Base 2012 AM		
COU	NT DATE:	ST	UDY DATE:	GR	OWTH FACTOR:	

Volume	/Lane/Si	gnal Conf	iguration	ns ====									
	NO	RTHBOU	ND	SOUTHBOUND			WESTROUND			F	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	8	1199	113	0	767	212	89	1142	50	86	664	154	
AMBIENT													
RELATED													
PROJECT													
TOTAL	8	1199	113	0	767	212	89	1142	50	86	664	154	
LANE	<b>ф</b>	↑ ♠ ф 1   1	lb (Hb	\$ \$\frac{1}{4}\$	个		♠ ♠ 1	<b>↑</b> ♣ ↑	½ /	<b>f</b> 分	个 命 仓 <b>1</b> 1		
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasi	ing l	RTOR	Phasir	ng	RTOR	
SIGNAL	Perm	1	Auto	Pern	n	Auto	Peri	m	Auto	Pern	1	Auto	



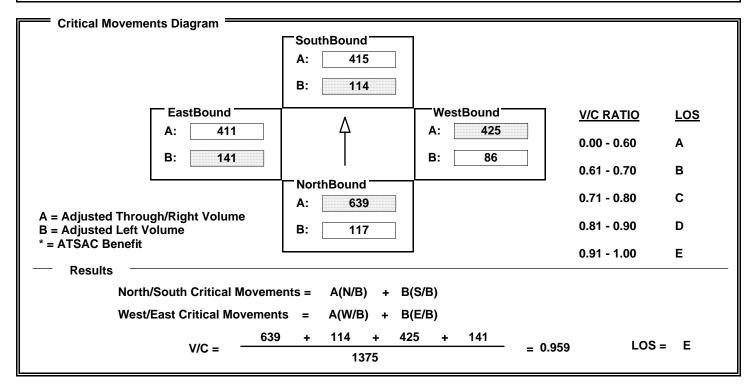
N/S:	Western Ave	W/E:	Adams Blvd	I/S No:	8
AM/PM: A	M Comment	s: Cumulative Base	2012 AM		
COUNT DA	ГЕ:	STUDY DATE:	GROV	VTH FACTOR:	

Volume	/Lane/Sig	nal Confi	guration	s ====								
	NOR	THBOUN	D	so	UTHBOU	IND	W	STBOU	ND	F.A	ASTROUN	ND -
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	146	1088	61	123	706	268	53	853	137	98	832	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	1088	61	123	706	268	53	853	137	98	832	87
LANE	ή <sub>β</sub> γ γ 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	\$\frac{1}{4}\frac{1}{4}	lp d⊥p	_ <u> </u>	↑ ∰ ↑ 2	\(\frac{1}{2} \\ \partial \qual \qu	, ,	↑ ∰ ↑ 2	\(\frac{1}{2} \\ \frac{1}{2} \\ \ldots \\ \ldots \\ \frac{1}{2} \\ \ldots \\ \frac{1}{2} \\ \ldots \\ \ld	<b>4</b> 分 <b>1</b>	<b>↑</b> ♣ ↑	\$
	Phasing	g R	TOR	Phasir	ng	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-Fi	х	uto	Prot-F	ix	Auto	Pern	1	Auto	Prot-F	ix	Auto
						<u>,</u>						



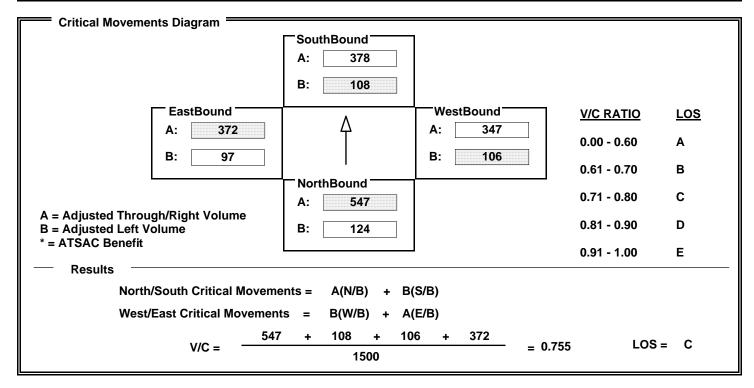
N/S:	Normandie Ave	W/E:	Adams Blvd	I/S No:	9
AM/PM:	M Comments:	Cumulative Bas	e 2012 AM		
COUNT DA	TE:	STUDY DATE:	GROV	VTH FACTOR:	

Volume	/Lane/Sig	nal Conf	iguration	ıs ——								
	NO	RTHBOU	ND	SO	SOUTHBOUND			ESTROU	ND	F/	STROU	VD
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	117	1174	103	114	830	159	86	767	83	141	755	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	117	1174	103	114	830	159	86	767	83	141	755	66
LANE	析 <b>分</b> 化	↑ ♠ ♠ 1   1		N N	↑ ∰ <sup>∠</sup> 2	1	ή <sub>(</sub> ) 1	个	<u> </u>	ή <sub>(1</sub> )	↑ ☆ ↑ 1	\(\frac{1}{2} \ \psi \\ \frac{1}{2} \ \ \frac{1}{2} \   \frac{1}{2} \\  \frac{1}{2} \  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\  \frac{1}{2} \\   \frac{1}{2} \\
	Phasin	ng F	RTOR	Phasii	ng	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Perm	1	Auto	Prot-F	ix	Auto	Pern	1	Auto	Prot-F	ix	Auto



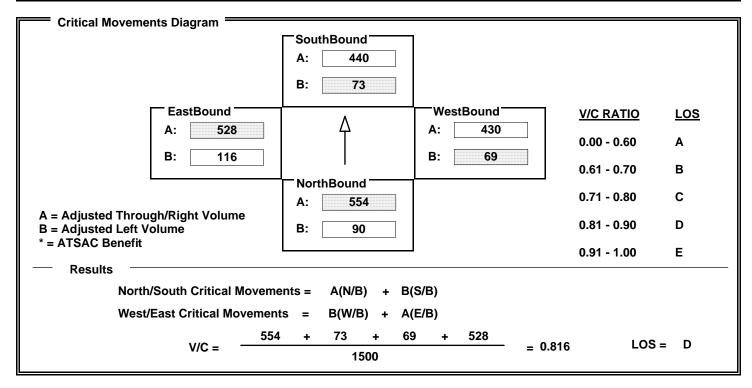
N/S:	Western A	ve W/E:	Jeffe	erson Blvd	I/S No:	10
AM/P	M: AM	Comments: Cumulativ	e Base 2012 AN	Л		
COU	NT DATE:	STUDY DATE	E:	GROWTH	FACTOR:	

Volume	e/Lane/Sign	al Confiç	guration	s ====									
	NOR	THROUN	D	SO	UTHBOL	IND	W	FSTROU	ND	F	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	124	1094	165	108	668	88	106	694	76	97	743	68	
AMBIENT													
RELATED													
PROJECT													
TOTAL	124	1094	165	108	668	88	106	694	76	97	743	68	
LANE	♠ ♠ ↑ 1  2	\$\frac{1}{44} \frac{1}{4}	ſ <sup>▶</sup> ⟨ <del> </del>  ⟩	N N	个 命 <sup>4</sup> <b>1</b>   1	<mark>}                                    </mark>	ή <sub>φ</sub> τ 1	↑ ∰ 1 2	\(\frac{1}{4}\) \(\frac{1}{4}\)	f  f 1	↑ ♠ ↑ 2	2	
	Phasing	R	TOR	Phasir	ng	RTOR	Phasi	ng	RTOR	Phasii	ng	RTOR	
SIGNAL	Perm	Α	uto	Pern	n	Auto	Pern	n	Auto	Pern	n	Auto	



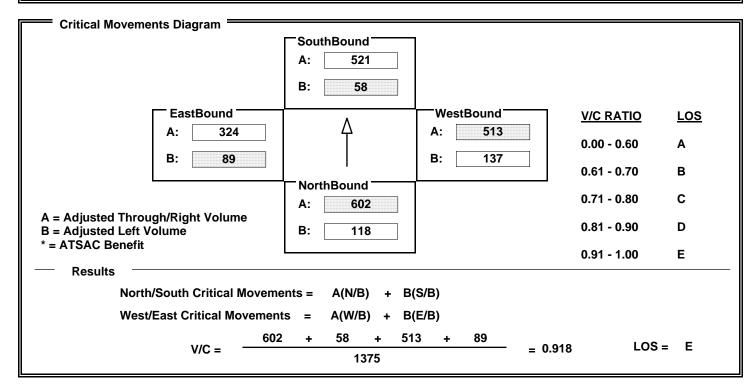
N/S:	Western A	w/E:	Ver	nice Blvd	I/S No:	1			
AM/PM: PM Comments: Cumulative Base 2012 PM									
COU	NT DATE:	STUDY DATE	<b>!:</b>	GROWTH F	ACTOR:				

