Appendix A California Environmental Quality Act Checklist

The following checklist identifies physical, biological, social, and economic factors that might be affected by the proposed project. The CEQA impact levels include "potentially significant impact," "less than significant with mitigation incorporated," "less than significant impact," and "no impact."

Supporting documentation of all CEQA checklist determinations is provided in Chapter 2 of this Final EIR/EA document. Documentation of "No Impact" determinations is provided at the beginning of Chapter 2. Detailed discussion of all impacts, avoidance, minimization, and/or compensation measures is under the appropriate topic headings in Chapter 2.

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS -- Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	X	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	X	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	X	☐
II. AGRICULTURE RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. 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?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒
III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
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. BIOLOGICAL RESOURCES -- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
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 a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES -- Would the project:				
a) 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. GEOLOGY AND SOILS -- Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
iii) Seismic-related ground failure, including liquefaction?	☐	X	☐	☐
iv) Landslides?	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	X	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	X	☐
d) 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?	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X
VII. HAZARDS AND HAZARDOUS MATERIALS –				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	X
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?	☐	X	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
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?	☐	☐	☐	X
VIII. HYDROLOGY AND WATER QUALITY -- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☐	X
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 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)?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
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?	☐	☐	☐	X
f) Otherwise substantially degrade water quality?	☐	☐	X	☐
g) 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?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	X	☐
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?	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	X
IX. LAND USE AND PLANNING - Would the project:				
a) Physically divide an established community?	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	X	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	X
X. MINERAL RESOURCES -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	X
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?	☐	☐	☐	X
XI. NOISE –				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	X	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	X	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒
XII. POPULATION AND HOUSING -- Would the project:				
a) 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?	☐	☐	☐	☒
XIII. 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?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☒	☐	☐	☐
Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIV. 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?	☐	☐	☐	X
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?	☐	☐	☐	X
XV. TRANSPORTATION/TRAFFIC -- Would the project:				
a) 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 of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☐	X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	X
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?	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	X
e) Result in inadequate emergency access?	☐	☐	X	☐
f) Result in inadequate parking capacity?	☐	☐	X	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	X
XVI. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	X

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporation	Less Than Significant Impact	No Impact
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?	☐	☐	☐	X
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?	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	X
e) 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?	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	X
XVII. 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?	X	☐	☐	☐
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)?	☐	☐	X	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	X	☐

Appendix B. Section 4(F) Evaluation

Bridge No. 53C-0859
EA 931701
BHLS 5006(219)

The City of Los Angeles, in cooperation with the State of California Department of Transportation, proposes to improve the North Spring Street Viaduct (Bridge #53C-0859) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast.

North Spring Street Viaduct Widening and Rehabilitation Project

PROGRAMMATIC SECTION 4(F) EVALUATION
Submitted Pursuant to:

49 U.S.C. 303

THE STATE OF CALIFORNIA

Department of Transportation as assigned

Date of Approval	**Gary Iverson** **Senior Environmental Planner**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 USC 327.

May 2011

SUMMARY

The City of Los Angeles (City), in cooperation with the State of California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (53C-0859) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast. The proposed project includes seismically upgrading the existing viaduct, improving pedestrian and bikeway facilities and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

This Section 4(f) evaluation has been prepared in accordance with 49 United States Code (USC) 303 and the Federal Highway Administration (FHWA) regulations for Section 4(f) compliance codified at 23 CFR Section 774 as amended March 12, 2008, in 73 FR 13395. This evaluation analyzes the effects of the project on the North Spring Street Viaduct. The viaduct was determined to be eligible for the National Register of Historic Places (NRHP), and is therefore considered a historic site and considered a Section 4(f) property.

Many build alternatives were considered to meet the purpose and need of the project; however, only three build alternatives (Alternatives 1, 2, and 3) and one no build alternative are currently being analyzed because others were found to be either not feasible or not prudent. Alternative 1 would not result in an adverse effect to the Section 4(f) property; however, it would not fully meet the purpose and need of the project. Alternatives 2 and 3 (including Design Option A to Alternative 2) would result in a direct use as of Section 4(f) property because they would include physical destruction of the historic fabric [36 CFR 800.5(a)(2)(i)] of the North Spring Street Viaduct in order to widen the viaduct. However, with the measures to minimize harm outlined in Section 4.4 of this document, which were developed in the January 1, 2004 Programmatic Agreement regarding compliance with Section 106 (also discussed in Section 4.4), impacts to the Section 4(f) property would be reduced to the extent feasible.

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1.0 INTRODUCTION

The City of Los Angeles (City), in cooperation with Caltrans, proposes to improve the North Spring Street Viaduct (53C-0859) (viaduct) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast in Los Angeles, CA (see Figure 1 and Figure 2). The proposed project includes seismically upgrading and widening the existing viaduct, improving pedestrian and bikeway facilities and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street (see Figure 3).

Analysis in this document is based on information from the following technical reports for the proposed project:

- Archaeological Survey Report (URS Corporation, July 2006);
- Historic Property Survey Report (URS Corporation and JRP Historic Consulting, July 2006);
- Historic Resources Evaluation (JRP Historical Consulting, July 2006);
- Finding of Adverse Effect (Galvin Preservation Associates Inc. April 2011); and
- Memorandum of Agreement (Galvin Preservation Associates Inc. April 2011).

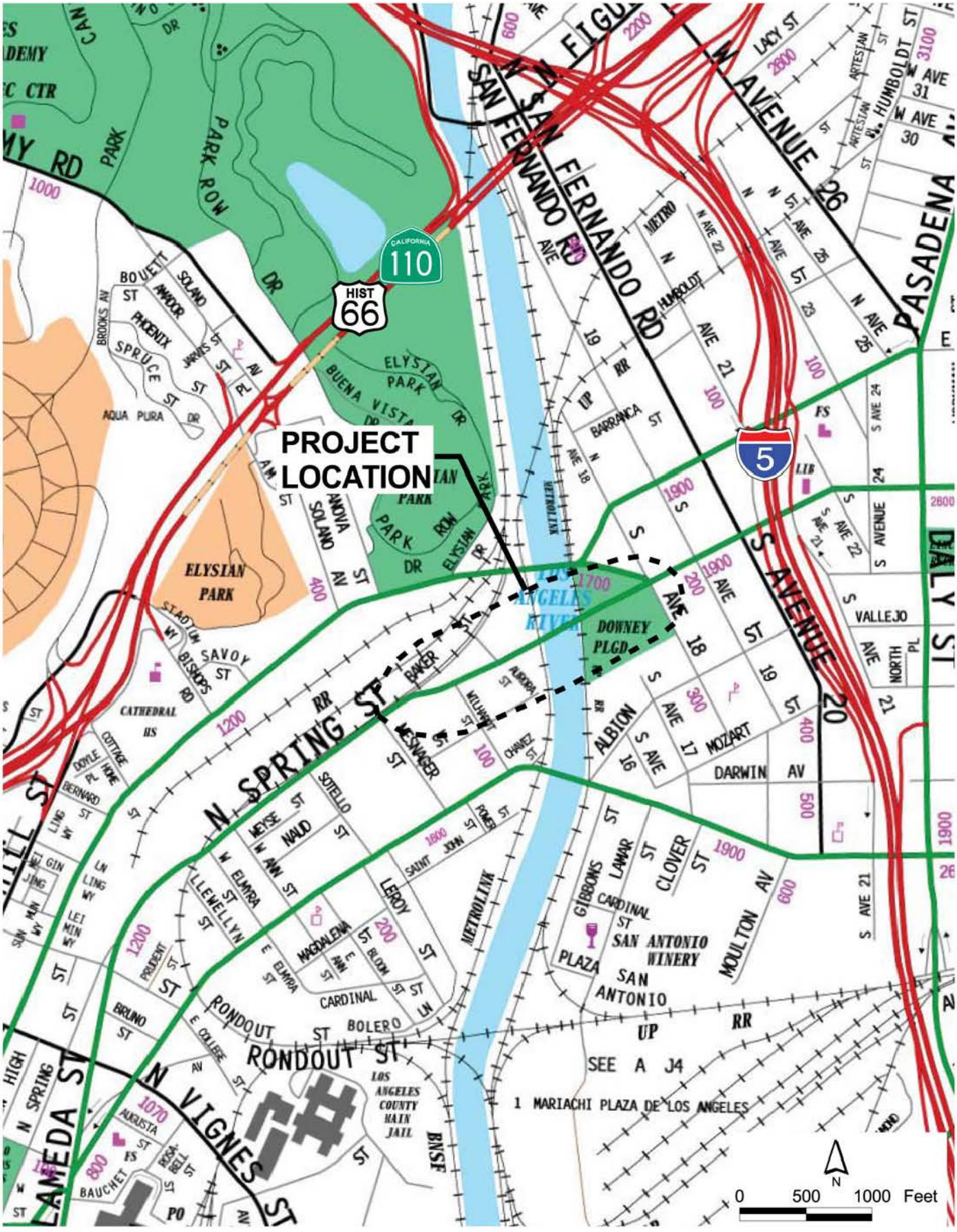
1.1 REGULATORY SETTING

Section 4(f) of the Department of Transportation (DOT) Act of 1966, codified at 49 USC Section 303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites." Section 4(f) specifies that:

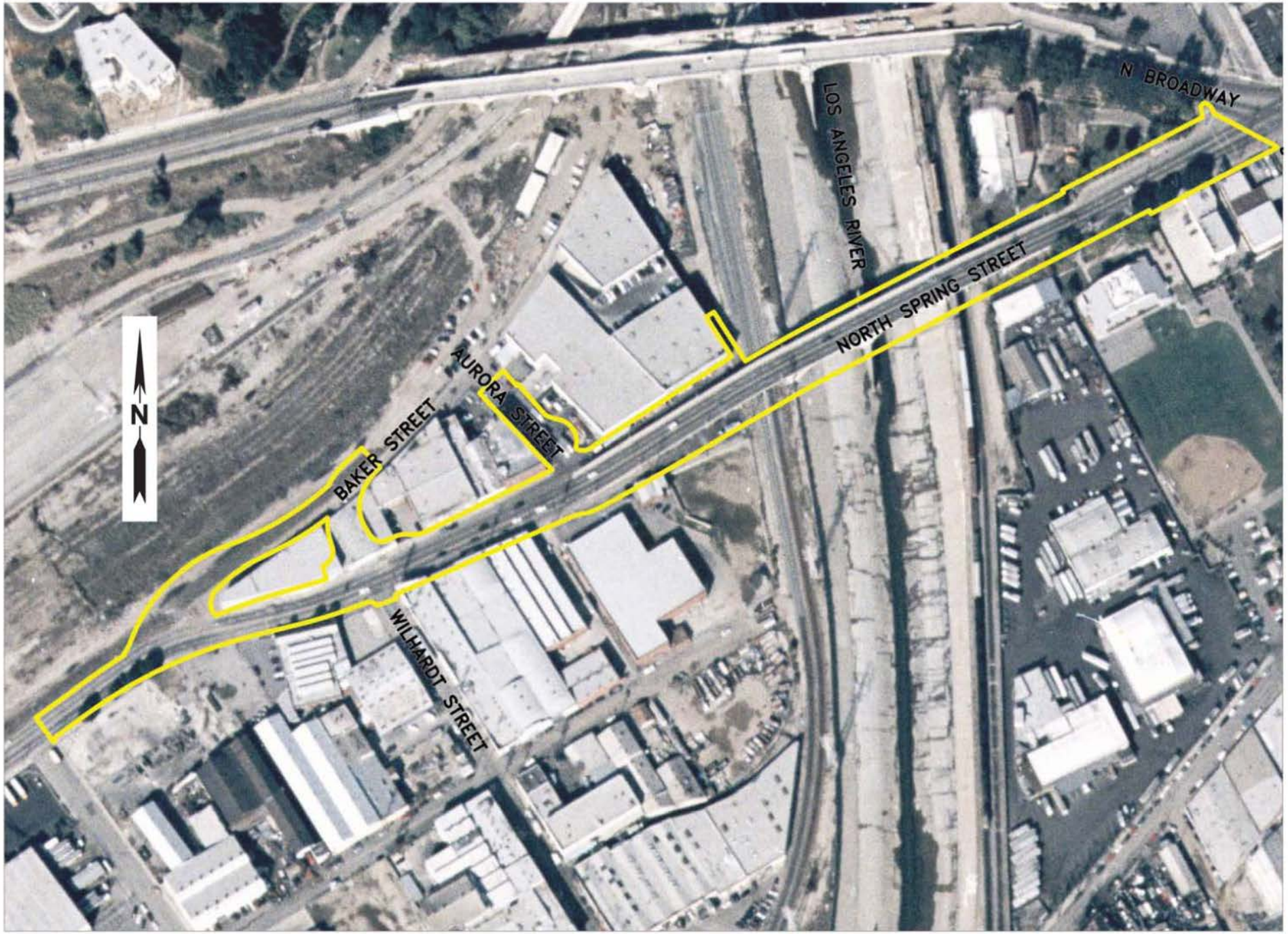
[t]he Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge or site) only if:

- There is no prudent and feasible alternative to using that land; and
- The program or project includes all possible planning as defined in §774.7, to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

ENGINEERING	REGIONAL LOCATION MAP	
	NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT	FIGURE 1



ENGINEERING	VICINITY MAP
	NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT — FIGURE 2



LA DPW ENGINEERING

PROJECT AREA

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

FIGURE 3

1.2 SECTION 4(F) "USE"

1.2.1 Temporary Use

A temporary use of a Section 4(f) property occurs when a temporary occupancy of a property that could adversely affect the preservationist purposes of Section 4(f). Per 23 CFR Section 771.135[p][7]), a temporary occupancy of property does not constitute a use of a Section 4(f) property when the following conditions are satisfied:

- The occupancy must be of temporary duration (i.e., shorter than the period of construction) and not involve a change in ownership of the property.
- The scope of work must be minor, with only minimal changes to the protected property.
- There are no permanent adverse physical effects on the protected property, and there will be no temporary or permanent interference with activities or purpose of the property.
- The property being used must be fully restored to a condition that is at least as good as that which existed prior to the proposed project.
- There must be documented agreement of the appropriate officials having jurisdiction over the property regarding the foregoing requirements.