Volume	e/Lane/Sign	al Configurat	ions =====							
	NORT	HBOUND	SOUT	HBOUND	WEST	<b>FROUND</b>	FASTROUND			
	LT	TH RT	LT	TH RT	LT	TH RT	LT	TH RT		
EXISTING	90	1017 91	73	880   178	69	788 71	116	966 90		
AMBIENT										
RELATED										
PROJECT										
TOTAL	90	1017 91	73	880   178	69 7	788 71	116	966 90		
LANE	<ul><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li><li>←</li>&lt;</ul>		1 2	₩ ₩ ₩   1   1	♠ ☆ ↑ 1 1 1	↑ ↑ ↑     1	<ul><li>♠ ♠ ↑</li><li>1</li></ul>	₩ ₩ ₩ ₩		
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR		
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	Perm	Auto		



N/S:	Western Ave	W/E:	Washington Blvd	I/S No:	2
AM/PM: P	M Comment	s: Cumulative Ba	se 2012 PM		
COUNT DA	ГЕ:	STUDY DATE:	GROV	/TH FACTOR:	

Volume	/Lane/Sig	nal Confi	guration	s ====									
	NOF	RTHBOUN	ND.	SO	SOUTHBOUND			WESTBOUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	118	1102	102	58	1020	21	137	875	151	89	847	124	
AMBIENT													
RELATED													
PROJECT													
TOTAL	118	1102	102	58	1020	21	137	875	151	89	847	124	
LANE	4 A 4		<b> </b>		个		f 分 <b>1</b>	个 命 仓 1   1	·	<b>f</b> 分	수 슈 수 2		
	Phasin	g R	TOR	Phasir	ng F	RTOR	Phasir	ng l	RTOR	Phasir	ng	RTOR	
SIGNAL	Prot-Fi	x A	Auto	Perm	<b>1</b>	Auto	Prot-F	ix	Auto	Pern	n	Auto	
						<u></u>							



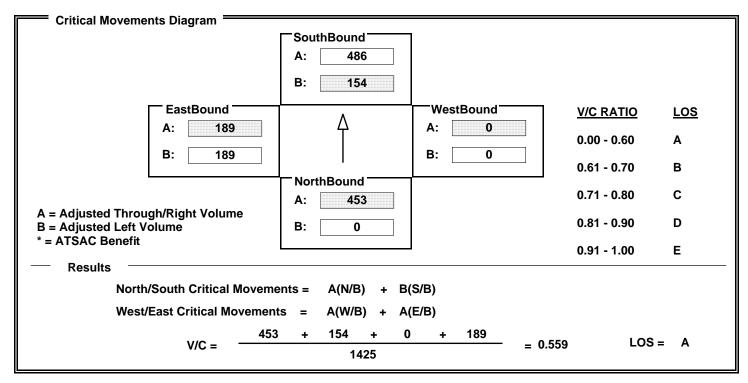
N/S:	Western Ave	W/E:	I-10 WB Ramp	S	I/S No:	3				
AM/PM: PM	AM/PM: PM Comments: Cumulative Base 2012 PM									
COUNT DATE:	ST	JDY DATE:		GROWTH FA	CTOR:					

Volume	e/Lane/Sig	nal Confi	guration	ıs ====									
	NOF	RTHBOUN	ND.	SO	UTHROU	ND	W	WESTBOUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	140	953	0	0	1065	202	207	5	354	0	0	0	
AMBIENT													
RELATED													
PROJECT													
TOTAL	140	953	0	0	1065	202	207	5	354	0	0	0	
LANE	<b>4</b> 分 2	<del>2</del>		ф П	↑ ♠ ↑ 1   1	, , , , , , , , , , , , , , , , , , ,	f 分 <b>1</b>		Ŷ ₩ 1	ф ф 	<b>个</b>	<u></u>	
	Phasin	g R	TOR	Phasi	ng l	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR	
SIGNAL	Prot-Fi	ix <n< td=""><td>one&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></n<>	one>	Pern	n	Auto	Spli	t	Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>	
					·			-			<u>-</u>		

Critical Movements Diagram				
<b>3</b>	SouthBound A: 533 B: 0			
EastBound —	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 0 B: 0	$\prod_{i=1}^{n} \frac{\Delta_i}{1}$	A: 359 B: 207	0.00 - 0.60	Α
<u> </u>	'	B. 201	0.61 - 0.70	В
	NorthBound A: 477		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 77		0.81 - 0.90	D
* = ATSAC Benefit  Results			0.91 - 1.00	E
North/South Critical Moveme	ents = B(N/B) + A(	(C/D)		
		3/6)		
West/East Critical Movement	ts = A(W/B) + A(W/B)	(E/B)		
V/C =	+ 533 + 35	9 + 0 = 0.680	LOS =	В
V/C =	1425	= 0.000		

N/S:		Western Av	/e	W/E:	I-10 E	B Ramps	I/S No	:	4
AM/P	M: <b>PM</b>		Comments: C	umulative	Base 2012 PM				
COU	NT DATE:		STU	JDY DATE:		GROW	TH FACTOR:		

Volume	e/Lane/Sig	anal Conf	iguration	ıs ===								
	,,,	J	.9									
	NO	RTHBOU	ND	SO	UTHBOL	IND		WESTBO	UND	F	STROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	905	182	280	972	0	0	0	0	205	7	166
AMBIENT												
RELATED												
PROJECT			<u> </u>									
TOTAL	0	905	182	280	972	0	0	0	0	205	7	166
LANE	N N	个 命 句 2	;	<b>4</b> 分	수 🚓 イ 2	4p 4p 4p	4 4	· 个 命		<b>有</b> 分	↑ ♠ ́	<del> </del>
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Pha	sing	RTOR	Phasir	ng	RTOR
SIGNAL	Perm	1	Auto	Prot-F	Fix <	none>	<nc< td=""><td>one&gt;</td><td><none></none></td><td>Split</td><td></td><td>Auto</td></nc<>	one>	<none></none>	Split		Auto



N/S:	Normandie Ave	W/E:	I-10 WB	Ramps	I/S No:	5
AM/PM: PM	Comments: C	umulative	Base 2012 PM			
COUNT DATE:	ST	UDY DATE:		GROWTH	H FACTOR:	

Volume	e/Lane/Sig	gnal Confi	guration	ıs ====								
	NO	RTHROU	ND.	SO	UTHROU	ND	W	FSTROU	ND	F/	ASTROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	245	1145	0	0	1299	239	191	2	358	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	1145	0	0	1299	239	191	2	358	0	0	0
LANE		↑ ♠ ♠ 2	lb (db)	N N	↑ ∰ ↑ 2	<b>1</b>	ф []	个	Ŷ (†)	<b>ф</b>	<b>个                                    </b>	
	Phasir	ng R	TOR	Phasii	ng l	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>one&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><none< td=""><td>e&gt;</td><td><none></none></td></none<></td></r<>	one>	Pern	n	Auto	Spli	t	Auto	<none< td=""><td>e&gt;</td><td><none></none></td></none<>	e>	<none></none>

Critical Movements Diagram				
ontida movemento siagram	A: 650 B: 0			
EastBound —		WestBound	V/C RATIO	<u>LOS</u>
A: 0 B: 0		A: 276 B: 191	0.00 - 0.60	Α
	<u> </u>	J. 101	0.61 - 0.70	В
	NorthBound A: 573		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 245		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C = 245	5 + 650 + 27 1425	= 0.822	LOS =	D

N/S:	Normandie Ave	W/E:	I-10 EB Ra	mps	I/S No:	6
AM/PM: PM	Comments: C	umulative	Base 2012 PM			
COUNT DATE:	ST	UDY DATE:		GROWTH	FACTOR:	

Volume	e/Lane/Si	gnal Conf	iguration	s ====								
	NO	RTHBOU	VD.	SC	SOUTHBOUND		W	FSTBOU	ND	FA	STROU	ND.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1106	96	207	1236	0	0	0	0	269	23	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1106	96	207	1236	0	0	0	0	269	23	238
LANE	ф ф 	↑ ♠ ↑ <b>2</b>	_ fÞ (ff)   <b>1</b>	<b>f</b> 分	↑ ∰ 1 2	<u>}</u>	ф П	<b>↑</b> ♣ ⁴	<u>₽</u> № ₩	ή <sub>φ</sub> <sup>2</sup>	↑ ♠ ↑ <b>1</b>	, t <sub>2</sub> d <sub>4</sub>
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR	Phasin	g	RTOR
SIGNAL	Pern	n /	Auto	Prot-l	Fix <	none>	<non< td=""><td>e&gt; &lt;</td><td>none&gt;</td><td>Split</td><td></td><td>Auto</td></non<>	e> <	none>	Split		Auto

Critical Movements Diagram				
onioai movemonio ziagiam	SouthBound A: 618 B: 207			
EastBound —	Ι Δ	WestBound	V/C RATIO	LOS
A: 265 B: 265		A: 0 B: 0	0.00 - 0.60	A
J	'		0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 553		0.71 - 0.80	C
B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
— Results —				
North/South Critical Moveme	ents = A(N/B) + B(	(S/B)		
West/East Critical Movement	ts = A(W/B) + A(W/B)	(E/B)		
553	+ 207 + 0		LOS =	
V/C =	1425	= 0.71	y LOS =	C

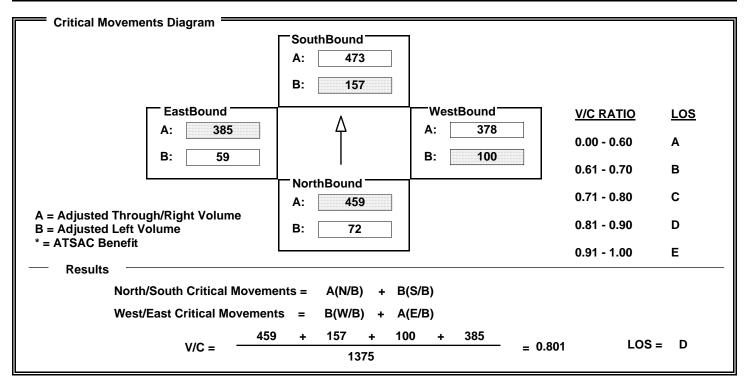
N/S:	Arlington Ave	W/E:	Adams Blvd	I/S No:	7
AM/PM: PN	Comments	: Cumulative Bas	e 2012 PM		
COUNT DAT	E:	STUDY DATE:	GROW	TH FACTOR:	

Volume	e/Lane/Sig	gnal Conf	iguration	s ====								
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	FSTBOU	ND	F/	STROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	782	60	16	1399	102	88	665	61	99	832	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	782	60	16	1399	102	88	665	61	99	832	141
LANE	ф <del>ф</del>	个	ly d√y	<b>ф</b>	↑ ♠ ↑ 1   1	<del>`</del>	∮ ∰ 1	↑ ∰ 1 2	1	<b>f</b> 分	↑ ♠ ↑ 1       ↑	
	Phasir	ng F	RTOR	Phasi	ng l	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Perm	1	Auto	Pern	n	Auto	Perr	n	Auto	Pern	n	Auto

Critical Movements Diagram				
	SouthBound A: 751 B: 0			
EastBound —	1 ^	WestBound	V/C RATIO	LOS
A: 487 B: 99		A: 333 B: 88	0.00 - 0.60	A
	L'		0.61 - 0.70	В
	NorthBound A: 421		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = B(W/B) + A(	(E/B)		
V/C =0	+ 751 + 88 1500	= 0.884	LOS =	D

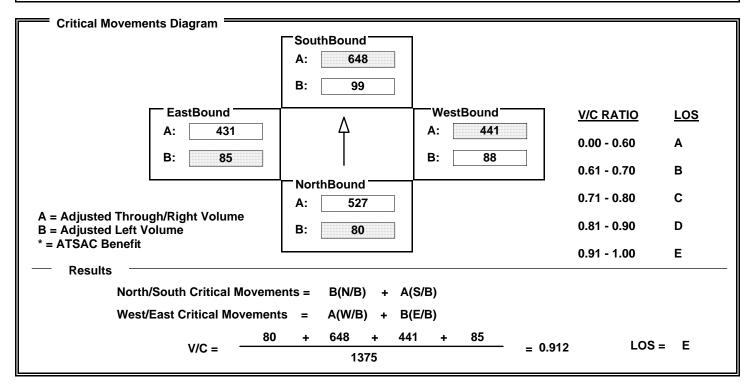
N/S:	Western Ave	W/E:	Adams Blvd	I/S No:	8
AM/PM: PM	Comments:	Cumulative I	Base 2012 PM		
COUNT DATE:	S	TUDY DATE:		GROWTH FACTOR:	

Volume	/I ana/Cia	unal Canfi	auratian									
Volume	#Lane/Sig	ınal Confi	guration	5								
	NO	RTHBOUN	ID.	SOUTHBOUND			WE	STROUN	ND	FΔ	STROUN	ID
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
<b>EXISTING</b>	72	833	84	157	946	74	100	755	116	59	770	117
AMBIENT												
RELATED												
PROJECT												
TOTAL	72	833	84	157	946	74	100	755	116	59	770	117
LANE	N	↑ ♠ ♠ 1   1	lβ (4π)	N N	Ŷ ∰ <sup>4</sup>	↑ ↑ ↑↑ 1		↑ ∰ † 2	1	, V	↑ ∰ † 2	1 I
	Phasin	ig R	TOR	Phasin	g	RTOR	Phasin	ıg l	RTOR	Phasin	g	RTOR
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Perm	1	Auto	Prot-F	ix	Auto



N/S:	Normandie Ave	W/E:	Adams Blvd	I/S No:	9					
AM/PM: PM Comments: Cumulative Base 2012 PM										
COUNT DATE: GROWTH FACTOR:										

Volume	/Lane/Sig	gnal Conf	iguration	ıs ===									
	NO	RTHBOU	ND	SO	SOUTHBOUND			FSTROU	ND	F	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	80	963	91	99	1296	58	88	763	118	85	756	106	
AMBIENT													
RELATED													
PROJECT													
TOTAL	80	963	91	99	1296	58	88	763	118	85	756	106	
LANE	<b>竹</b>	↑ ♠ ♠ 1   1	Lp 4Hp	∯ ∯ 1	↑ ∰ ↑ 2	\(\frac{1}{2}\) \(\frac{1}{2}\) \(\frac{1}{2}\)	↑     ↑	个 余 行 1   1		<b>f</b> 分	个 命 仓 <b>1</b> 1		
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR	
SIGNAL	Perm	1	Auto	Prot-I	Fix	Auto	Pern	1	Auto	Prot-F	ix	Auto	



N/S:	Western Ave	W/E:	Jefferson Blvd	I/S No:	10					
AM/PM: PM Comments: Cumulative Base 2012 PM										
COUNT DAT	E:	STUDY DATE:	GROW	TH FACTOR:						

Volume	e/Lane/Sig	gnal Conf	iguration	s ====									
	NO	RTHBOU	ND	SOUTHBOUND			WESTBOUND			F/	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	105	736	125	160	1011	41	145	751	105	72	686	112	
AMBIENT													
RELATED													
PROJECT													
TOTAL	105	736	125	160	1011	41	145	751	105	72	686	112	
LANE	, N	↑ ♠ ↑ 2	,	<b>f</b> 分	个	<u>}</u>	f 分 <b>1</b>	수 슈 4 <b>2</b>	\(\begin{array}{c c c c c c c c c c c c c c c c c c c	<b>f</b> 分	수 🚓 숙 2	1 T	
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasii	ng	RTOR	Phasir	ng	RTOR	
SIGNAL	Perm	n .	Auto	Perr	n	Auto	Pern	1	Auto	Pern	1	Auto	