1.2.2 Constructive Use

A constructive use of a Section 4(f) property occurs when a transportation project does not permanently incorporate land from the property, but the proximity of the project results in disturbance (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired (23 CFR Section 771.135[p][2]). Substantial impairment occurs only if the protected activities, features, or attributes of the property are substantially diminished. This determination is made based upon conclusions derived from completion of the following tasks:

- Identification of the current activities, features, or attributes of the property that may be sensitive to proximity impacts;
- Analysis of the potential proximity affects the property; and
- Consultation with the appropriate officials having jurisdiction over the property (23 CFR Section 771.135[p][6]).

1.2.3 Direct Use

A direct use of a Section 4(f) property takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 771.135[p][1]). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed regulatory limits noted below (23 CFR Section 771.135[p][7]).

1.3 NATIONWIDE PROGRAMMATIC SECTION 4(F) EVALUATIONS

Certain transportation projects may comply with the requirements of Section 4(f) under a nationwide programmatic evaluation rather than through an individual evaluation. Five nationwide programmatic Section 4(f) evaluations are available for:

- Projects that use historic bridges;
- Projects that use minor amounts of land from parks, recreation areas, and wildlife and waterfowl refuges;
- Projects that use minor amounts of land from historic sites;
- Bikeway projects; and
- Projects that result in an overall net benefit to the section 4(f) property.

As detailed below in Section 4.1.3, the proposed project meets the applicability criteria for the *Programmatic Section 4(f) Evaluation and Approval for FHWA Projects that Necessitate the Use of Historic Bridges (FHWA 1983).*

1.4 DE MINIMIS USE

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) amendment to the Section 4(f) requirements allows the DOT to determine that certain uses of Section 4(f) land will have no adverse effect on the protected property. When this is the case, and the responsible official(s) with jurisdiction over the property agrees in writing, compliance with Section 4(f) is greatly simplified.

The *de minimis* impact criteria and associated determination requirements specified in Section 6009(a) of SAFETEA-LU are different for historic sites than for parks, recreation areas, and wildlife and waterfowl refuges. *De minimis* impacts related to historic sites are defined as the determination of either "no adverse effect" or "no historic properties affected" in compliance with Section 106 of the National Historic Preservation Act (NHPA). *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and waterfowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) property.

2.0 PROJECT DESCRIPTION

2.1 PROJECT BACKGROUND

In July 2000, the City, in partnership with Caltrans, performed an inspection of the viaduct using the set of criteria developed by the Federal Highway Administration (FHWA). As a result, it was determined the viaduct had structural and roadway deficiencies, and it was placed on the Highway Bridge Program (HBP) Eligible (for federal funding) Bridge List (EBL). The viaduct was determined to be eligible for the National Register of Historic Places (NRHP) as part of the statewide Historic Bridge Inventory conducted by Caltrans during the 1980s (re-confirmed eligible in 2006) and declared a City of Los Angeles Historic-Cultural Monument (# 900) in 2007.

A Draft Final Environmental Impact Report/Finding of No Significant Impact (FEIR/FONSI) was prepared for the project in March 2010 and circulated to the public for review. After reviewing comments received and alternatives presented in the document, the City of Los Angeles City Council Transportation Committee recommended that the City perform additional outreach to formulate additional options for consideration.

Since that time, the City's Bridge Improvement Program has explored several design options and identified several alternatives that would improve the viaduct's structural and roadway deficiencies, while taking into account its historic features. The City also held working group meetings on June 17, June 29, and December 13 of 2010, and January 10, March 10, and March 16 of 2011 comprised of interest groups, stakeholders, and elected officials. This coordination resulted in two new design options under Alternative 2.

2.2 PROJECT PURPOSE AND NEED

For a more detailed description of the project's purpose and need, refer to Chapter 1 of the revised FEIR/FONSI.

2.2.1 Purpose

The purpose (objective) of the proposed project is to:

- Eliminate existing geometrical and design deficiencies associated with the viaduct and its approach roadways;
- Correct existing seismic vulnerability issues specific to the viaduct; and
- Improve pedestrian and bicycle travel through the project's study area and connections with regional bicycle routes and mass-transit facilities.

2.2.2 Need

Currently, bicyclists compete with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct and there is only one narrow sidewalk on the north side of the viaduct to accommodate pedestrians. In July 2000, the City, in partnership with Caltrans, determined that the viaduct is geometrically deficient due to:

- Inadequate lane widths;
- Lack of shoulders to accommodate the average daily traffic (ADT) volume;
- Loose cable restrainers; and

Additionally, Caltrans inspections in 2000 and 2007 indicated that the viaduct is vulnerable to potential structural collapse under a designated seismic event and the viaduct and its approach roadways are comprised of deteriorating pavement and sidewalks. These components are in need of repair in order to improve the movement of motorists, pedestrians, and bicyclists through the project area.

2.3 EXISTING FACILITIES

The proposed project area is situated northeast of downtown Los Angeles in an area that includes residential, commercial, industrial, and open-space (park) land uses. The proposed project area straddles portions of the Central City North and Northeast Los Angeles Community Planning areas.

The North Spring Street Viaduct was constructed in 1928 and is one of several monumental viaducts funded by the 1923 Viaduct Bond Act. It was widened in 1939 by removing the south-side sidewalk, seismically retrofitted in 1992, and extensively repaired in 1993. The viaduct is currently designated as a Class II Major Highway, although it does not meet the standard dimensions of such designation (which requires a roadway width of 80 feet with 12-foot sidewalks on either side of traffic for a total width of 104 feet).

North Spring Street is striped throughout most of the project's limits for four-lane (two in each direction) vehicular use. Currently, the viaduct is 50 feet wide with a 4-foot wide sidewalk on its north side, and is striped for two undivided 10-foot interior lanes, and two 9.5-foot outer lanes. There are no shoulders or bikeways on the viaduct. The current configuration is constrained by the viaduct's overall width and does not meet current geometrical or design standards.

East of the viaduct, North Spring Street intersects with Avenue 18 and North Broadway in a five-point intersection. West of the viaduct, Aurora Street intersects with North Spring Street (north

side) and Wilhardt Street intersects with North Spring Street (south side) before Baker intersects with North Spring Street.

2.4 PROPOSED IMPROVEMENTS

The following is a summary of the proposed project alternatives, as well as alternatives that were considered and eliminated from further consideration. Please see Chapter 1.0 of the revised FEIR/FONSI for a detailed description of each of the alternatives.

2.4.1 No Build Alternative

Under the No Build Alternative, the North Spring Street Viaduct and North Spring Street would continue to serve as an access over the Los Angeles River. No physical improvements, including seismic strengthening, to either the viaduct or local roadway system would be made. The existing 4-foot sidewalk on the north side of the viaduct would not be improved and bicyclists would continue competing with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct.

2.4.2 Build Alternatives

2.4.2.1 Build Alternative 1

Build Alternative 1 includes only seismic retrofit of the viaduct, and would not change the outside shape of the existing structure or dramatically reconfigure the viaduct's existing pier in the Los Angeles River. The proposed seismic retrofit would eliminate potential structural collapse that could occur under a designated seismic event. This alternative would involve both the superstructure (i.e., structure elements above top of the piers) and substructure (i.e., structure elements below top of the piers, such as pier walls and foundations) zones of the viaduct. Construction is expected to last approximately 12 months. There would be no roadway or utility improvements under this alternative.

2.4.2.2 Build Alternatives 2 and 3

Build Alternatives 2 and 3 would be constructed in two phases. Phase 1 would include all of the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

For the single-side widening, the seismic improvements for Build Alternatives 2 and 3 would be the same as the Alternative 1 as the existing structure would not gain additional lateral support from single-side widening. For the dual-side widening, the seismic retrofit would be essentially the same as the Alternative 1 except that the amount of steel pipe seat extenders encased in concrete diaphragm bolsters at arch spans would be reduced because the existing structure would gain structural lateral support from dual-side widening.

Viaduct Improvements

Viaduct improvements under Build Alternatives 2 and 3 include widening the existing viaduct by 20 feet on each side and installing 10-foot sidewalks, 5-foot shoulders (to accommodate bicycle use), and railings on each side of the viaduct. These alternatives would also include reconstructing the staircase from the north side of the widened viaduct to the Downey Recreation Center (north side widening only) and reconstructing portions of the terraced slopes on the north and south sides of North Spring Street adjacent to the Downey Recreation Center.

Viaduct Design Option A – (Reduced Single-sided Widening)

The Viaduct Design Option A for Alternative 2 would include widening the viaduct by approximately 23 feet (to outside rail) along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median. This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wing wall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-side widening on the south side either would be similar to the Beaux-Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under Build Alternatives 2 and 3 would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent of the viaduct, extending the left-turn pocket on North Sprint Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several utilities currently exist within the area impacted by Alternatives 2 and 3, and would be either relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternatives 2 and 3 would include constructing a 4-way intersection at North Spring Street and extending Wilhardt Street north to Baker Street. Under Build Alternative 2, the Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. Under Build Alternative 3, The Wilhardt Street extension would be aligned on a direct tangent arc (traditional "T" intersection) to join Baker Street.

These alternatives would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

2.4.3 Alternatives Considered but Eliminated from Further Discussion

The following subsections provide brief descriptions of alternatives that were considered but eliminated from further consideration because they 1) did not meet the project purpose and need, 2) were found to be infeasible to construct in a cost effective manner utilizing available funding, or 3) would cause other environmental impacts. Although eliminated from consideration, these alternatives have been included in Section 4.3.1 of this evaluation for comparison purposes.

2.4.3.1 Build Alternative 4

Build Alternative 4 would include the same seismic and viaduct improvements as those included in dual-sided widening for Alternatives 2 and 3, but would also extend Baker Street through the Los Angeles State Historic Park to connect to Mesnager Street at its current intersection with North Spring Street. Build Alternative 4 would also include a striped median from approximately 500 feet west of the North Spring Street/Avenue 18 intersection to approximately 100 feet east of the North Spring Street/Aurora Street intersection, and an 8-foot sidewalk along both sides of the viaduct.

Alternative 4 would include the same roadway improvements as those included in Build Alternatives 2 and 3, but would also extend Baker Street through the Los Angeles State Historic Park to connect to Mesnager Street at North Spring Street, extend the existing eastbound left-turn pocket at the east end of the viaduct by 340 feet, add an eastbound traffic lane to match the

existing North Spring Street/North Broadway/Avenue 18 five-point intersection, and continue a sidewalk and bike lane on both sides of North Spring Street between Avenue 18 and Wilhardt Street.

After the public comment period was complete, the City determined that Alternative 4 would result in severe and unavoidable impacts to the Los Angeles State Historic Park and as a result, it was dropped from further consideration. Please refer to an attachment to this document for more information about the Los Angeles State Historic Park.

2.4.3.2 Alternative A - Tangential Wilhardt Street Extension with Narrow Median and Sidewalk

Alternative A would widen the existing viaduct by approximately 20 feet on each side to create a 90-foot-wide by 700-foot-long elevated structure extending northeasterly from Aurora Street on the west to a point approximately 500 feet west of Avenue 18 on the east. One additional eastbound traffic lane would be extended to match the existing five-point intersection of North Spring Street, North Broadway, and Avenue 18.

Alternative A would be similar to Build Alternative 2 with a few exceptions. Under Alternative A, the striped median would be 5-feet-wide instead of 10 feet wide as in Build Alternative 2, the sidewalks in Alternative A would be 2 feet narrower than Build Alternative 2, and the extension of the existing eastbound left-turn pocket would be 240 feet longer than Build Alternative 2.

Other differences include: the addition of an eastbound traffic lane to match the existing five-point intersection; the closure of Baker Street west of its new intersection with the extended Wilhardt Street; the reconstruction of a terraced slope from the north and south side of the viaduct to the Downey Recreation Center; and the continuation of the sidewalk along both sides (north and south), with a bicycle lane on the south side of North Spring Street from the intersection of Avenue 18 to the intersection with the extended Wilhardt Street, which would match the future roadway improvements.

Alternative A would require the complete acquisition of the property located at 1701 North Spring Street (APN 5409-002-006), and partial acquisition of the Raphael Junction Block building to facilitate the extension of Wilhardt Street north beyond North Spring Street to connect to the realigned Baker Street. Alternative A was eliminated from further consideration because it would require demolition of the Raphael Junction Block Building, a historic resource.

2.4.3.3 Alternative B - Widen South Side of North Spring Street Viaduct

Alternative B would widen the existing viaduct by approximately 40 feet on the south side to create a 90-foot-wide by 700-foot-long elevated structure extending northeasterly from Aurora Street on the west to a point approximately 500 feet west of Avenue 18 on the east. Alternative B

was eliminated from further consideration because widening the viaduct only to the south side versus the north would require greater property impacts, including removal of buildings, on the south side of the viaduct.

2.4.3.4 Alternative C - Widen North Side of North Spring Street Viaduct

Alternative C would widen the existing viaduct by approximately 40 feet on the north side (the Aurora Street side), resulting in a 90-foot-wide by 700-foot-long elevated structure extending northeasterly from Aurora Street on the west to a point approximately 500 feet west of Avenue 18 on the east. Alternative C was eliminated from further consideration because widening the viaduct only on the north side would create the need for larger property impacts, including removal of buildings, on the north side.

2.4.3.5 Alternative D - Bicycle/Pedestrian Overpass

Alternative D would include constructing a separate pedestrian and bicycle overpass to the north or south of the North Spring Street Viaduct. Alternative D was eliminated from further consideration because pedestrians and bicyclists, after crossing the new bridge on one side of the viaduct, would then need to cross over North Spring Street again to continue along the correct side of the roadway. The multiple crossings would impede traffic and create safety concerns for bicyclists and pedestrians. Additionally, this alternative would not address the geometric deficiencies that currently exist on the viaduct, and the City would forfeit the HBP rehabilitation funding, as this funding source does not cover the construction of new structures.

2.4.3.6 Alternative E: Retrofit Only- Remove Existing Sidewalk and Reconfigure Lanes within Existing Roadway

Alternative E would be similar to the Build Alternative 1, except it would include removing the existing sidewalk on the north side of the viaduct. The viaduct would not be widened, but the existing 4-foot sidewalk on the north side of the viaduct would be removed to gain an additional four feet of roadway width and the four lanes of vehicle traffic would be restriped to fit within the existing viaduct railings. No other improvements to the viaduct or approaching roadways would be made. Alternative E was eliminated from further consideration is because even with the additional four feet of roadway width, the viaduct deck would not be wide enough to fit the four minimum lane widths and median and it would not provide a safe route for bicycles or pedestrians across the viaduct.