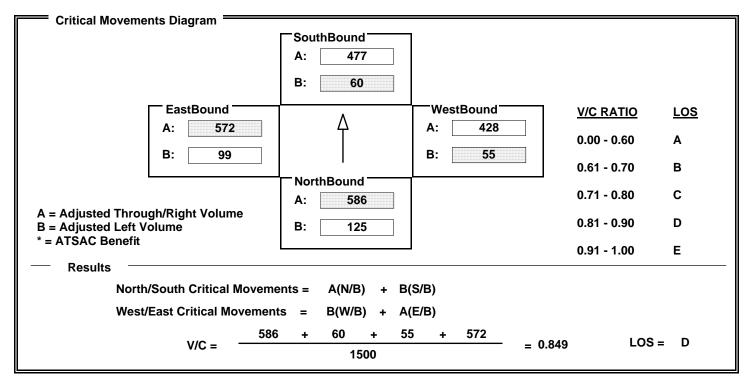
Critical Movements Diagram				
	SouthBound A: 526 B: 160			
EastBound —	1 4	WestBound	V/C RATIO	LOS
A: 343 B: 72	T A	A: 376 B: 145	0.00 - 0.60	Α
	<u> </u>		0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 368		0.71 - 0.00	· ·
B = Adjusted Left Volume	B: 105		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = B(N/B) + A	(S/B)		
West/East Critical Movemen	ts = B(W/B) + A(	(E/B)		
V/C = 105	5 + 526 + 14 1500	5 + 343 = 0.746	S LOS =	С



**Cumulative Plus Project Conditions** 

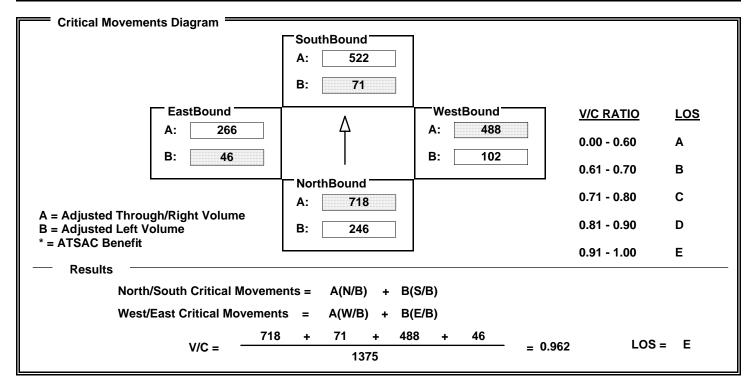
N/S:	Western A	w/E:	Venice Blvd	l I/S No:	1					
AM/PM: AM Comments: Cumulative plus Project 2012 AM										
COUNT DATE: GROWTH FACTOR:										

── Volume	ano/Si	gnal Confi	auration	. ===									
Volume	e/Lane/Si	giiai Coiii	guration	13									
	NO	RTHBOU	VD.	SO	UTHBOU	ND	W	WESTROUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	125	1105	67	60	954	131	55	806	49	99	1060	83	
AMBIENT													
RELATED													
PROJECT													
TOTAL	405	4405	07	00	054	404		000	40	00	4000	00	
TOTAL	125	1105	67	60	954	131	55	806	49	99	1060	83	
LANE	♠ ♣ 1	个	lþ (th	<b>h</b> 分	수 슈 수 2	\$	∮ ∯ 1	↑ ♠ ↑ 1   1		<b>∮</b> ∯	个 命 句 1   1	\$	
	Phasir	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR	
SIGNAL	Pern	n /	Auto	Pern	n	Auto	Perr	n	Auto	Pern	1	Auto	
								-			-		



N/S:	Western A	ve W/E:	Washi	ngton Blvd	I/S No:	2				
AM/PM: AM Comments: Cumulative plus Project 2012 AM										
COU	NT DATE:	STUDY DATE	i:	GROWTH	H FACTOR:					

— Volume	VI ana/Sic	nal Confi	auration	. ===									
Volume	#Lane/Sig	Jilai Colli	guration	3									
	NO	RTHBOU	ND	SOL	ITHBOU	ND	WF	STBOU	VD.	FA	FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
<b>EXISTING</b>	246	1320	116	71	1005	38	102	861	115	46	697	100	
AMBIENT													
RELATED													
PROJECT													
TOTAL	246	1320	116	71	1005	38	102	861	115	46	697	100	
LANE		个 命 <b>\$</b> 1   1	↑ 4 <sub>T</sub> \$	ή <sub>φ</sub> Δ	子 命 安 1   1	, lþ 4 <del>1</del> þ		↑ ♠ ↑ 1   1	<u> </u>		↑ ♠ ♠ 2   1		
	Phasin	ig F	TOR	Phasin	g F	RTOR	Phasin	ig l	RTOR	Phasin	g l	RTOR	
SIGNAL	Prot-F	ix /	Auto	Perm		Auto	Prot-F	ix	Auto	Perm	ı	Auto	
			_									_	



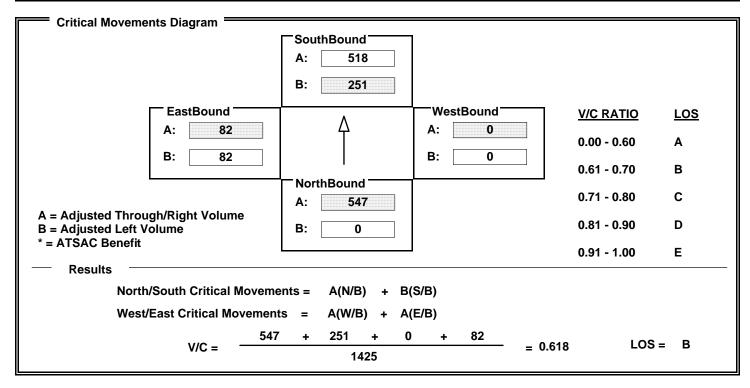
N/S:	Western Ave	W/E:	I-10 WB Ramps	I/S No:	3					
AM/PM: AM Comments: Cumulative plus Project 2012 AM										
COUNT DATE: GROWTH FACTOR:										

Volume	e/Lane/Sig	gnal Confi	guration	ıs ====								
	NO	RTHBOU	ID.	SO	UTHBOU	ND	W	FSTBOU	ND	F	ASTROL	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	116	1021	0	0	1062	118	484	10	638	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	116	1021	0	0	1062	118	484	10	638	0	0	0
LANE	N N	↑ ♠ ₲ 2	↑	ф П	个	<u>,                                     </u>	<b>∮</b> ∰		↑ ↑ <b>↑</b> 1	\$\frac{1}{4}	<b>个</b>	ή ρ φ
	Phasir	ng R	TOR	Phasir	ng l	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>one&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	one>	Pern	n	Auto	Spli	t	Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>
					·							

Critical Movements Diagram				
Ontious movements stagium	SouthBound A: 531 B: 0			
EastBound —	1 ^	WestBound	V/C RATIO	LOS
A: 0 B: 0		A: 648 B: 484	0.00 - 0.60	Α
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 511		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 64		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(	(E/B)		
V/C = 64	+ 531 + 64 1425	8 + 0 = 0.872	LOS =	: D

N/S:	Western A	ve W/E:	I-10	I/S No:	4						
AM/PM: AM Comments: Cumulative plus Project 2012 AM											
COUNT DATE: GROWTH FACTOR:											

Volume	e/Lane/Sig	RTHBOU			SOUTHBOUND			WESTROUND			FASTBOUND		
EXISTING	LT 0	тн 1093	RT <b>392</b>	LT 457	TH 1035	RT 0	LT 0	тн 0	RT 0	LT 86	тн <b>0</b>	RT 78	
RELATED PROJECT													
TOTAL	0	1093	392	457	1035	0	0	0	0	86	0	78	
LANE	. 1	个	;	<b>4</b> 分 <b>2</b>	个	<u>}</u>	<b>4</b> 於	<b>个                                    </b>	<u></u>	<b>有</b> 分 4	↑ ♠ ↑ <b>1</b>	<b>₽</b> ₩	
SIGNAL	Phasir Perm		RTOR Auto	Phasi		RTOR none>	Phasir		RTOR none>	Phasin Split		RTOR Auto	



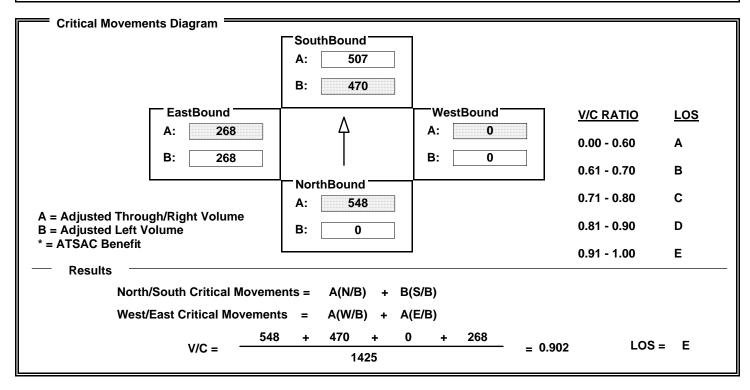
N/S:	Normandie Ave	W/E:	I-10 WB Ramps	I/S No:	5						
AM/PM: AM Comments: Cumulative plus Project 2012 AM											
COUNT DATE: GROWTH FACTOR:											