2.4.3.7 Alternative F- Downgrade North Spring Street

Alternative F would include seismically upgrading the viaduct but not widening the structure. The North Spring Street roadway classification would be downgraded to reduce the number of

lanes to one in each direction to avoid widening the viaduct, while providing standard vehicular lane widths and bicycle lanes. Alternative F was eliminated from further consideration because reducing the number of traffic lanes along North Spring Street would not accommodate existing or anticipated traffic in the area. Additionally, North Spring Street is currently striped for two lanes of traffic on both the east and west sides of the viaduct; reducing the number of lanes across the viaduct would cause a bottleneck condition on either side of the approaches, as vehicles would have to merge from two lanes to one lane to cross the river.

2.4.3.8 Alternative G- Reversible Lane

Alternative G would include seismically upgrading the viaduct but not widening the structure. The existing roadway deck would be striped for three lanes instead of four lanes and the middle lane would act as a reversible lane. The reversible lane would be utilized for westbound traffic in the morning peak hours and would reverse to accommodate eastbound traffic during the evening peak hours. This alternative would require three overhead directional signs with LED lights to advise drivers of which lanes to travel.

Alternative G was eliminated from further consideration because the short distance between Wilhardt Street and the 5-point intersection at Avenue 18 along North Spring Street would not allow vehicles to make the transition to the reversible lane and back again before reaching the intersection. This alternative would also create too many signalized intersections within the short span of road, and would require three overhead directional signs with LED lights to be structurally added to the viaduct, which could impact the viaduct's historic integrity.

2.4.3.9 Alternative H- Dual Stand Alone Pedestrian/ Cyclist Structure

Alternative H would include adding new freestanding pedestrian-cyclist structures to both sides of North Spring Street, and creating new connections from the freestanding bicycle/pedestrian bridges to North Spring Street on the north and south approaches. The viaduct would not be widened; however this alternative would require that the City forfeit the HBP rehabilitation funding or seek special dispensation from FHWA to leave the historic railing in place and fit traffic lanes in the existing deck. This alternative was eliminated from further consideration because it would not address the geometric deficiencies that currently exist on the viaduct, and the City would forfeit the HBP rehabilitation funding.

2.4.3.10 Alternative I- Dual Cantilevered Pedestrian/ Bicycle Structures

Alternative I would include the construction of two cantilevered pedestrian/ cyclist structures off the existing viaduct. This alternative was eliminated from further consideration primarily because it was found to be structurally infeasible to construct. The existing viaduct deck is already cantilevered from the substructure and supported by decorative brackets, which are

considered character defining to the historic viaduct. An added appendage would require removing the existing cantilever and decorative elements on both sides of the viaduct.

Also, appendages to the viaduct would require additional supports under the deck to carry the load of pedestrians, bicycles, and motor vehicles, and would require a crash barrier be constructed between vehicle lanes and sidewalks. Because there is not currently enough width between the existing railings to accommodate this design, the existing railings would need to be removed to provide a crash barrier, and the attached appendages would add a new visual element to the exterior of the viaduct that could adversely affect the existing look and feel of the historic viaduct.

2.4.3.11 Transportation System Management and Transportation Demand Management Alternatives

Transportation System Management (TSM) strategies include increasing the efficiency of existing facilities, including: ramp metering; auxiliary lanes; turning lanes; reversible lanes and traffic-signal coordination. Transportation Demand Management (TDM) focuses on regional strategies for reducing the number of vehicle trips and vehicle miles traveled, as well as increasing vehicle occupancy. Examples of TDM strategies include ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals. Because the project is not capacity enhancing, consideration of TSM and TDM strategies are not required.

3.0 DESCRIPTION OF 4(F) PROPERTY

As noted above, properties subject to Section 4(f) consideration include publicly owned park and recreation areas; public wildlife and waterfowl refuges of national, state, or local significance; or historic sites of national, state, or local significance, whether publicly or privately owned.

3.1 TYPE OF PROPERTY

Efforts were made to develop alternatives that would avoid or minimize impacts to Section 4(f) properties; however, it was not possible to avoid all properties within the project area. Based on the definition of properties subject to 4(f), it was determined that the viaduct (historic property) would be affected by one or more of the project build alternatives. Please refer to Figure 4 for a depiction of the Project as it relates to the Section 4(f) resource.

A *de minimis* finding was prepared for the Downey Recreation Center. For additional information regarding this *de minimis* finding, refer to Chapter 2 of the revised FEIR/FONSI. It was determined that the Los Angeles State Historic Park would not be affected by the project; therefore, it is not considered in this 4(f) analysis. For additional information regarding the determination of "no use" for the Los Angeles State Historic Park, please refer to the Finding of "No Use" attached to this document.

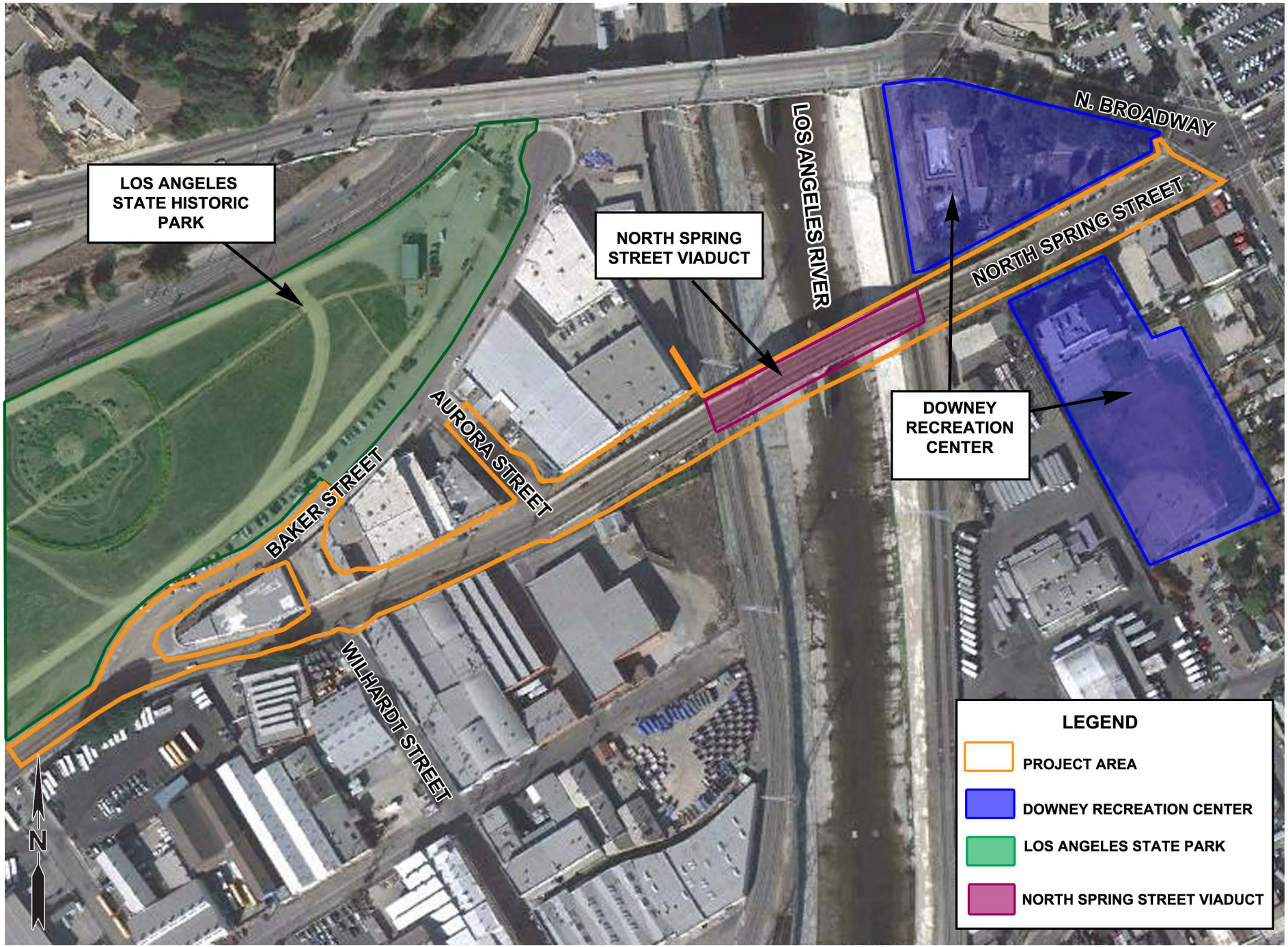
3.2 DESCRIPTION OF AFFECTED PROPERTY

3.2.1 North Spring Street Viaduct

The North Spring Street Viaduct extends over the Los Angeles River and railway tracks located along each side of the river. The viaduct was constructed in 1928 and is one of several monumental viaducts funded by the 1923 Viaduct Bond Act. It was widened in 1939 by removal of the south side sidewalk, seismically retrofitted in 1992, and extensively repaired (i.e., concrete spall patching, baluster removal, electrolier removal, and railing crack repair) in 1993. The North Spring Street Viaduct is Historic-Cultural Monument #900.

3.2.1.1 Access to Viaduct

Vehicles and pedestrians traveling on North Spring Street can access the North Spring Street Viaduct. The nearest connecting streets are Baker Street and Wilhardt Street to the west, and North Broadway and S. Avenue 18 to the east. The viaduct cannot be accessed directly from Aurora Street, which is located adjacent to and west of the viaduct, because left turns are not permitted.



EXISTING 4(f) RESOURCES

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT | FIGURE 4

3.2.1.2 Relationship to other Properties in the Area

In addition to the North Spring Street Viaduct, 12 other bridges along the Los Angeles River, including the Washington Boulevard Bridge (53C1375), Olympic Boulevard Bridge (53C0163), 7th Street Viaduct (53C1321), 6th Street Viaduct (53C1880), 4th Street Viaduct (53C0044), 1st Street Viaduct (53C1166), Macy Street Bridge (53C0130), Main Street Bridge (53C1010), Broadway (Buena Vista) Viaduct (53C0545), Pasadena Freeway: Northbound Figueroa Street Viaduct (530042R), Fletcher Avenue Bridge (53C0096), Glendale-Hyperion/Victory Memorial Viaduct (53C1881-4), are considered to be eligible for listing on the NRHP. This viaduct, along with the other bridges constructed during this period (1909-1937), helped facilitate movement between the developing central city and the growing residential suburbs of East Los Angeles.

3.2.1.3 Unusual Characteristics of the Viaduct

As part of the Section 106 process, the North Spring Street Viaduct was evaluated against the identified criteria for inclusion in the NRHP. The viaduct was found to be eligible for the NRHP under the Criterion A (associated with events that have made a significant contribution to the broad patterns of our history) and Criterion C (embodiment of the distinctive characteristics of a type, period, or method of construction; representative of the work of a master; possessing high artistic values; or representative of a significant and distinguishable entity whose components may lack individual distinction).

The North Spring Street Viaduct was an important element in the development of transportation systems in Los Angeles, especially those providing links across the Los Angeles River. The viaduct is also associated with the City Beautiful Movement of the late 19th and early 20th centuries. The City Beautiful Movement aimed at creating large parks (i.e., Central Park in New York) and monumental architecture.

The development of the North Spring Street Viaduct, along with the other Los Angeles River Bridges were important, not only because they beautified Los Angeles by creating monumental design on a massive scale (even by today's standards), and later would become iconic symbols of Los Angeles, but because of the inherent necessity of the bridges themselves. As Los Angeles' population exploded and the automobile emerged, the bridges were part of an ambitious bridge construction program to accommodate increasing numbers of automobiles and alleviate traffic jams on the surface streets between automobiles and redcars.

4.0 POTENTIAL IMPACTS ON SECTION 4(F) PROPERTY

The following assessment discusses whether permanent or temporary occupation of the 4(f) properties would occur and whether the project would cause any effects that would substantially impair the features or attributes that qualify these properties for protection under Section 4(f). The analysis of potential effects on Section 4(f) properties below includes:

- A discussion of how the proposed project alternatives would affect the Section 4(f) properties, and whether the effects would result in a "use" of the properties;
- An evaluation of any feasible and prudent alternatives to avoid use of the Section 4(f) properties;
- A discussion of measures to minimize harm to Section 4(f) properties where a potential "use" has been identified.

4.1 POTENTIAL PROJECT IMPACTS ON (OR USE OF) 4(F) PROPERTIES

Efforts to avoid and/or minimize impacts to, as well as use of, Section 4(f) resources were incorporated into the development and location of all build alternatives. Table 4.1-1 provides a summary of the potential impacts to and use of the Section 4(f) resource that would result from the project alternatives. A description of impacts on (or use of) the Section 4(f) resource are included following the table.

Table 4.1-1

Summary of Impacts (or Use) of a Section 4(f) Property

Section 4(f) Resources	Potential Impact	Direct Use	Temporary Use/ Occupancy	Constructive Use*
Project Alternatives				
No Build Alternative				
North Spring Street Viaduct	No	No	No	No
Alternative 1				
North Spring Street Viaduct	Yes	Yes	Yes	Yes
Alternative 2 (Including Design Option A)				
North Spring Street Viaduct	Yes	Yes	Yes	Yes
Alternative 3				
North Spring Street Viaduct	Yes	Yes	Yes	Yes

***** *Constructive Use is considered a "use" rather than an "impact" because the disturbances which qualify the use as constructive do not rise to the level of an impact.*

4.1.1 No Build Alternative

Under the No Build Alternative, the proposed project would not be implemented. While there is no guarantee that the viaduct, park, and recreation center would not be impacted by future projects, for the purposes of this analysis it is assumed that under this alternative there would be no foreseeable impacts to these properties; therefore, no use of the 4(f) property would occur.