Volume	e/Lane/Sig	gnal Conf	iguration	ıs <u> </u>								
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	FSTROU	ND	F	ASTROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	120	1317	0	0	1163	112	317	17	619	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1317	0	0	1163	112	317	17	619	0	0	0
LANE	, N	↑ ♠ ♠ 2	lp (Hp)	N N	↑ ∰ ↑ 2	\$	ф П	<b>个 ☆ ′</b>	Ŷ ₩ <b>1</b>	\$ P	<b>→</b> ♣ '	τ̂ <sub>δ</sub> ιδ 4τδ
	Phasir	ng F	RTOR	Phasir	ng l	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>none&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	none>	Pern	n	Auto	Spli	t	Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>

Critical Movements Diagram				
	SouthBound A: 582 B: 0			
EastBound —	Λ	WestBound	V/C RATIO	<u>LOS</u>
A: 0 B: 0		A: 477 B: 317	0.00 - 0.60	Α
	<u></u>		0.61 - 0.70	В
	NorthBound A: 659		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 120		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
— Results			0.91 - 1.00	
North/South Critical Moveme	( , ,	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C = 120	+ 582 + 47 1425	7 + 0 = 0.827	LOS =	D

N/S:	Normandie Ave	W/E:	I-10 EB Ramps	I/S No:	6						
AM/PM: AM Comments: Cumulative plus Project 2012 AM											
COUNT DATE: GROWTH FACTOR:											

Volume	/Lane/Sig	ınal Conf	iguration	s ====								
	NO	RTHBOU	ND.	SO	UTHBOL	IND	WE	STROU	ND	FΔ	STROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1095	270	470	1013	0	0	0	0	370	4	161
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1095	270	470	1013	0	0	0	0	370	4	161
LANE	N N	↑ ♠ ♠ 2			수 슈 4 <b>2</b> □ □	<u>}</u> ₼ ₼	ф ф ́	<b>分</b>	<u></u>	ή ή · μ · · · · · · · · · · · · · · · ·	↑ ♠ 1 <b>1</b>	<u>}</u> ♣ ♣
	Phasin	g F	RTOR	Phasir	ng	RTOR	Phasin	ng	RTOR	Phasin	ıg	RTOR
SIGNAL	Perm	1	Auto	Prot-F	ix <	none>	<none< td=""><td><b>?&gt;</b> &lt;</td><td>none&gt;</td><td>Split</td><td></td><td>Auto</td></none<>	<b>?&gt;</b> <	none>	Split		Auto



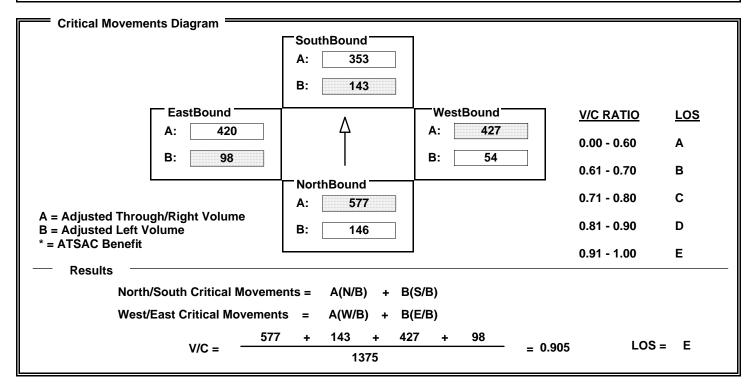
N/S:	Arlington Ave	W/E:	Adams Blvd	I/S No:	7					
AM/PM: AM Comments: Cumulative plus Project 2012 AM										
COUNT DATE: GROWTH FACTOR:										

Volume	/Lane/Si	gnal Conf	iguration	ns <del></del>								
	LNO	RTHBOU	ND	SO	SOUTHBOUND		WESTBOUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	8	1199	117	0	767	212	90	1142	50	86	667	154
AMBIENT												
RELATED												
PROJECT												
TOTAL	8	1199	117	0	767	212	90	1142	50	86	667	154
LANE	ф П	个 命 句 1   1	<del> </del>	4 &	个 命 仓 <b>1 1</b>	<u>}</u>	f 分 <b>1</b>	↑ ∰ ↑ 2	<u>`</u>	<b>f</b> 矿	个	<sup>2</sup> <sup>1</sup> <sup>4</sup> <sup>1</sup> 1
	Phasi	ng F	RTOR	Phasi	ng	RTOR	Phasi	ng l	RTOR	Phasir	ng	RTOR
SIGNAL	Pern	n	Auto	Pern	n	Auto	Perr	n	Auto	Pern	1	Auto

Critical Movements Diagram				
Ontiour movements Bragiani	SouthBound A: 490 B: 0			
EastBound —	1 4	WestBound	V/C RATIO	LOS
A: 411 B: 86		A: 571 B: 90	0.00 - 0.60	A
J	!		0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 658		0.71 - 0.00	C
B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = A(N/B) + B(	(S/B)		
West/East Critical Movemen	ts = A(W/B) + B(	(E/B)		
658	3 + 0 + 57		7 LOS =	D
V/C =	1500	= 0.87	/ LUS =	ט

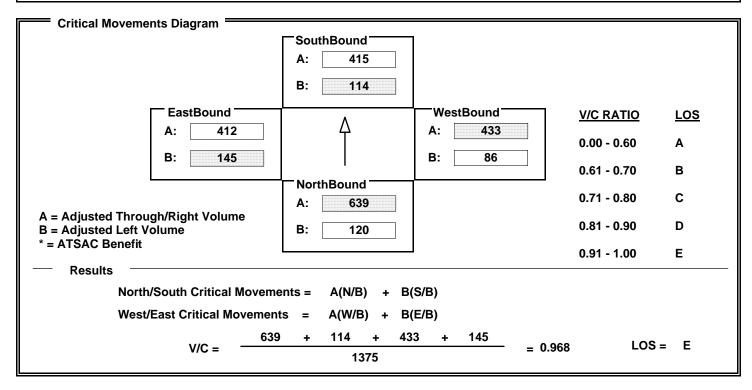
N/S:	Western Ave	W/E:	Adams Blvd	I/S No:	8				
AM/PM: AM Comments: Cumulative plus Project 2012 AM									
COUNT	DATE:	STUDY DATE:	GI	ROWTH FACTOR:					

Volume	/Lane/Sig	ınal Confi	guration	ıs ====								
	NO	NORTHBOUND			SOUTHBOUND			FSTROU	ND	F	ASTROUM	ID
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	146	1088	66	143	706	268	54	854	143	98	839	87
AMBIENT												
RELATED												
PROJECT												
TOTAL	146	1088	66	143	706	268	54	854	143	98	839	87
LANE	1   ·	↑ ♠ ♠ 1   1		· · · · · · · ·	↑ ∰ <sup>∠</sup> 2	1	<sup>4</sup> η <sub>4</sub> √ 1   1	↑ ∰ 1 2	\(\begin{array}{c c c c c c c c c c c c c c c c c c c	∯ ∯ 1	↑ ♠ ↑ 2	1 1
	Phasin	g R	TOR	Phasii	ng	RTOR	Phasiı	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Prot-F	ix /	uto	Prot-F	ix	Auto	Pern	1	Auto	Prot-F	ix	Auto



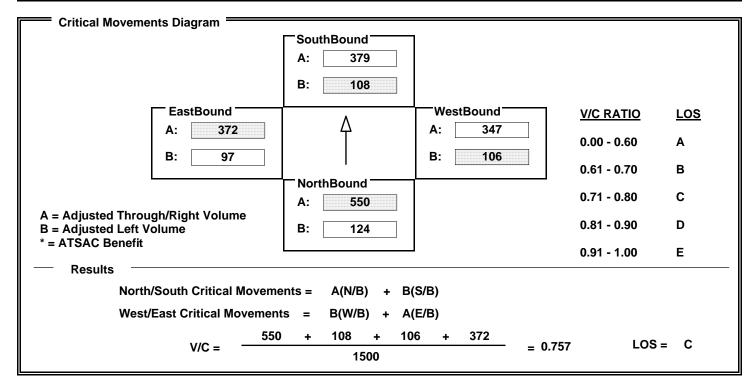
N/S:	Normandie	Ave W/E:	Adams Blvd	l/S No:	9					
AM/PM: AM Comments: Cumulative plus Project 2012 AM										
COU	NT DATE:	STUDY DATE	:	GROWTH FACTOR:						