4.1.2 Build Alternative 1

4.1.2.1 North Spring Street Viaduct

During construction, temporary noise and air quality disturbances would impact drivers and pedestrians crossing the viaduct, and temporary traffic disturbances would impact circulation and access on and adjacent to the viaduct; therefore, construction of Build Alternative 1 would result in temporary and constructive use of this Section 4(f) property. As previously stated, constructive use is considered a "use" rather than an impact because exposure to noise and air pollutants from construction activity would be short in duration while drivers/pedestrians are crossing the viaduct, and best management practices would be used to minimize these disturbances to the extent feasible. A traffic management plan would also be implemented to minimize disturbances to circulation in the area, and notify the public of any required detours or closures.

Seismic retrofits would require that work be conducted on both the superstructure and substructure of the viaduct, which would result in minor, but permanent, changes to the appearance of the viaduct. This work would also minimally affect the historic fabric of the viaduct. Retrofit elements would be designed to minimize visual impacts and impacts to the historic characteristics of the viaduct; therefore, though they would not be completely avoided under this alternative, Build Alternative 1 would not cause an adverse effect to this Section 4(f) property.

4.1.3 Build Alternatives 2 and 3

4.1.3.1 North Spring Street Viaduct

Build Alternatives 2 and 3 would result in the same temporary noise, air quality, and traffic disturbances as Build Alternative 1, except that the construction period would be longer (4.5 years instead or 2 years). In addition, because Alternatives 2 and 3 include viaduct widening and roadway improvements, additional traffic detours and/or closers would likely be required. Therefore, construction of the project would result in temporary and constructive use of this Section 4(f) property. Similar best management practices would be implemented to reduce noise, air quality, and traffic disturbances to the extent feasible, and would not be expected to result in

any substantial impacts to viaduct users. Following construction, access and circulation would be improved for all users of the viaduct.

Because these alternatives include viaduct widening, they would result in additional impacts to the visual and historic characteristics of the viaduct. Therefore, Alternatives 2 and 3 would result in direct use of this Section 4(f) property. Under Alternative 2, these impacts would vary slightly between the Design Option A (reduced single-sided widening) presented in Section 2, and would depend also on the final visual design chosen for the viaduct (similar to the existing Beaux-Arts design or would be a new design that is compatible with the historic viaduct).

Design Option A would include reduced widening on the south side of the viaduct, which would reduce impacts to the historic features of the viaduct by leaving the features on the north side, such as the railings, intact. This design option would still require the removal of these features on the south side; therefore this design option would still result in a direct use of this Section 4(f) property.

4.2 APPLICABILITY OF PROGRAMMATIC SECTION 4(F)

The proposed project qualifies for the historic bridge programmatic evaluation types.

4.2.1 Historic Bridges

This programmatic Section 4(f) evaluation has also been prepared for projects which include improvements to a historic bridge that are part of either a federal-aid highway system or a state or local highway system that has continued to evolve over the years. Even though these structures are on or eligible for inclusion on the NRHP, they must perform as an integral part of a modern transportation system. When they do not or cannot, they must be rehabilitated or replaced in order to assure public safety while maintaining system continuity and integrity. No individual Section 4(f) evaluations need be prepared for such projects.

This programmatic Section 4(f) evaluation is applicable to the proposed project because it meets the following five criteria:

- The viaduct would be rehabilitated with federal funds;
- The viaduct is eligible for listing on the NRHP;
- The viaduct is not a National Historic Landmark;
- Agreement among Caltrans (on behalf of FHWA), the State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation (ACHP) would be reached through procedures pursuant to Section 106 of the NHPA. This includes alternatives, impacts and proposed mitigation for the project.

4.3 AVOIDANCE ALTERNATIVES

To demonstrate that there are no feasible and prudent alternatives to the use of Section 4(f) properties, the evaluation analysis must address alternatives that avoid the Section 4(f) properties. According to the FHWA, an alternative is not feasible if it cannot be built as a matter of sound engineering judgment. An alternative is not prudent if:

(i) It compromises the project to a degree that it is unreasonable to proceed with the project in light of its stated purpose and need;

(ii) It results in unacceptable safety or operational problems;

(iii) After reasonable mitigation, it still causes severe social, economic, or environmental impacts, severe disruption to established communities, severe disproportionate impacts to minority or low income populations, or severe impacts to environmental resources protected under other federal statutes;

(iv) It results in additional construction, maintenance, or operational costs of an extraordinary magnitude;

(v) It causes other unique problems or unusual factors; or

(vi) It involves multiple factors of the previously stated criteria that, while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

The following facts and circumstances support the finding that avoidance alternatives for the North Spring Street Viaduct would not be prudent and/or feasible.

4.3.1 North Spring Street Viaduct

4.3.1.1 Do Nothing - No Build Alternative

The No Build Alternative would include ongoing maintenance activities, but the viaduct would not be retrofitted or widened. Under this alternative, there would be no use of this Section 4(f) property; however, this alternative would not improve seismic safety and enhance bicycle, pedestrian, and vehicle circulation on the viaduct, and would therefore not meet the project purpose and need. Because of this, the No Build Alternative would not be prudent based on criterion (i) and (ii) above.

4.3.1.2 Rehabilitate the Existing Structure without Destroying the Historic Integrity of the Viaduct

Seismic Retrofit Only

Alternative 1 would include seismic retrofit of the viaduct, but the viaduct would not be widened. The retrofit work would improve the seismic safety of the viaduct while minimally altering its historic fabric; however, it would not enhance bicycle, pedestrian, and vehicle circulation on the viaduct, and would therefore not fully meet the project purpose and need. Because of this, Alternative 1 would not be prudent based on criterion (i) and (ii) above.

4.3.1.3 Build a New Structure at a Different Location without Affecting the Historic Integrity of the Viaduct

Alternative D – Separate Bicycle/Pedestrian Bridge

Alternative D would include constructing a separate pedestrian and bicycle overpass to the north or south of the North Spring Street viaduct would avoid destruction of the historic fabric of the viaduct. However, this alternative would require pedestrians and bicyclists, after crossing the new bridge, to cross over North Spring Street again to continue along the correct side of the roadway. These multiple crossings would require additional traffic control or other measures that would impede traffic and add to safety concerns for bicyclists and pedestrians in heavy traffic. Additionally, this alternative would not address the geometric deficiencies that currently exist on the viaduct, and the City would forfeit certain funding, as some funding does not cover the construction of new structures. Because of this, Alternative D would not be feasible, nor would it be prudent based on criterion (i), (ii), and (v) above.

Alternative F - Downgrade North Spring Street

Alternative F would include seismically upgrading the viaduct but not widening the structure. The North Spring Street roadway classification would be downgraded to reduce the number of lanes to one in each direction to avoid widening the viaduct, while providing standard vehicular lane widths and bicycle lanes. Alternative F would not accommodate existing or anticipated traffic in the area. Additionally, North Spring Street is currently striped for two lanes of traffic on both the east and west sides of the viaduct; reducing the number of lanes across the viaduct would cause a bottleneck condition on either side of the approaches as vehicles would have to merge from two lanes to one lane to cross the river. Alternative F would not meet the purpose and need of the project, and it would not be feasible based upon the criteria above.

Alternative G – Reversible Lane

Alternative G would include seismically upgrading the viaduct but not widening the structure. The existing roadway deck would be striped for three lanes instead of four lanes; the middle lane would act as a reversible lane. The reversible lane would be utilized for westbound traffic in the

morning peak hours and would reverse to accommodate eastbound traffic during the evening peak hours. This alternative would require three overhead directional signs with LED lights to advise drivers of which lanes to use for travel. Alternative G would not allow vehicles to make the transition to the reversible lane and back again before reaching the intersection due to the short distance between Wilhardt Street and the 5-point intersection an Avenue 18 along North Spring Street. This alternative would also create too many signalized intersections within the short span of road, and would require three overhead directional signs with LED lights to be structurally added to the viaduct, which could impact the viaduct's historic integrity. Alternative F would not meet the purpose and need of the project, it would not be feasible, and it would not be prudent based upon criterion (i), (ii), and (iv) above.

Alternative H - Dual Stand Alone Pedestrian/ Cyclist Structure

This alternative would include adding new freestanding pedestrian-cyclist structures to both sides of North Spring Street. The viaduct would not be widened, and this alternative would require that the City forfeit federal funding. This alternative would also include creating new connections from the freestanding bicycle/pedestrian bridges to North Spring Street on the north and south approaches. Alternative H would not address the geometric deficiencies that currently exist on the viaduct, and the City would be required for forfeit federal funding because it does not cover the construction of new structures (in this case, new bridges). Because of this, Alternative H would not be prudent based on criterion (i) above.

4.4 MEASURES TO MINIMIZE HARM

The following mitigation measures (MM) have been identified to minimize impacts to the viaduct. If implemented, these measures should be completed in accordance with the January 1, 2004, Programmatic Agreement Among the FHWA, the ACHP, the SHPO, and Caltrans regarding compliance with Section 106 of the NHRA, as it pertains to the Administration of the Federal-Aid Highway Program in California, and in accordance with the Memorandum of Agreement (MOA) to be prepared between SHPO, Caltrans, and FHWA. Measures have been developed and evaluated in consideration of the following:

- The views of the officials with jurisdiction over the Section 4(f) property;
- Whether the cost of the measure is a reasonable public expenditure in light of the adverse impacts of the project on the Section 4(f) property and the benefits of the measure to the property; and
- Any impacts or benefits of the measures to communities or environmental resources outside of the Section 4(f) property.

Build Alternative 1

MM HIS-1: Prior to any viaduct construction activities, the City should contact the National Park Service (NPS) Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) program to determine if additional recordation is required for the North Spring Street Viaduct beyond that provided in 1996. Unless otherwise agreed to by the NPS HABS/HAER, the City should ensure that all documentation is completed and accepted by HABS/HAER before the viaduct is altered. All documentation should be prepared to the satisfaction of SHPO to reduce potential effects of the proposed project. All documentation should be prepared by professionals meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

MM HIS-2: The City should submit for review the proposed seismic strategy plans to ensure that the plan complies with the Secretary of the Interior's Standards for Rehabilitation prior to commencement of any seismic related construction activities. The City should prepare a mitigation monitoring plan to include periodic monitoring of the construction activities to include mitigation monitoring reports with photographs indicating that the activities are compliant with the Standards. The monitor should meet the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

MM HIS-3: The City should retain, clean and restore the existing bronze dedication plaques that are located on the viaduct. These plaques should remain on the viaduct; however if the viaduct is widened, then the dedication plaques should be relocated to an appropriate location on the widened section of the viaduct.

Build Alternatives 2, 3, and Build Alternative 2 with Design Option A

In addition to the measures stipulated for Build Alternative 1 above (MM HIS-1 through MM HIS-3), the following measures have been identified for Build Alternatives 2 and 3 or for Build Alternative 2 with Design Option A.

MM HIS-4: The City should prepare a website, or adapt its current website, to make the information from the HABS/HAER report available to the public for at least five years. The information should also be made available to the Caltrans Transportation Library in Sacramento for inclusion on their website.

MM HIS-5: The City should install informative permanent metal plaques at both ends of the viaduct at public locations that provide a brief history of the viaduct, its engineering features and characteristics, the reasons for its alteration, and a statement of the characteristics of the replacement features. The SHPO would have 30 days to review proposed plaque information before they are produced and installed.

MM HIS-6: To the extent feasible, the City should make a reasonable effort to retain and reuse architectural features that are removed from the viaduct as part of the widening project. This includes concrete railings, electroliers, and concrete brackets, as appropriate. To the extent feasible, concrete railings and electroliers should be reused on the widened structure or incorporated into a new design for the widened portion of the viaduct. If the architectural features cannot be reasonably re-used on the viaduct, then those features should be replicated in kind and the original features should be utilized in other design elements of the overall project as landscaping and hardscaping features such as along the pedestrian undercrossing on the east side of the viaduct and along the viaduct embankments near the Downey Recreational Center. Sections of salvaged brackets, if removed for the widening, should be considered as a potential element for on-site or off-site interpretive displays on the viaduct.

MM HIS-7: The City should make a reasonable effort to coordinate with the local park facilities adjacent to the viaduct and identify an appropriate location for an interpretive display or kiosk within the immediate vicinity of the viaduct. The interpretive display should include information on the Los Angeles River Monument Bridges' history and significance, as well as information on the design process of the widened viaduct, including information on the design and construction process and the public outreach efforts. The interpretive display or kiosk could include salvaged architectural elements not re-utilized on the viaduct widening project or special lighting to highlight the historic viaduct. All interpretive material should be prepared in consultation with the Los Angeles Conservancy and the CHC and should be made available for review and approval by Caltrans and the SHPO prior to fabrication and installation.

Build Alternative 2 with Design Option A (Only)

In addition to the measures stipulated for Build Alternatives 1, 2, and 3 above (MM HIS-1 through MM HIS-7), the following measures have been identified for Design Option A.

MM HIS-8: The City should install Los Angeles HCM plaques on both sides of the viaduct.

MM HIS-9: The City should work with a qualified professional meeting the Secretary of the Interior's Professional Qualifications Standards in Architectural History or Historic Architect to design the reduced single sided widened structure to the south of the existing viaduct in a manner that is compatible with the historic viaduct but distinguishable from the existing design or materials in conformance with the Secretary of the Interior's Standards for Rehabilitation. The final proposed designs should be submitted to Caltrans and the SHPO for comment prior to commencement of construction activities. The City should prepare a mitigation monitoring plan to include periodic monitoring of the construction activities to include mitigation monitoring reports with photographs indicating that the activities are compliant with the Standards for Rehabilitation. The monitor should meet the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

Build Alternative 3 (Only)

In addition to the measures (MM HIS-1 through MM HIS-9) stipulated above, the following measures have been identified for Build Alternative 3.

MM HIS-10: The City should consult with Caltrans to undertake documentation of the HCM No. 872, Raphael Junction Block Building in accordance with HABS/HAER standards prior to demolition of the structure. The level of documentation, format, and number of views would be the discretion of Caltrans and the SHPO.

5.0 SECTION 4(F) COORDINATION AND OTHER OUTREACH EFFORTS

5.1 SECTION 4(F) COORDINATION

Consultation must be completed with the agency that has jurisdiction over the Section 4(f) properties. For Programmatic Section 4(f) Evaluations, only coordination with the official having jurisdiction over the property is required. Coordination must occur and be documented before the Programmatic 4(f) Evaluation can be approved. For the proposed project, the State Historic Preservation Officer (SHPO) has jurisdiction over the viaduct. The City is the project proponent and has concurred with the determination made in this evaluation.

Federal agencies having jurisdiction over the affected Section 4(f) property, including the Advisory Council on Historic Preservation, were on the Notice of Preparation (NOP) mailing list. State and local agencies having a stake over the affected Section 4(f) property, such as SHPO, the Los Angeles Conservancy, and the Los Angeles Cultural Heritage Commission were also part of the mailing list and were coordinated with throughout the environmental review process.

5.2 SECTION 106 CONSULTATION EFFORTS

JRP Historical Consulting, on behalf of the City and Caltrans, contacted several knowledgeable individuals, interested parties, and organizations between 2002 and 2007. Following completion of the assessment of historic properties, JRP sent formal letters on January 13, 2006 to several interested parties to inform them of the proposed project details and findings of the historic properties evaluation. JRP also requested responses regarding information or concerns regarding the project or its effects. No responses were received by the requested date of March 1, 2006.

URS Corporation, on behalf of the City and Caltrans, requested a Sacred Lands File Search from the California Native American Heritage Commission (NAHC), which was conducted on May 06, 2001. The NAHC provided a list of eleven Native American individuals and organizations that might have an interest in the proposed project. URS Corporation sent letters and maps to these contacts on May 17, 2002. The letters were sent to inform the individuals and organizations about the project, to inquire if they knew of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the APE, and to solicit comments, questions, or concerns they may have regarding the project.

One response to the letter was received from Chairperson Anthony Morales of the Gabrieleno/Tongva Tribal Council. Chairperson Morales, Mr. Samuel Dunlap, and Ms. Donna Sanchez of the Gabrieleno/Tongva Tribal Council of the Gabrieleno/Tongva Nation were reached during follow-up contact. No additional responses have been received to date.

On April 13, 2006, representatives from the City of Los Angeles and the city's environmental consultants (including JRP) met with Jay Platt of the Los Angeles Conservancy to discuss the project. The city presented the project's purpose and need to Mr. Platt as well as the structure's historical significance and the proposed design for the structure.

On October 6, 2006 the SHPO concurred with Caltrans determination that no other properties located within the project APE, apart from the North Spring Street Viaduct, are eligible for the National Register, including 1709, 1701 and 1635-1639 North Spring Street. Caltrans submitted the Finding of Effect (FOE) Report (prepared by JRP, July 2008) to the SHPO recommending concurrence with their determination that the proposed dual-sided widening (to 90 feet) would cause an adverse effect on the North Spring Street Viaduct. The SHPO concurred with Caltrans finding on July 22, 2009 (FHWA090612A).

Subsequent to the SHPO's concurrence on the effects of the undertaking, the proposed North Spring Street Viaduct Widening and Rehabilitation Project has undergone additional design modifications. Therefore, a Supplemental FOE was prepared and submitted to SHPO to address the project changes and update the findings as they pertain to effects on the North Spring Street Viaduct. Caltrans has determined that the proposed project would cause an adverse effect on the North Spring Street Viaduct. A Memorandum of Agreement (MOA) will be prepared in accordance with the Section 106 PA, and will be submitted to the SHPO.

5.3 CEQA/NEPA COORDINATION/ OUTREACH

The City held a public scoping meeting on Tuesday, October 3, 2006 from 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m. at the Young Nak Presbyterian Church in Lincoln Heights. The meeting location was selected based on its accessibility and familiarity within the community. Fourteen members of the public were in attendance. In response to the public scoping meeting, the City received five formal letters and written comments concerning historic properties.

The Draft EIR/EA was made available to the public on March 15, 2010 for a 45-day review and comment period and the City held a public comment meeting on April 15, 2010 at Ann Street Elementary School, located at 126 Bloom Street to facilitate public involvement in the Draft EIR/EA. Ten formal letters were received during the public comment period; five of the comments directly addressed impacts to historic properties.

5.4 POST FEIR EXPANDED OUTREACH EFFORTS

The Final EIR/EA (FEIR/EA) was heard before the City's Board of Public Works (Board) on June 2, 2010 for certification. The Board received a letter (dated June 1, 2010) from Susan Brandt-Hawley on behalf of the Los Angeles Conservancy urging the Board to decline

recommendation for certification of the FEIR and to postpone consideration of the project due to insufficient information. In addition to formal letters received, several members of the public commented during the hearing. The Board therefore directed to the Bureau of Engineering (BOE) to explore additional alternatives that might minimize impacts to the historic viaduct.

The City's BOE established a working group comprised of members of the BOE, Los Angeles Department of Transportation, Department of City Planning's Office of Historic Resources (OHR), and the First Council District office (CD1). The working group met on June 29, 2010 and November 17, 2010. The purpose of these initial working group meetings was to discuss feasible project alternatives and their impact to the viaduct's historic integrity.

The working group also conducted expanded outreach with stakeholders to solicit direction regarding appropriate approaches to preserve the viaduct's HCM status. The working group met with members of the Metabolic Studios and CD1 on October 21, 2010 and with the City's Department of Cultural Affairs, Mayor's Design Advisory Panel (MDAP) on December 9, 2010 to review the proposed dual-sided (20 feet on each side) widening and a modified south only single-sided (23-foot) widening for the proposed project.

Additional working group sessions were held on December 13, 2010 and January 10, 2011 to address additional alternatives that were brought forward from the public and interested parties. These working group sessions included members of the BOE, OHR, and CD1. The alternatives that were considered included the 1) seismic retrofit only alternative, 2) downgrading North Spring Street to one lane in each direction, 3) introducing a reversible lane on the viaduct to avoid widening the viaduct, 4) construction of dual appendages for bicycles and pedestrians onto the existing viaduct, and 5) a single-sided widening.

In response to a letter received from the City of Los Angeles Cultural Heritage Commission (CHC), the working group met with members of the CHC and OHR in two additional working group sessions on March 10 and March 16, 2011. The project engineers provided additional information on the alternatives analysis that had taken place to date and presented section drawings of various proposed alternatives to discuss how and why certain alternatives would not be viable.

Additionally, the BOE elicited the assistance of an architect to design some sample schematic designs that might be considered as a proposed single-sided addition that would not replicate the existing viaduct, but would be compatible with the existing design, while conforming to the Secretary of the Interior's Standards for Rehabilitation. These proposed new design options were introduced to the Los Angeles Conservancy and the MDAP on April 7, 2011 and April 14, 2011, respectively.

6.0 SECTION 6(F)(3) CONSIDERATIONS

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 USC Section 460l-4) contains provisions to protect federal investments in park and recreation properties and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make park use of some areas purchased with LWCF funds obsolete over time, particularly in rapidly changing urban areas, and provides for conversion to other use pursuant to certain specific conditions.

"Section 6(f)(3) – No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

This requirement applies to all parks and other sites that have been the subject of LWCF grants of any type, and includes acquisition of parkland and development or rehabilitation of park facilities. A March 2011 records search of the National Parks Service LWCF project listing determined that there are no LWCF funded projects in the vicinity of the project area; therefore, the project is in compliance with Section 6(f)(3) of the LWCF.

GalvinPreservationAssociates

GPA

To: Project File

From: Erinn Peterson
Associate Environmental Planner

Date: May 26, 2011

Re: North Spring Street Viaduct Widening (Bridge #53C-0859) and Rehabilitation Project Los Angeles, CA
Section 4(f) Finding of "No Use" for the Los Angeles State Historic Park

Section 4(f) Regulations

Under Section 4(f) of the Department of Transportation Act of 1966 (49 USC Section 303 and 23 CFR Part 774), the Federal Highway Administration (FHWA) "shall not approve any program or project which requires the use of any publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, State, or local significance as determined by the Federal, State, or local significance as determined by such officials unless (1) There is no feasible and prudent alternative to the use of such land, and (2) Such program includes all possible planning to minimize harm to such park, recreational area, wildlife and waterfowl refuge, or historic site resulting from such use." Under Section 4(f), a use can be any of these:

- A direct use – property is permanently incorporated into the transportation project;
- A temporary use – property is temporarily occupied in a way that is adverse to the property's purpose; or
- A constructive use – occurs when "the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished." (23 CFR Section 774.15(a))

Los Angeles State Historic Park

The Los Angeles State Historic Park (LASHP), most recently known as the Cornfield or Chinatown Yard property, is located at 1245 North Spring Street. It is a 32-acre site linked to the long and varied history of the city and its diverse people. The park is located within half a mile from El Pueblo de Los Angeles Historical Monument, on what has been recorded as communal agricultural land during the pueblo's early years.

The site is located along the north side of North Spring Street, between College Street and the Los Angeles River. The park's northern extent is approximately 200 feet west of the Los Angeles River. The LASHP is part of the California State Park system, it is a recorded archaeological site, and it is recognized as Cultural Monument #82 by the City of Los Angeles, for its role as the Southern Pacific's River Station railroad yard. The LASHP was considered as part of the analysis conducted pursuant to Section 106 of the National Historic Preservation Act; however, because the site is

highly disturbed and the existing structures on the site are all completely new, this property is not considered historically significant per Section 106 standards. As a result, this property was not evaluated for eligibility for listing in the National Register of Historic Places, and is not considered a historic property pursuant to Section 4(f). The LASHP does qualify as a Section 4(f) resource because it is a public park and recreation area.

Access to Park

The LASHP is located between North Spring Street and Baker Street on the south, and the railroad tracks to the north. The park is accessible to the public at the west end from North Spring Street, where there is street parking as well as an entry road that leads to a parking lot in the park. There is also an entrance at the west end of the park, which is used for the park offices. The park can also be accessed via the Metro Gold Line Chinatown station, which is less than one block west of the park.

Relationship to other Properties in the Area

There are two other state historic parks in the city of Los Angeles, in addition to the LASHP. Pio Pico State Historic Park includes the restored adobe home of Pio de Jesus Pico, governor of California before and after the Mexican-American War, and is located near the communities of Whittier and Pico Rivera. The Watts Towers of Simon Rodia is a set of 17 sculptural pieces constructed between 1921 and 1955 by Simon Rodia, an Italian immigrant. There are six other State Historic Parks in Los Angeles County, including the Antelope Valley Indian Museum, Los Encinos State Historic Park, Santa Susana Pass State Historic Park, and Will Rogers State Historic Park.

Unusual Characteristics of the Park

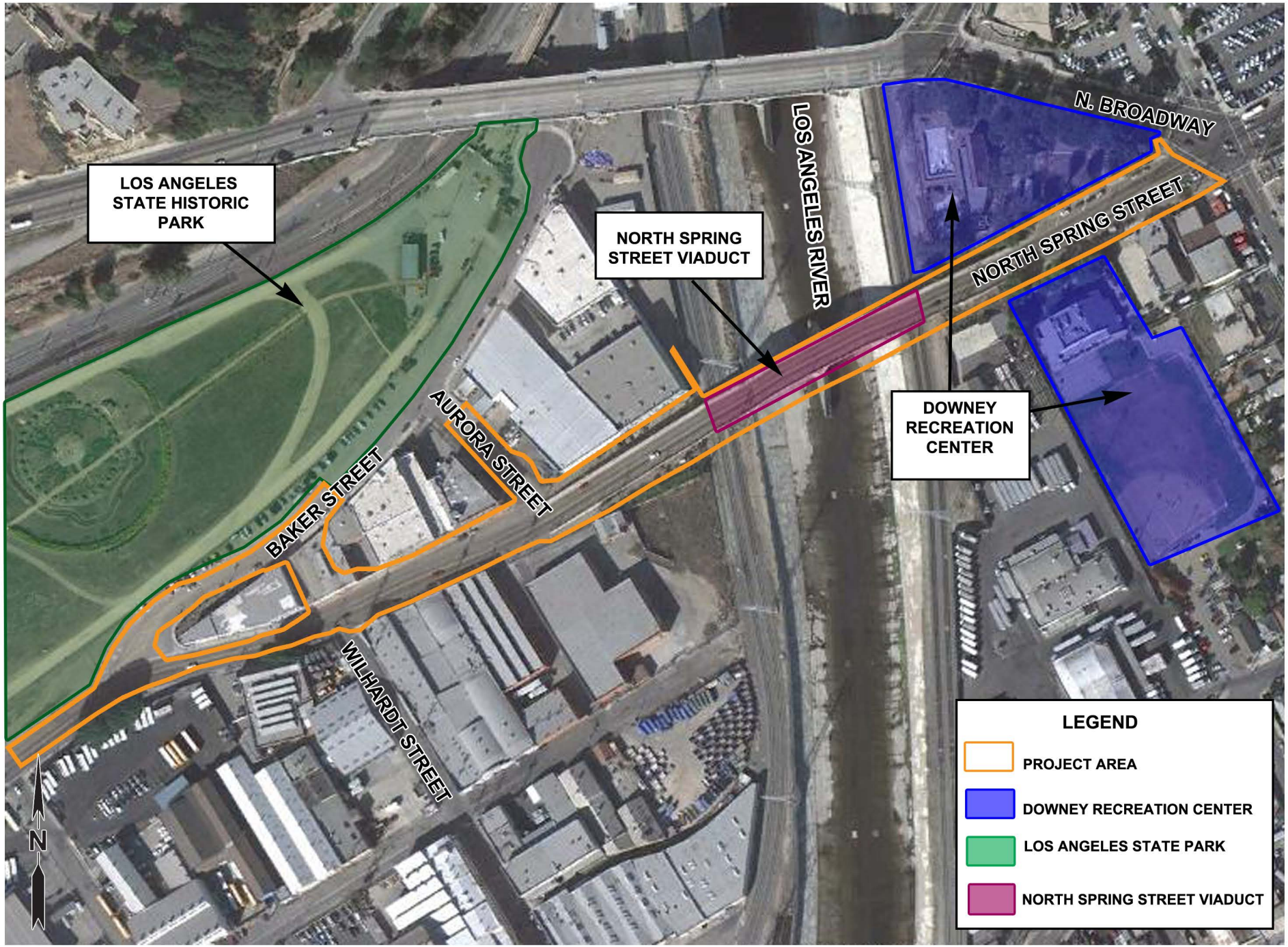
The site of the LASHP has a unique blend of archaeological, historical, biological resources, which makes it an unusual property. The site is a known territory of the Tongva people, a Native American Tribe that once occupied the Los Angeles area. The site is also adjacent to several buildings, including the Flatiron Building and the Capitol Milling Company Building, which are examples of building from an historic era when the Southern Pacific Railroad's River Station was open. Although native habitats do not remain in the park, remnant and recently planted vegetation draws several species of wildlife, and present educational opportunities. These features, as well as the central location, give this site a unique quality.