Volume	/Lane/Sig	gnal Conf	iguration	ıs ===								
	NO	RTHBOU	ND	SOUTHBOUND			W	STROU	ND	F.A	STROU	VD.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	120	1174	103	114	830	210	86	782	83	145	757	66
AMBIENT												
RELATED												
PROJECT												
TOTAL	120	1174	103	114	830	210	86	782	83	145	757	66
LANE	ή <sub>φ</sub> .  1	↑ ♠ ♠ 1   1	, t <sub>0</sub> 4± <sub>0</sub>	N N	<b>↑</b> ☆ 4 <b>2</b>	1 I	1	个 命 行 1   1	<u> </u>	N N	↑ ♠ ↑ 1       ↑	<u>}</u>
	Phasir	ng F	RTOR	Phasii	ng	RTOR	Phasir	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Perm	1	Auto	Prot-F	ix	Auto	Perm	1	Auto	Prot-F	ix	Auto



N/S:	Western A	ve W/E:	Jeffe	rson Blvd	I/S No:	10			
AM/PM: AM Comments: Cumulative plus Project 2012 AM									
COU	NT DATE:	STUDY DATE	:	GROWTH	FACTOR:				

Volume	e/Lane/Sign	al Confi	guration	s ====									
	NOR.	THROUN	ND.	SO	UTHBOL	IND	W	WESTROUND			FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	124	1099	165	108	669	88	106	694	76	97	743	68	
AMBIENT													
RELATED													
PROJECT													
TOTAL	124	1099	165	108	669	88	106	694	76	97	743	68	
LANE	♠ ♠ ↑ 1 2	<u> </u>	լ <b>ի</b> փի	N N	个 命 <sup>4</sup> <b>1</b>   1	<b>,</b>	∯ ∰ 1	수 슈 수 <b>2</b>	}	<ul><li>↑ ☆</li><li>1</li></ul>	↑ ♠ ↑ 2	<u>}</u>	
	Phasing	R	TOR	Phasir	ng	RTOR	Phasii	ng	RTOR	Phasii	ng	RTOR	
SIGNAL	Perm		Auto	Pern	1	Auto	Pern	n	Auto	Pern	n	Auto	
								,			,		



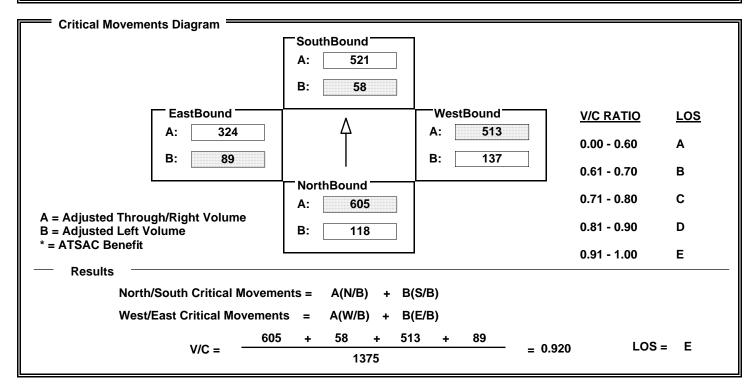
N/S:	Western Ave	W/E:	Venice Blvd	I/S No:	1					
AM/PM: PM Comments: Cumulative plus Project 2012 PM										
COUNT DAT	E:	STUDY DATE:	GROW	TH FACTOR:						

Volume	e/Lane/Si	gnal Conf	iguratior	ıs <u> </u>									
	NO	RTHBOU	ND	SO	SOUTHBOUND			WESTROUND			FASTBOUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	92	1020	91	73	881	178	69	788	71	116	966	90	
AMBIENT													
RELATED													
PROJECT													
TOTAL	92	1020	91	73	881	178	69	788	71	116	966	90	
LANE	δη ΔΩ· 1	↑ ♠ ♠ 1   1	lb (Hb	h 分 <b>1</b>	个	<u>}</u>	♠ ☆ 1	个		4 A	↑ ☆ ſ 1	\(\frac{1}{2}\) \(\psi\) \(\p	
	Phasir	ng F	RTOR	Phasii	ng	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR	
SIGNAL	Pern	n /	Auto	Pern	n	Auto	Perr	n	Auto	Perm	1	Auto	

Critical Movements Diagram				
_	SouthBound A: 441 B: 73			
EastBound —	] ]	WestBound	V/C RATIO	LOS
A: 528 B: 116		A: 430 B: 69	0.00 - 0.60	Α
J	<u> </u>	<b>D</b> :	0.61 - 0.70	В
	NorthBound A: 556		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 92		0.81 - 0.90	D
* = ATŠAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $A(N/B) + B($	(S/B)		
West/East Critical Movemen	ts = B(W/B) + A(	(E/B)		
V/C = 556	6 + 73 + 69 1500	<del>) + 528</del> = 0.817	LOS =	D

N/S:	Western Ave	W/E:	Washington Blvd	I/S No:	2				
AM/PM: PM Comments: Cumulative plus Project 2012 PM									
COUNT DAT	E: S	TUDY DATE:	GROWTH	FACTOR:					

Volume	e/Lane/Sig	gnal Conf	iguration	ıs ====									
	NO	RTHBOU	ND	SC	SOUTHBOUND			WESTROUND			FASTROUND		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	118	1107	102	58	1021	21	137	875	151	89	847	124	
AMBIENT													
RELATED													
PROJECT													
TOTAL	118	1107	102	58	1021	21	137	875	151	89	847	124	
LANE	4 A	↑ ♠ ↑ 1   1	<u> </u>	1	个	<b>,</b> , ,	♠ ☆ 1	个 余 行 <b>1</b>   1		<b>f</b> 分	↑ ☆ ↑ 2	\(\frac{1}{4}\) \(\psi\) \(\psi\) \(\psi\) \(\psi\) \(\psi\)	
	Phasir	ng F	RTOR	Phasi	ng l	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR	
SIGNAL	Prot-F	ix	Auto	Perr	n	Auto	Prot-I	Fix	Auto	Pern	1	Auto	



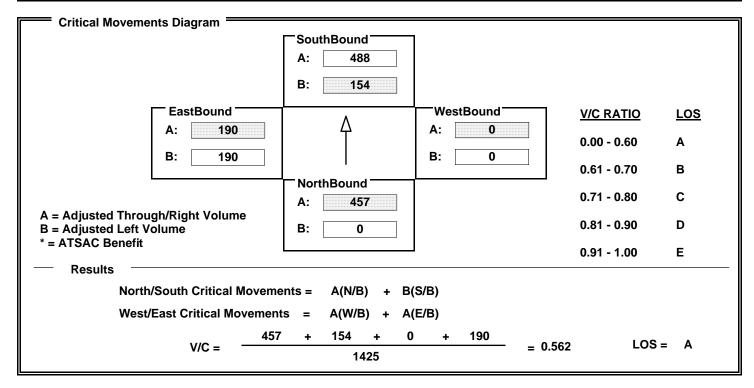
N/S:	Western Ave	W/E:	I-10 WB Ramps	I/S No:	3				
AM/PM: PM Comments: Cumulative plus Project 2012 PM									
COUNT DAT	E:	STUDY DATE:	GROWT	H FACTOR:					

- Volume	/I ana/Si	gnal Confi	iguration	. ===								
Volume	Lancion	giiai Coiiii	guration	13								
	NO	RTHBOU	VD.	SO	UTHBOU	ND	W	STROL	IND	F	ASTROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	145	958	0	0	1066	202	209	5	354	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	445	050			1000	000	000	_	054			
TOTAL	145	958	0	0	1066	202	209	5	354	0	0	0
LANE		↑ ♠ ♠ <b>2</b>	lb (d⊥b)	ф <sub>ф</sub>	个	,	<b>f</b> 分		∰ /Þ (†Þ)	4 £	个 余 4	ф ф ф
	Phasir	ng F	RTOR	Phasi	ng I	RTOR	Phasir	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>none&gt;</td><td>Pern</td><td>n .</td><td>Auto</td><td>Split</td><td>t  </td><td>Auto</td><td><none< td=""><td>e&gt; •</td><td><none></none></td></none<></td></r<>	none>	Pern	n .	Auto	Split	t	Auto	<none< td=""><td>e&gt; •</td><td><none></none></td></none<>	e> •	<none></none>
	*											