The park property was evaluated as part of the analysis presented in the Los Angeles State Historic Park General Plan and Environmental Impact Report prepared by the State of California in 2005. The entire 32-acre LASHP property is currently identified as a recorded archaeological site and is listed as a City of Los Angeles Historic-Cultural Monument.

No Use of the Los Angeles State Historic Park

As outlined in the project's Draft Environmental Report/Environmental Assessment (EIR/EA) dated March 2010, the North Spring Street Viaduct is a structure that was placed on the Highway Bridge Program (HBP) Eligible (for federal funding) Bridge List (EBL) due to structural and roadway deficiencies. In order to eliminate existing design and seismic deficiencies, the City of Los Angeles proposes to retrofit and improve the structure. Three build alternatives (Alternatives 1, 2, and 3) and a no build alternative are being considered in order to accomplish the viaduct widening and rehabilitation. Only Build Alternative 4, which was considered and ultimately eliminated from further discussion due to severe and unavoidable impacts to the LASHP, would have resulted in the use of this Section 4(f) resource. Because the remaining build alternatives and the no build alternative will in no way impact the LASHP, and because the LASHP is outside of the APE for Alternatives 1, 2,

and 3, it has been determined that there would be no use of this Section 4(f) resource. Please refer to Figure 1, which depicts the LASHP in relation to the proposed viaduct improvements.



LA DPW ENGINEERING

EXISTING 4(f) RESOURCES

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

FIGURE 1

Appendix C. Title VI Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
1120 N STREET
P. O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY (916) 653-4086

Flex your power!
Be energy efficient!

January 14, 2005

TITLE VI
POLICY STATEMENT

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

WILL KEMPTON
Director

Appendix D. Summary of Relocation Benefits

City of Los Angeles Relocation Assistance Program

Relocation Assistance Advisory Services

The City of Los Angeles (City) will provide relocation advisory assistance to any person, business, farm, or non-profit organization displaced as a result of the City's acquisition of real property for public use. The City will assist residential displacees in obtaining comparable, decent, safe, and sanitary replacement housing by providing current and continuing information on sales price and rental rates of available housing. Non-residential displacees will receive information on comparable properties for lease or purchase. Both, residential and non-residential displacees will receive information and assistance regarding moving.

Residential replacement dwellings will be in equal or better neighborhoods, at prices within the financial means of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, displaces will be offered comparable replacement dwellings that are open to all persons regardless of race, color, religion, sex or national origin, and are consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include supplying information concerning federal and state assisted housing programs, and any other known services being offered by public and private agencies in the area.

Residential Relocation Payments Program

The City will offer relocation assistance, in accordance with the requirements of 24 CFR 42.350 (a.k.a.) "Section 104(d)") for lower-income tenants who, in connection with an activity assisted by the City, move permanently or move personal property from real property as a direct result of the demolition of any dwelling unit or the conversion of a lower-income dwelling unit.

A displaced person who is not a lower-income tenant will be offered relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, and implementing regulations at 49 CFR part 24.

The links below are to the Residential Assistance brochures provided by the State of California Department of Transportation (Caltrans) in both the English and Spanish languages. The City's

Relocation Assistance Program is consistent with both the Uniform Act, and Caltrans Relocation guidelines. Copies of these documents have also been included as attachments to this Appendix.

http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf

http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf

The Business and Farm Relocation Assistance Program

The links below are to the Business and Farm Relocation Assistance brochures provided by Caltrans in both the English and Spanish languages. The City's Relocation Assistance Program is consistent with both the Uniform Act, and Caltrans Relocation guidelines. Copies of these documents have also been included as attachments to this Appendix.

http://www.dot.ca.gov/hq/row/pubs/business_farm.pdf

http://www.dot.ca.gov/hq/row/pubs/business_sp.pdf

Additional Information

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other federal law (except for any federal law providing low-income housing assistance).

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without being given at least 90 days advance notice, in writing. Occupants of any type of dwelling eligible for relocation payments will not be required to move unless at least one comparable "decent, safe, and sanitary" replacement residence, open to all persons regardless of race, color, religion, sex or national origin, is available or has been made available to them by the City.

Any person, business, farm or non-profit organization, which has been refused a relocation payment by the City, or believes that the payments are inadequate, may appeal to the City of Los Angeles Bureau of Engineering, Real Estate Division or the City of Los Angeles Housing Department (LAHD). The contact information for these departments are provided in the following section. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the filing of a complaint is available from the LAHD website (www.lahd.lacity.org).

The information above is not intended to be a complete statement of all of the City's laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the City's relocation services. Tenant occupants of properties to be acquired are contacted within 14 days of the first written offer to purchase, or as soon as possible, and also given a more detailed explanation of the City's relocation programs.

Important Notice

To avoid loss of possible benefits, no individual, family, business, farm or non-profit organization should commit to purchase or rent a replacement property without first contacting the City departments previously mentioned at:

City of Los Angeles Housing Department
1200 West 7th Street, 1st Floor
Los Angeles, CA 90017

City of Los Angeles Department of Public Works
Bureau of Engineering, Real Estate Division
1149 South Broadway
Los Angeles, CA 90015

Your Rights and Benefits as a Displacee Under the Uniform Relocation Assistance Program (Residential) 2007

Caltrans

California Department of Transportation

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Comparable Replacement: means a dwelling which is:

(1) Decent, safe, and sanitary. (See definition below)

(2) Functionally equivalent to the displaced dwelling.

(3) Adequate in size to accommodate the family being relocated.

(4) In an area not subject to unreasonable adverse environmental conditions.

(5) In a location generally not less desirable than the location of your displacement dwelling with respect to public utilities and commercial and public facilities, and reasonably accessible to the place of-employment.

(6) On land that is typical in size for residential development with typical improvements.

Decent, Safe and Sanitary (DS&S): Replacement housing must be decent, safe, and sanitary...which means it meets all of the minimum requirements established by federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

(1) Be structurally sound, weather tight, and in good repair.

(2) Contain a safe electrical wiring system adequate for lighting and other devices.

(3) Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) for a displaced person, except in those areas where local climatic conditions do not require such a system.

(4) Be adequate in size with respect to the number of rooms and area of living space needed to accommodate the displaced person. The Caltrans policy is that there will be no more than 2 persons per room unless the room is of adequate size to accommodate the normal bedroom furnishings for the occupants.

(5) Have a separate, well-lighted and ventilated bathroom that provides privacy to the user and contains a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and to a sewage drainage system.

Note: In the case of a housekeeping dwelling, there shall be a kitchen area that contains a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, and adequate space and utility service connections for a stove and refrigerator.

(6) Contains unobstructed egress to safe, open space at ground level. If the replacement dwelling unit is on the second story or above, with access directly from or through a common corridor, the common corridor must have at least two means of egress.

(7) For a displaced person who is handicapped, be free of any barriers which would preclude reasonable ingress, egress, or use of the dwelling by *such displaced person.*

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Residents **not lawfully present** in the United States are not eligible to receive relocation payments and assistance

Relocation benefits will vary, depending upon the type and length of occupancy. As a residential displacee, you will be classified as either a:

- An owner occupant of a residential property (includes mobile homes)
- A tenant occupant of a residential property (includes mobile homes and sleeping rooms)

Dwelling: The place of permanent or customary and usual residence of a person, according to local custom or law, including a single family house; a single family unit in a two-family, multi-family, or multi-purpose property; a unit of a condominium or cooperative housing project; a non-housekeeping unit; a mobile home; or any other residential unit.

Owner: A person is considered to have met the requirement to own a dwelling if the person purchases or holds any of the following interests in real property:

(1) Fee title, a life estate, a land contract, a 99-year lease, oral lease including any options for extension with at least 50 years to run from the date of acquisition; or

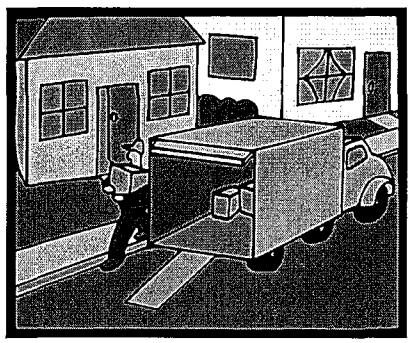
(2) An interest in a cooperative housing project which includes the right to occupy a dwelling; or

(3) A contract to purchase any interests or estates; or

(4) Any other interests, including a partial interest, which in the judgment of the agency warrants consideration as ownership.

Tenant: A person who has the temporary use and occupancy of real property owned by another.

Moving Expenses



If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained. Below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to ensure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs - You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses may include:

- Transportation
- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.

OR

Fixed Moving Cost Schedule - You may be paid on the basis of a fixed moving cost schedule. Under this option, you will not be eligible for reimbursement of related expenses listed above. The fixed schedule is designed to cover such expenses.

Examples (Year 2005 Rate):
4 Rooms - $ 950
7 Rooms - $1,550

If the furniture is moved with the mobile home, the amount of the fixed payment is based on Schedule B.

Examples (Year 200 Rate):
4 Rooms - $1,175
7 Rooms - $1,900

Under the Fixed Move Schedule for a furnished unit (e.g. you are a tenant of an apartment that is furnished by your landlord) is based on Schedule B.

Example (Year 2005 Rate):
1 Room - $400

Under the Fixed Move Schedule, you will not receive any additional payments for temporary storage, lodging, transportation or utility hook-ups.

Replacement Housing Payments

The type of Replacement Housing Payment (RHP) depends on whether you are an owner or a tenant, and the length of occupancy in the property being acquired.

If you are a qualified **owner occupant** of more than 180 days prior to the initiation of negotiations for the acquisition of your property, you may be entitled to a RHP that consists of:

Price Differential, and

Mortgage Differential, and

Incidental Expenses;

OR

Rent Differential

If you are a qualified **owner occupant** of more than 90 days but less than 180 days, OR you are a qualified **tenant occupant** of at least 90 days, you may be entitled to a RHP as follows:

Rent Differential

OR

Downpayment Option

Length of occupancy simply means counting the number of days that you actually occupied a dwelling before the date of initiation of negotiations by Caltrans for the purchase of the property. The term "initiation of negotiations" means the date Caltrans makes the first personal contact with the owner of real property, or his/ her representative, to give him/her a written offer for the property to be acquired.

Note: If you have been in occupancy less than 90 days before the initiation of negotiations and the property is subsequently acquired, or if you move onto the property after the initiation of negotiations and you are still in occupancy on the date of acquisition, you may or may not be eligible for a Replacement Housing Payment. Check with your Relocation Agent before you make any decision to vacate your property.

For Owner Occupants of 180 Days or More

If you qualify as a 180-day owner occupant, you may be eligible -- in addition to the fair market value of your property -- for a Replacement Housing Payment that consists of a Price Differential, Mortgage Differential and/or Incidental Expenses.

The **Price Differential** payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. This payment will assist you in purchasing a comparable decent, safe, and sanitary (DS&S) replacement dwelling. Caltrans will compute the maximum payment you may be eligible to receive.

In order to receive the full amount of the calculated price differential, you must spend at least the amount calculated by Caltrans on a replacement property

The **Mortgage Differential** payment will reimburse your for any increased mortgage interest costs you might incur because the interest rate on your new mortgage exceeds the interest rate on the property acquired by Caltrans The payment computation is complex as it is based on prevailing rates, your existing loan and your new loan. Also, a part of this payment may be prorated such as reimbursement for a portion of your loan origination fees and mortgage points.

To be eligible to receive this payment, the acquired property must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

You may also be reimbursed for any actual and necessary **Incidental Expenses** that you incur in relation to the purchase of your replacement property. These expenses may be those costs for title search, recording fees, credit report, appraisal report, and certain other closing costs associated with the purchase of property. You will not be reimbursed for any recurring costs such as prepaid real estate taxes and property insurance.

If the total amount of your **Replacement Housing Payment** (Price Differential, Mortgage Differential and Incidental Expenses) exceeds $22,500, the payment must be deposited directly into an escrow account or paid directly to the mortgage company.

EXAMPLES OF PRICE DIFFERENTIAL PAYMENT COMPUTATION:

Assume that Caltrans purchases your property for $98,000. After a thorough study of available, decent, safe and sanitary dwellings on the open market, Caltrans determines that a comparable replacement property will cost you $100,000. If your purchase price is $100,000, you will receive $2,000 *(see Example A).*

If your actual purchase price is more than $100,000, you pay the difference (see *Example B).* If your purchase price is less than $100,000, the differential payment will be based on actual costs *(see Example C).*

How much of a differential payment you receive depends on how much you actually spend on a replacement dwelling as shown in these examples:

Caltrans' Computation

Comparable Replacement Property and Mobile Home	$100,000
Acquisition Price of Your Property and Mobile Home	-$ 98,000
Maximum Price Differential	$ 2,000

Example A

Purchase Price of Replacement	$100,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	-$ 98,000
Maximum Price Differential	$ 2,000

Example B

Purchase Price of Replacement Property	$105,000
Comparable Replacement Property	$100,000
Acquisition Price of Your Property	$ 98,000
Maximum Price Differential	$ 2,000
You Must Pay the Additional	$ 5,000

Example C

Comparable Replacement Property	$100,000
Purchase Price of Replacement	$ 99,000
Acquisition Price of Your Property	$ 98,000
Price Differential	$ 1,000

In Example C you will only receive $1,000 - not the full amount of the Caltrans "Comparable Replacement Property" because of the "Spend to Get" requirements.

IN ORDER FOR A "180 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING *PAYMENT* *(Price Differential, Mortgage Differential and Incidental Expenses)*, **you must:**

A) Purchase and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the closing of escrow on State's acquisition),

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" for a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. Also, you will also receive at least 90 days' written notice before you must move.

For Owner Occupants and Tenants of 90 Days or More

If you qualify as a 90-day occupant (either as an owner or tenant), you may be eligible for a Replacement Housing Payment in the form of a Rent Differential.

The **Rent Differential** payment is designed to assist you in renting a comparable decent, safe and sanitary replacement dwelling. The payment is based on the difference between the base monthly Rent for the property acquired by Caltrans (including average monthly cost for utilities) and the lesser of:

a) The monthly rent and estimated average monthly cost of utilities for a comparable replacement dwelling as determined by Caltrans, **OR**

b) The monthly rent and estimated average monthly cost of utilities for the decent, safe and sanitary dwelling that you actually rent as a replacement dwelling.

Utility costs are those expenses you incur for heat, lights, water and sewer - regardless of the source (e.g. electricity, propane, and septic system). It does not include garbage, cable, telephone, or security. The utilities at your property are the average costs over the last 12 months. The utilities at the comparable replacement property are the estimated costs for the last 12 months for the type of dwelling and area used in the calculation.

This difference is multiplied by 42 months and may be paid to you in a lump sum payment or in periodic installments in accordance with policy and regulations.

In order to receive the full amount of the calculated Rent Differential, you must spend at least the amount calculated by Caltrans on a replacement property.

This payment may - with certain limitations - be converted to a **Downpayment Option** to assist you in purchasing a replacement property.

Example of Rent Differential Payment Computation:

After a thorough study of comparable, decent, safe and sanitary dwellings that are available for rent, Caltrans determines that a comparable replacement property will rent for $325.00 per month.

Caltrans Computation (rates are per month)

Rental Rate for Comparable Replacement Property	$ 325
PLUS average estimated utilities costs	+ 100
TOTAL Cost to Rent Comparable Replacement Property	= $ 425
Rental Rate for Your Current Property	$ 300
PLUS average utilities costs	+ 90
TOTAL Cost to Rent Current Property	= $ 390
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	+ 390
Difference	= $ 35

Multiplied by 42 months = $1,470 Rent Differential

Example A:

Rental Rate for a Replacement Property including Estimated average utilities costs	$ 525
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	$ 390

Since $425 is less than $525, the Rent Differential is based on the difference between $390 and $425.

Rent Differential ($35 x 42 months = $1,470)

In this case you spent "at least" the amount of the Comparable Replacement Property on the replacement property and will receive the full amount.

Example B:

Rental Rate for a Replacement Property including Estimated average utilities costs	$ 400
Comparable Replacement Property including utilities	$ 425
Cost you pay to rent your property including utilities	$ 390

Since $400 is less than $525, the Rent Differential is based on the difference between $400 and $390.

Rent Differential ($10 x 42 months = $420)

In this case you spent "less than" the amount of the Comparable Replacement Property on the replacement property and will not receive the full amount.

IN ORDER FOR A "90 DAY OWNER OCCUPANT" TO RECEIVE THE FULL AMOUNT OF THEIR REPLACEMENT HOUSING PAYMENT *(Rent Differential)*, **you must:**

A) Rent and occupy a DS&S replacement dwelling within one year after the later of:

(1) The date you first receive a notification of an available replacement house, **OR**

(2) The day you vacate the property acquired by Caltrans.

AND

B) Spend at least the amount of the Caltrans "Comparable Replacement Property" to rent a replacement property,

AND

C) File a claim for relocation payments within 18 months of the later of:

(1) The date you vacate the property acquired by Caltrans, **OR**

(2) The date that Caltrans has paid the acquisition cost of your current dwelling (usually the close of escrow on State's acquisition)

You will not be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. And, you will also receive at least 90 days' written notice before you must move.

Note1: The time periods for a 90-day owner occupant are different than a 180-day owner occupant.

Note 2: If the Rent Differential is converted to a Downpayment Option, there is no "spend-to-get" requirement.

DOWN PAYMENT OPTION

The Rent Differential payment may - with certain limitations - be converted to a **Down Payment Option** to assist you in purchasing a replacement property. The down payment option is a direct conversion of the Rent Differential payment.

If the Caltrans calculated Rent Differential is between $0 and $5,250, your down payment option will be $5,250, which can be used towards the purchase of a replacement decent, safe and sanitary dwelling.

If the Rent Differential is over $5,250, you may be able to convert the entire amount of the Rent Differential to a downpayment option.

The down payment option must be used for the acquisition of the replacement dwelling, plus any eligible incidental expenses (see "180-day Owner Occupants Incidental Expenses") related to the purchase of the property. You must work closely with your Relocation Agent to ensure you can utilize the full amount of your down payment option towards the purchase.

If any portion of the Rent Differential was used prior to the decision to convert to a down payment option, those advance payments will be deducted from the entire benefit.

LAST RESORT HOUSING

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. In such cases, Caltrans will utilize a method called Last Resort Housing. Last Resort Housing allows Caltrans to construct, rehabilitate or modify housing in order to meet the needs of the people displaced from a project. Caltrans can also pay above the statutory limits of $5,250 and $22,500 in order to make available housing affordable.

Relocation Advisory Assistance

Any individual, family, business or farm displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Explain the relocation benefits and eligibility requirements.
- Provide the amount of the replacement housing payments in writing.
- Assure the availability of a comparable property before you move.
- Inspect possible replacement residential units for DS&S compliance.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- VA and FHA loan requirements
- Real property taxes.
- Consumer education literature on housing

If you desire, your Relocation Agent will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local housing programs offering assistance to displaced persons. If you have special problems, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

All eligible displacees have a freedom of choice in the selection of replacement housing, and Caltrans will not require any displaced person to accept a replacement dwelling provided by Caltrans. If you decide not to accept the replacement housing offered by Caltrans, you may secure a replacement dwelling of your choice, providing it meets DS&S housing standards. Caltrans will not pay more than your calculated benefits on any replacement property.

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a purchase agreement or a rental agreement until a representative from Caltrans has inspected and certified in writing that the dwelling you propose to occupy meets the basic standards. **DO NOT jeopardize** your right to receive a replacement housing payment by moving into a substandard dwelling.

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, and that is within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

Sus Derechos y Beneficios Como Una Persona Desplazada Bajo el Programa Uniforme De Asistencia Para Reubicación (Residencial)

Introducción

En la construcción de un sistema moderno de transportación, el desplazamiento de un pequeño porcentaje de la población es a menudo necesario. Sin embargo, la política de Caltrans es que las personas desalojadas no tengan que sufrir innecesariamente como resultado de los programas diseñados para el beneficio del público en general.

Los individuos y familias desplazadas pueden ser elegibles para recibir servicios de asesoramiento y pagos de reubicación.

Este folleto provee información acerca de los servicios y pagos de reubicación disponibles. Si usted es requerido a mudarse como resultado de un proyecto de transportación, un Agente de Reubicación se comunicará con usted. El Agente de Reubicación le contestará preguntas específicas y le proveerá información adicional.

Ley de Procedimiento Uniforme de Asistencia para Rubicación y Adquisición de Bienes Raíces de 1970, Enmendada “La Ley Uniforme”

El propósito de esta Ley es proveer tratamiento igual y uniforme para las personas que son desplazadas de sus hogares, negocios, u operaciones agrícolas por programas federales o programas que son asistidos con fondos federales y para establecer uniformidad e igualdad en la política de adquisición de tierras por programas federales y programas asistidos con fondos federales.

La ley trata de asegurar que las personas desplazadas directamente como resultado de proyectos federales o proyectos asistidos con fondos federales sean tratados con igualdad, consistencia y equidad para que esas personas no sufran

daños desproporcionados como resultado de proyectos designados para el beneficio del público en general.

Aunque se ha hecho un esfuerzo para asegurar la precisión de este folleto, debe de ser entendido que no tiene la fuerza o efectos de la ley, regla, o regulación que gobierna el pago de los beneficios. Si hay diferencias o error, la ley tomará precedencia.

Algunas Definiciones Importantes…

Sus beneficios de reubicación pueden ser entendidos mejor si usted entiende los siguientes términos:

Vivienda de Restitución comparable: significa una propiedad que es:

(1) Decente, segura y sanitaria. (Vea la definición abajo.)
(2) Equivalente funcionalmente a la propiedad desplazada.
(3) Adecuada en tamaño para acomodar a la familia que esta siendo reubicada.
(4) En un área que no esté sujeta a condiciones irrazonablemente adversas.
(5) En una localidad generalmente no menos deseable que la localidad de su propiedad desplazada con respecto a servicios públicos, y acceso razonable al lugar de empleo.
(6) En una parcela de tamaño típico para el desarrollo de una residencia de tamaño normal.

Decente, Segura y Sanitaria (DS&S): La vivienda de restitución debe de ser decente, segura y sanitaria … que significa que llena todos los requisítos mínimos establecidos por las regulaciones federales y conforme a los códigos de ocupación de viviendas aplicables. La propiedad será:

(1) Buena estructuralmente, cerrada a las condiciones climáticas y en buen estado de reparación.

(2) Contiene un sistema eléctrico adecuado para iluminación y otros aparatos.

(3) Contiene un sistema de calefacción capáz de mantener una temperatura saludable (de aproximadamente 70 grados) para la persona desplazada,

con excepción en aquellas áreas donde las condiciones climáticas no requieren dicho sistema.

(4) Debe de ser adecuada en tamaño con respecto al número de cuartos y áreas para vivir necesarias para acomodar a las personas desplazadas. Es política de Caltrans que más de dos personas no deben de estar en un solo cuarto, a menos que que el tamaño del cuarto sea suficientemente adecuado para acomodar los muebles de dormitorios necesarios de los ocupantes.

(5) Tener un baño separado, bien iluminado y ventilado que sea privado a los usuarios y que contenga un lavamanos, una tina o regadera, y un excusado, todos en buenas condiciones y apropiadamente conectados a los sistemas de aguas negras y aguas potables.

Nota: *En el caso de una propiedad residencial, debe de haber una área de cocina que contenga un lavatrastos usable, propiamente conectado a agua caliente y agua fría, y al sistema de drenaje, y con espacio adecuado para utilizar los servicios y connecciones para una estufa y un refrigerador.*

(6) Que contenga salidas sin obstrucción y seguros espacio abierto al nivel del suelo. Si la propiedad de restitución está en el segundo piso o más arriba, que tenga acceso directamente desde o a travéz de un corredor, y que éste corredor común debe de tener al menos dos salidas.

(7) Si la persona desplazada es incapacitada físicamente, debe de ser libre de cualquier barrera que le impidan la entrada o salida, o uso razonable de la propiedad por dicha persona incapacitada.

Persona Desplazada: Cualquier individuo o familia que se mueva de una propiedad o mueva sus bienes personales de una propiedad como resultado de la adquisición de bienes raíces, en todo o en parte, o como resultado de una notificación escrita de una agencia pidiéndole que desocupe la propiedad que se necesita para un proyecto de transportación. En el caso de una adquisición parcial, Caltrans debe de determinar si la persona es desplazada directamente como resultado de esta adquisición.

Los residentes **que no están legalmente** en los Estados Unidos no son elegibles para recibir pagos y asistencia de reubicación.

Los beneficios de reubicación van a variar dependiendo del tipo y tiempo de ocupación. Como una persona desplazada de una unidad residencial usted puede ser clasificado como:

- Un dueño ocupante de una propiedad residencial (incluyendo casas movibles)
- Un inquilino ocupante de una propiedad residencial (incluyendo casas movibles y cuartos para dormir)

Vivienda: El lugar de permanencia o residencia regular y usual de una persona, de acuerdo a las costumbres locales o la ley, incluyendo una unidad familiar, una unidad familiar en un complejo doble o multi-familiar, o una propiedad de uso múltiple, una unidad de condominio o proyecto de vivienda en cooperativa, una unidad libre de mantenimiento doméstico, una casa movible, o cualquier otra unidad residencial.

Dueño: Una persona es considerada que llena los requisitos de dueño de una casa, si esta persona compra, tiene título o tiene algunos de los siguientes intereses en una propiedad:

(1) Una escritura de propiedad, un interés de por vida en una propiedad, un contrato de renta por 99 años, un contrato oral de renta incluyendo una opción para extensión con al menos 50 años que queden después de la fecha de adquisición; o

(2) El interés en un proyecto de vivienda en cooperativa que incluya el derecho de ocupar una vivienda; o

(3) Un contrato de compra de interés, o bienes raíces.

(4) Algún otro interés, incluyendo intereses parciales, qua a juicio de la agencia garanticen los pagos como dueño.

Inquilino: Una persona que tiene el uso y la ocupación temporal de una propiedad de la que otro es dueño.

Gastos de Mudanza

Si usted califica como persona desplazada, usted tiene derecho a reembolso de sus gastos de mudanza y a ciertos gastos relacionados incurridos durante el traslado. Los métodos de traslado y los distintos tipos de pagos para gastos de mudanza son explicados abajo.

Los individuos y familias desplazadas pueden escoger un pago basado en los gastos reales, razonables y los gastos relacionados, o de acuerdo a una lista de costos fijos de mudanza. Sin embargo, para asegurar su elegibilidad y el pago rápido de sus gastos de mudanza, usted debe de ponerse en contacto con su Agente de Rubicación antes de mudarse.

Usted Puede Elegir Entre:

Los Gastos Razonables de Mudanza – A usted se le puede pagar por los gastos razonables de mudanza y gastos relacionados cuando una compañia comercial de mudanza hace la mudanza. Los reembolsos deberán ser limitados a una mudanza de 50 millas o menos. Los gastos relacionados pueden incluir:

- Transportación.
- Empaque y desempaque de propiedades personales.
- Desconexión y reconexión de aparatos eléctricos.
- Almacenaje temporal de propiedades personales.
- Seguros cuando la propiedad está almacenada o en tránsito.

Ó

Lista de Costos Fijos de Mudanza – A usted se le puede pagar basado en una lista de costos fijos de mudanza. Bajo esta opción, usted no puede ser elegible para reembolsos de gastos relacionados incluídos en la lista de arriba. Esta lista de gastos fijos está designada a cubrir todos esos gastos.

Por ejemplo (Tarifa para el año 2001)

4 Cuartos - $ 950
7 Cuartos - $1,550

Los costos fijos de mudanza para una unidad amueblada (ejemplo, usted es inquilino en un apartamento donde los muebles pertenecen al dueño de la vivienda) estan basados en la Tabla de Honorarios B.