Critical Movements Diagram				
	SouthBound A: 533 B: 0			
EastBound —	1 4	WestBound	V/C RATIO	LOS
A: 0 B: 0		A: 359 B: 209	0.00 - 0.60	A
	<u>'</u>	J. 200	0.61 - 0.70	В
	NorthBound		0.71 - 0.80	С
A = Adjusted Through/Right Volume	A: 479		0.71 - 0.80	C
B = Adjusted Left Volume	B: 80		0.81 - 0.90	D
* = ATSAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Movement	ents = B(N/B) + A	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C =	+ 533 + 35 1425	9 + 0 = 0.682	LOS =	В

N/S:	Western	Ave W/E:	I-10 EB Ramps	I/S No:	4
AM/P	M: PM	Comments: Cumulative p	olus Project 2012 PM		
COU	NT DATE:	STUDY DATE:	GRO	WTH FACTOR:	

Volume	/Lane/Sign	al Configuration	ns =====						
	NORT	HBOUND	SOUTH	IBOUND	WES	TROUND	FA:	STROUND	
	LT	TH RT	LT '	TH RT	LT	TH RT	LT	TH	RT
EXISTING	0	914 215	280 9	75 0	0	0 0	205	7	167
AMBIENT									
RELATED									
PROJECT									
TOTAL	0	914 215	280 9	75 0	0	0 0	205	7	167
LANE	ή <del>Α</del> Α <b>2</b>	♠ ♠ ♦ ♦ 1	<b>申 分 分 .</b>		<b>4 分</b> 个		<b>竹</b> 分分分	1	<u>₽</u>
	Phasing	RTOR	Phasing	RTOR	Phasing	RTOR	Phasing	g RT	ΓOR
SIGNAL	Perm	Auto	Prot-Fix	<none></none>	<none></none>	<none></none>	Split	A	uto



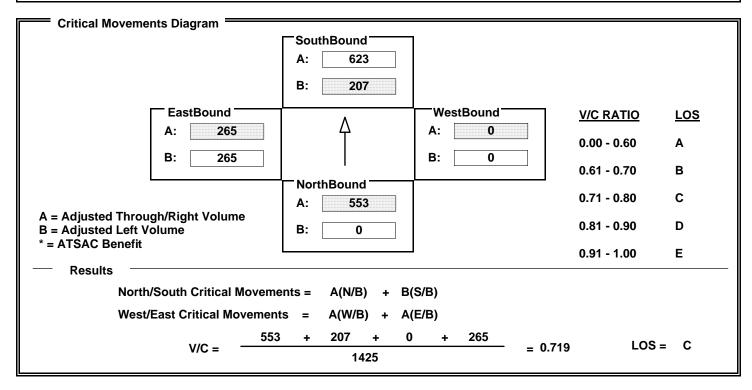
N/S:	Normandie Ave	W/E:	I-10 WB Ramps	I/S No:	5
AM/PM: PI	Comments:	Cumulative plu	s Project 2012 PM		
COUNT DAT	re: s	STUDY DATE:	GROWT	H FACTOR:	

Volume	e/Lane/Sig	gnal Confi	guration	ıs ====								
	NO	RTHBOU	ND.	SO	UTHBOU	ND	W	FSTROU	IND	E	ASTROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	245	1145	0	0	1299	239	201	2	358	0	0	0
AMBIENT												
RELATED												
PROJECT												
TOTAL	245	1145	0	0	1299	239	201	2	358	0	0	0
LANE		↑ ♠ ♠ 2	l⊅ (H⊅	N N	↑ ∰ ↑ 2	\$	\$ £	个	Ŷ ₩ <b>1</b>	ф <del>ф</del>	<b>→</b> ♣ '	th th
	Phasir	ng R	TOR	Phasi	ng l	RTOR	Phasi	ng	RTOR	Phasi	ng	RTOR
SIGNAL	Prot-F	ix <r< td=""><td>one&gt;</td><td>Pern</td><td>n</td><td>Auto</td><td>Spli</td><td>t</td><td>Auto</td><td><non< td=""><td>e&gt;</td><td><none></none></td></non<></td></r<>	one>	Pern	n	Auto	Spli	t	Auto	<non< td=""><td>e&gt;</td><td><none></none></td></non<>	e>	<none></none>

Critical Movements Diagram				
Ontious movements stagium	SouthBound A: 650 B: 0			
EastBound —	1 ^	WestBound	V/C RATIO	<u>LOS</u>
A: 0 B: 0		A: 281 B: 201	0.00 - 0.60	Α
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 573		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 245		0.81 - 0.90	D
* = ATŠAC Benefit			0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = A(W/B) + A(W/B)	(E/B)		
V/C = 245	5 + 650 + 28 1425	1 + 0 = 0.825	LOS =	D

N/S:	Normandie Ave	W/E:	I-10 EB Ramps	I/S No:	6
AM/PM:	PM Comments:	Cumulative plu	ıs Project 2012 PM		
COUNT DA	ATE:	STUDY DATE:	GRO	WTH FACTOR:	

Volume	/Lane/Sig	gnal Conf	iguration	ıs ——								
	NO	RTHBOU	ND	SO	UTHBOL	IND	W	FSTROU	ND	FΔ	STROU	VD
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	0	1106	119	207	1246	0	0	0	0	269	23	238
AMBIENT												
RELATED												
PROJECT												
TOTAL	0	1106	119	207	1246	0	0	0	0	269	23	238
LANE	N	↑ ∰ ∯ 2	, rÞ 4⊤Þ   <b>1</b>	N N	↑ ∰ 4 <b>2</b>	<u>}</u>	ф П	<b>个                                    </b>		ή ή ·	↑ ♠ ↑ <b>1</b>	↑ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
	Phasin	ng F	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR	Phasin	g	RTOR
SIGNAL	Perm	1	Auto	Prot-F	Fix <	none>	<none< td=""><td>9&gt; &lt;</td><td>none&gt;</td><td>Split</td><td></td><td>Auto</td></none<>	9> <	none>	Split		Auto



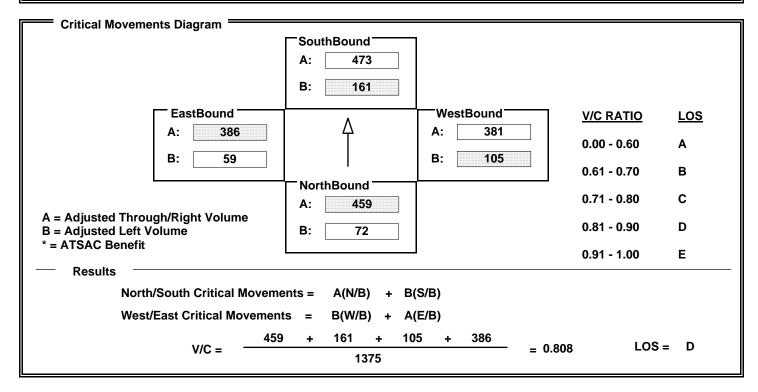
N/S:	Arlington Ave	W/E:	Adams Blvd	I/S No:	7
AM/PM: PM	Comments: C	umulative <sub>l</sub>	plus Project 2012 PM		
COUNT DATE:	STU	JDY DATE:		GROWTH FACTOR:	

Volume	e/Lane/Si	gnal Conf	iguration	ıs ====								
	NO	RTHBOU	ND	SO	UTHBOU	ND	W	FSTBOU	ND	F/	STROU	ND
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	4	782	61	16	1399	102	92	668	61	99	833	141
AMBIENT												
RELATED												
PROJECT												
TOTAL	4	782	61	16	1399	102	92	668	61	99	833	141
LANE	ф П	수 슈 숙 1		ф ф 	个		∮ ∰ 1	↑ ф 4 2	1 I	f 分 1	↑ ♠ ↑ 1       ↑	
	Phasir	ng F	RTOR	Phasi	ng l	RTOR	Phasi	ng	RTOR	Phasir	ng	RTOR
SIGNAL	Pern	n /	Auto	Perr	n .	Auto	Perr	n	Auto	Pern	n	Auto

Critical Movements Diagram				
	SouthBound A: 751 B: 0			
EastBound —	1 4	WestBound	V/C RATIO	<u>LOS</u>
A: 487 B: 99		A: 334 B: 92	0.00 - 0.60	A
	<u> </u>		0.61 - 0.70	В
	NorthBound A: 422		0.71 - 0.80	С
A = Adjusted Through/Right Volume B = Adjusted Left Volume	B: 0		0.81 - 0.90	D
* = ATSAC Benefit	-		0.91 - 1.00	E
Results				
North/South Critical Moveme	ents = $B(N/B) + A($	(S/B)		
West/East Critical Movemen	ts = B(W/B) + A(	(E/B)		
V/C =0	+ 751 + 92 1500	= 0.887	LOS =	D

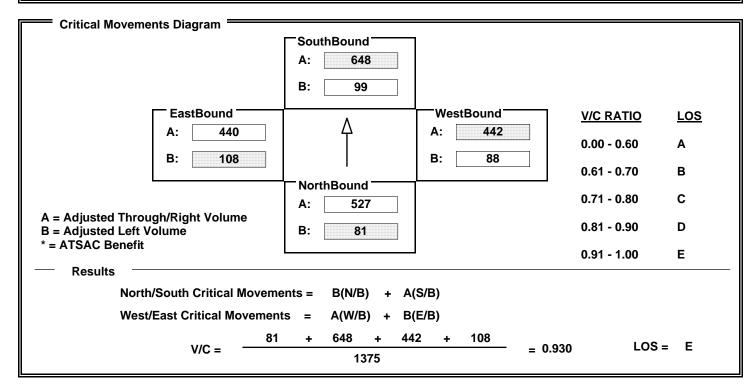
N/S:	Western A	ve W/E:	Adams I	Blvd	I/S No:	8
AM/P	M: PM	Comments: Cumulative	e plus Project 2012	PM		
COU	NT DATE:	STUDY DATE	:	GROWTH FAC	CTOR:	

Volume	e/Lane/Sig	gnal Conf	iguration	s ====									
	NO	RTHBOU	ND	SO	UTHBOU	IND	W	ESTROU	ND	F/	STROU	TBOUND	
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
EXISTING	72	833	85	161	946	74	105	762	158	59	771	117	
AMBIENT													
RELATED													
PROJECT													
TOTAL	72	833	85	161	946	74	105	762	158	59	771	117	
LANE	<b>∮</b>	个			↑ ∰ 1 2	<u>}</u>	f 分 <b>1</b>	↑ ∰ 1 2	½ /	f 分 <b>1</b>	↑ ∰ 1 2	\(\frac{1}{2}\) \(\frac{1}{2}\) \(\frac{1}{2}\)	
	Phasir	ng F	RTOR	Phasir	ng	RTOR	Phasii	ng	RTOR	Phasir	ng	RTOR	
SIGNAL	Prot-F	ix	Auto	Prot-F	ix	Auto	Pern	1	Auto	Prot-F	ix	Auto	



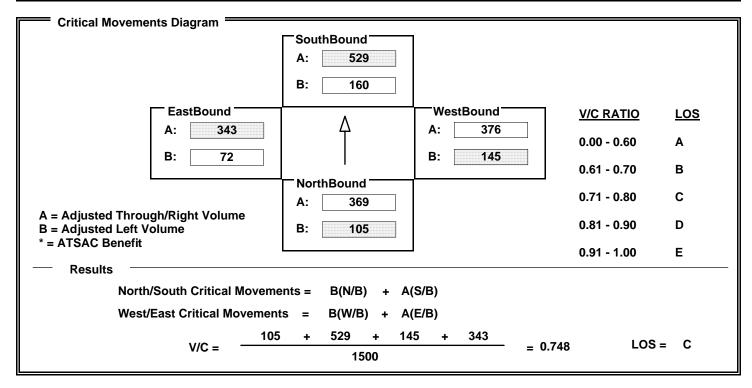
N/S:	Normandie Ave	W/E:	Adams Blvd	I/S No:	9
AM/PM: PM	Comments: C	umulative	plus Project 2012 PM		
COUNT DATE:	STO	JDY DATE:		GROWTH FACTOR:	

Volume	/Lane/Sig	nal Config	juration	s ====								
	NOF	THBOUN	D	SO	UTHBOU	ND	WE	STROU	ND	FA	STBOUN	D.
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
EXISTING	81	963	91	99	1296	68	88	766	118	108	770	109
AMBIENT												
RELATED												
PROJECT												
TOTAL	81	963	91	99	1296	68	88	766	118	108	770	109
LANE	ή <sub>(</sub>		<b>Γ</b> Φ <b>ΦΤ</b> Φ	, N	↑ ♠ ↑ 2	1		个 命 仓 1   1	·	ή ή ·	个	, r 4T
	Phasin	g R	ГOR	Phasir	ng I	RTOR	Phasir	ng l	RTOR	Phasin	ıg	RTOR
SIGNAL	Perm	A	uto	Prot-F	ix .	Auto	Perm	1	Auto	Prot-F	ix	Auto
											· · · · · ·	



N/S:	,	Western Ave	W/E:	Jefferson Blvd	I/S No:	10
AM/P	M: PM	Comments:	Cumulative	plus Project 2012 PM		
COU	NT DATE:	S	TUDY DATE:	GROW	TH FACTOR:	

Volume	/Lane/Signa	al Configuratio	ns =====								
	NORT	HBOUND	SOUT	SOUTHBOUND WESTBOUND FASTBO					STROUN	UND	
	LT	TH RT	LT	TH RT	LT	TH R	Т	LT	TH	RT	
EXISTING	105	737 125	160 1	016 41	145	751 10	)5	72	686	112	
AMBIENT											
RELATED											
PROJECT											
TOTAL	105	737   125	160 1	016 41	145	751 10	5	72	686	112	
LANE	ή ή γ 1 2				N N	2 1	₩	. 1	↑ ∰ Ŷţ	,	
	Phasing	RTOR	Phasing	RTOR	Phasin	g RTOR	₹	Phasin	ıg	RTOR	
SIGNAL	Perm	Auto	Perm	Auto	Perm	Auto	,	Perm	1	Auto	
			_								



Appendix D Signal Warrant Analysis

### 2500 S. Western Avenue Office Project

Traffic Signal Warrant Analysis Warrant 3, Peak Hour

#### **ADAMS BOULEVARD & HOBART BOULEVARD**

Major Street Name: Adams Boulevard Vehicles per Hour (Peak Hour)

Minor Street Name: Hobart Boulevard Major Street (Approach 1): 990

Major Street (Approach 2): 879

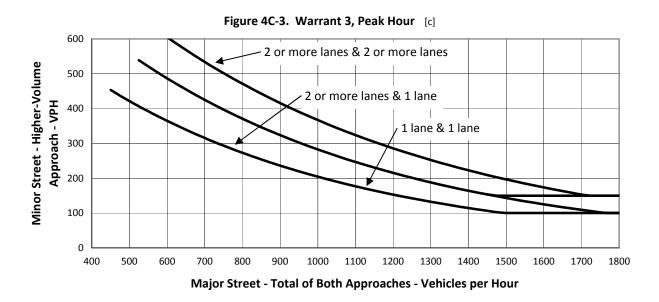
Major Street Lanes: 2 [a] Major Street Left-Turns: 74

Minor Street Lanes: 1 Minor Street (Higher Volume): 141

[b] Urban/Rural: Urban

#### Vehicles per Hour (4th Highest Hour)

: 510	Minimum Major Street Volume:	990	Major Street (Approach 1):
? YES	Satisfied?	879	Major Street (Approach 2):
	_	1,869	Total Major Street Volume:
: 100	Minimum Minor Street Volume:		
? YES	Satisfied?	74	Major Street Left Turns:
		141	Minor Street (Higher Volume):
YES	Warrant 3 Satisfied?	215	Total Minor Street Volume:



<sup>[</sup>a] Major street left-turn volume is added to minor street volume if a protected left-turn signal phase is proposed.

<sup>[</sup>b] Setting to "Rural" reduces minimum test volumes to approximately 70% of "Urban" test volumes. This may be used when major street speed exceeds 40 mph or in an isolated community of less than 10,000 residents.

<sup>[</sup>c] From Manual on Uniform Traffic Control Devices, 2003 Edition, USDOT FHWA, 2003.