Ejemplos (Taza en el año 2001):

4 Cuartos - $475
7 Cuartos - $625

Bajo la lista de Pago Fijos de Mudanza, usted no puede recibir ningun pago adicional por almacenamiento temporario, vivienda temporaria, transportación o conexiones de servicios públicos.

Pagos Para Vivienda de Restitución

El tipo de Pago Para Vivienda de Restitución (RHP) depende de si usted es dueño o un inquilino, y en el tiempo de ocupación que tiene de la propiedad que será adquirida.

Si usted es calificado **como dueño ocupante** de más de 180 días antes de la iniciación de negociaciones para la adquisición de su propiedad, usted puede tener derecho a recibir RHP que consiste en:

Diferencia de Precio, y

Diferencia para Hipoteca, y

Gastos Incidentales

O

Diferencia Para Rentar

Si usted es calificado como **dueño ocupante** de más de 90 días, pero menos de 180 días, O si usted es calificado como **inquilino ocupante** de al menos 90 días, usted puede tener derecho a recibir RHP así:

Diferencia Para Rentar

U

Opción para Enganche

Tiempo de ocupación simplemente significa contar el número de días que usted actualmente ocupó la vivienda antes de la fecha de iniación de negociaciones por Caltrans para la compra de la propiedad. El término “iniciación de negociaciones” significa la fecha que Caltrans hizo el primer contacto personal con el dueño de bienes raíces, o su representante, para darle a el/ella una oferta escrita para la adquisición de la propiedad.

*Nota: Si usted ocupó una vivienda por **menos de 90 días** antes de la iniciación de negociaciones y la propiedad es posteriormente adquirida, o si usted se mudó a la propiedad después de la iniciación de negociaciones y usted todavía*

ocupaba la propiedad a la fecha de adquisición, usted puede ser elegible para un Pago para Restitución de Vivienda, basado en una guía de elegibilidad establecida. Consulte con su Agente de Reubicación antes de que haga cualquier decisión de mudarse de su propiedad.

Para Ocupantes de 180 Días o Más

Si usted califica como dueño ocupante de 180 días, puede ser elegible – además del valor equitativo en el mercado de su propiedad – para un Pago de Restitución de Vivienda que consiste en un pago de Diferencia de Precio y/o Gastos Incidentales.

El Pago de **Diferencia de Precio** es la cantidad por la que el costo de una vivienda de restitución excede el costo de adquisición de la vivienda desplazada. Este pago le asistirá en la compra de una vivienda decente, segura, y sanitaria (DS&S). Caltrans computará el pago máximo que usted puede ser elegible para recibir. (Vea un ejemplo en la página 15.)

Para recibir la cantidad total de la diferencia de precio calculadas, usted debe de gastar al menos la cantidad calculada por Caltrans en la propiedad de restitución.

El pago de **Diferencia de Hipoteca** le será reembolsado por cualquier aumento del costo de interés en la hipoteca que usted haya incurrido porque la taza de interés en su nueva hipoteca excede la taza de interés de la propiedad adquirida por Caltrans. La computación del pago es complicada ya que está basada en las tazas típicas entre su préstamo anterior y su préstamo nuevo. También, una parte de los pagos pueden ser prorrateado como reembolso por una porción de los honorarios de su préstamo y los puntos (intereses) de la hipoteca.

Para ser elegible para recibir este pago, la propiedad adquirida debe de ser hipotecada con una hipoteca de buena fé, la cual fue un crédito válido de por lo menos 180 días antes de la iniciación de negociaciones.

Usted también puede ser reembolsado por cualquier **Gasto Incidental** actual y necesario que usted incurra en relación con la compra de su propiedad de restitución. Estos gastos pueden ser los costos por búsqueda de título, honorarios de copia en el Registro, reporte de crédito, reporte de evaluación, y ciertos otros gastos de cierre de escritura. Usted no puede ser reembolsado por ningún gasto frequente como pre-pagos de impuesto de bienes raíces y seguro de propiedad.

Si la cantidad total de su **Pago de Vivienda de Restitución** (Diferencia de Precio, Diferencia Para Hipoteca y Gastos Incidentales) excede $22,500, el pago debe de ser depositado directamente en una cuenta fiduciaria o ser pagado directamente a la compañía financiera.

EJEMPLO DE COMO SE CALCULA LA DIFERENCIA DE PAGO:

Suponga que Caltrans compra su propiedad por $98,000. Después de un estudio completo de viviendas disponibles en el mercado, que sean decentes, seguras y sanitarias, Caltrans determina que la propiedad de restitución comparable en el mercado abierto le costará $100,000. Si su precio de compra es $100,000 usted recibirá $2,000 (*Vea el Ejemplo A)*

Si su precio de compra es de más de $100,000, usted paga la diferencia (vea el *Ejemplo B*). Si su precio de compra es menos de $100,000, el pago se basará en los costos actuales (vea el *Ejemplo C).*

La cantidad que usted recibe en un pago diferencial dependerá de cuanto usted realmente gasta en una vivienda de restitución, como se muestra en estos ejemplos.

Computación de Caltrans

Precio Comparable de la Propiedad de Restitución	$100,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia Máxima de Precio	$ 2,000

Ejemplo A

Precio de Compra de Restitución	$100,000
Propiedad Comparable de Restitución	$100,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia Máxima de Precio	$ 2,000

Ejemplo B

Precio de Compra de Restitución	$105,000
Propiedad Comparable de Restitución	$100,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia Máxima de Precio	$ 2,000
Usted Debe de Pagar el Precio Adicional de	$ 5,000

Ejemplo C

Propiedad Comparable de Restitución	$100,000
Precio de Compra de Restitución	$ 99,000
Precio de Adquisición de su Propiedad	– $ 98,000
Diferencia de Precio	$ 1,000

En el ejemplo C usted solo recibirá $1,000 – no la cantidad completa de "La propiedad Comparable de Restitución" por los requisítos de "Gastar para Obtener" de Caltrans.

PARA QUE UN "DUENO OCUPANTE DE 180 DÍAS" RECIBA LA CANTIDAD TOTAL DE SUS BENEFICIOS DE PAGOS PARA VIVIENDA (*Diferencia de Precio, Diferencia de Hipoteca y Gastos Incidentales), usted debe:*

A) Comprar y ocupar una vivienda de restitución que sea DS&S dentro de al menos un año desde la fecha más tarde de:

(1) La fecha en que recibió la primera notificación de una casa de restitución, **O**

(2) La fecha que Caltrans pagó los costos de adquisición de su vivienda actual (usualmente los gastos de cierre de escritura en la adquisición del Estado.)

Y

B) Haber gastado al menos la cantidad que Caltrans estableció para "La Propiedad Comparable de Restitución" para la propiedad de restitución.

Y

C) Reportar un reclamo para pago para reubicación dentro de los 18 meses de la fecha más tarde de:

(1) La fecha en que se mudó de la propiedad adquirida por Caltrans, **O**

(2) La fecha en que Caltrans le pagó los costos de adquisición de su vivienda actual (usualmente al cierre de escritura en la adquisición del Estado.)

Usted no será elegible para recibir ningún pago de reubicación hasta que el Estado haya hecho la primera oferta por escrito de la compra de la propiedad. Usted también recibirá una notificación escrita por lo menos 90 días antes de tener que mudarse.

Para Dueños Ocupantes e Inquilinos de 90 Días o Más

Si usted califica como un ocupante (ya sea como dueño o inquilino) de 90 días, usted puede ser elegible para un Pago de Vivienda de Restitución en la forma de Diferencia para Rentar.

El pago de la **Diferencia para Rentar** es designado para asistirle en la renta de una vivienda comparable que sea decente, segura y sanitaria. El pago será basado en la diferencia entre la renta básica mensual por la propiedad adquirida por Caltrans (incluyendo el promedio del costo mensual de servicios públicos) y el menor de:

a) La renta mensual y el promedio del costo mensual estimado de los servicios públicos para una vivienda comparable de restitución determinada por Caltrans, **O**

b) La renta mensual y el promedio del costo mensual estimado de los servicios públicos para una vivienda decente, segura y sanitaria que usted rente como vivienda de restitución.

Gastos de servicios públicos son esos gastos que usted incurre por calefacción, luz, agua, aguas negras y basura – sin importar quien los provea (ejemplo, electricidad, gas propano, y sistema séptico.) No incluye cable de televisión, teléfono, o seguridad. Los servicios públicos en su propiedad de restitución será el estimado del promedio de costos por los 3 últimos meses para el tipo de vivienda y área usados en los cálculos.

Esta diferencia es multiplicada por 42 meses y le puede ser pagado en una sola suma o en pagos periódicos de acuerdo con la política y regulaciones. (Vea un ejemplo en la página 21.)

Para recibir la cantidad calculada total de la diferencia para rentar, usted debe gastar al menos la cantidad calculada por Caltrans en la propiedad de restitución.

Este pago puede – con ciertas limitaciones – ser convertido en una **Opción para Enganche** para asistirle en la compra de una propiedad de restitución (Vea la página 25 para una explicación completa.)

EJEMPLO DE LA COMPUTACIÓN DEL PAGO DE LA DIFERENCIA PARA RENTAR:

Después de hacer un estudio completo de viviendas comparables, decentes, seguras y sanitarias que estén disponibles para rentar, Caltrans determina que una propiedad comparable de restitución podría ser rentada por $325 al mes.

Computación de Caltrans

Renta por una Propiedad Comparable de Restitución	$ 325 al mes
MÁS: estimado de costos de servicios públicos	100 al mes
TOTAL Costo de renta por una Propiedad Comparable de Restitución	$ 425 al mes
Renta por su Propiedad Actual	$ 300 al mes
MÁS: costos de servicios públicos	90 al mes
TOTAL Costo para pagar la renta de su propiedad actual	$ 390 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos	$ 425 al mes
Costo para pagar la renta de su propiedad incluyendo servicios públicos	390 al mes
Diferencia	$ 35 al mes

Multiplicado por 42 meses = $1,470 Diferencia para Rentar

Ejemplo A:

Renta para una Propiedad de Restitución, incluyendo los costos estimados de servicios públicos	$ 525 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos	$ 425 al mes
Costos de pago de la renta de su propiedad incluyendo servicios públicos	$ 390 al mes

Ya que $425 es menos que $525, la diferencia para rentar está basada en la diferencia entre $390 y $425.

Diferencia para Rentar ($35 x 42 meses = $1,470)

En este caso usted gasta “al menos” la cantidad de la Propiedad de Restitución Comparable en la propiedad de restitución y así recibirá la cantidad total.

Ejemplo B:

Renta por una Propiedad de Restitución, incluyendo los costos estimados de servicios públicos	$ 400 al mes
Propiedad Comparable de Restitución incluyendo servicios públicos	$ 425 al mes
Costos de pago de la renta de su propiedad incluyendo servicios públicos	$ 390 al mes

Ya que $400 es menos que $525, la diferencia para rentar está basada en la diferencia entre $400 y $390.

Diferencia para Rentar ($10x 42 meses = $420)

En este caso usted va a gastar “menos que” la cantidad de Propiedad de Restitución Comparable en la restitución de la vivienda y usted no recibirá la cantidad total.

PARA QUE UN “DUENO OCUPANTE DE 90 DÍAS” RECIBA LA CANTIDAD TOTAL DE PAGO PARA SU VIVIENDA DE RESTITUCION (Diferencia para Rentar), **usted debe de:**

A) Rentar y ocupar una vivienda de restitución DS&S dentro de un año después de la última fecha de:

(1) La fecha en que usted recibió la primera notificación de una casa de restitución disponible, **O**

(2) El día en que usted su mudó de la propiedad adquirida por Caltrans.

Y

B) Gastar al menos la cantidad de la “Propiedad Comparable de Restitución” de Caltrans para rentar una vivienda de restitución.

Y

C) Reportar un reclamo para pagos de reubicación dentro de los 18 meses de la fecha más tarde:

(1) La fecha en que usted se mudó de la propiedad adquirida por Caltrans, **O**

(2) La fecha en que Caltrans le pagó los costos de adquisición de su propiedad actual (usualmente al cierre de escritura de la adquisición del Estado.)

Usted no será elegible para recibir ningún pago de reubicación hasta que haya hecho la primera oferta escrita para comprar la propiedad. Además, usted recibirá al menos una noticia por escrito 90 días antes de tener que mudarse.

OPCIÓN PARA ENGANCHE

El pago de Diferencia para Rentar puede – con ciertas limitaciones – ser convertido en una **Opción para Enganche** para asistirle en la compra de una propiedad de restitución. La Opción para Enganche es una conversión directa del pago de la diferencia para rentar.

Si la diferencia para rentar es calculada entre $0 y $5,250, su Opción Para Enganche será de $5,250 la cual puede ser usada para la compra de una vivienda de restitución decente, segura y sanitaria.

Si la diferencia para rentar es más de $5,250 usted podrá convertir la cantidad completa de diferencia para rentar a una Opción Para Enganche.

La Opción Para Enganche debe de ser usada para el enganche requerido, la cual usualmente es un porcentage del precio total de compra, más cualquier gasto incidental elegible (vea la página 14, “Gastos Incidentales para Dueños Ocupantes de 180 días”) relacionado con la compra de la propiedad. Usted debe trabajar junto con su Agente de Reubicación para asegurarse de que puede utilizar la cantidad total de su Opción Para Enganche en su compra.

Si alguna porción de la diferencia para rentar fue usada antes de su decisión de convertirla a una Opción Para Enganche, los pagos avanzados serán deducidos de los beneficios completos.

CASA DEL ÚLTIMO RECURSO

En la mayoría de los proyectos de Caltrans, existe una cantidad adecuada de viviendas de venta y alquiler, y los beneficios serán suficientes para que usted pueda reubicarse a una vivienda comparable. Sin embargo, en ciertas localidades pueden haber proyectos donde el número de viviendas disponibles no son suficientes para proveer viviendas a todas las personas desplazadas. En estos casos, Caltrans utiliza un método llamado Casa del Último Recurso. La Casa del Último Recurso permite a Caltrans construir, rehabilitar, o modificar viviendas para cumplir con las necesidades de las personas desplazadas por un proyecto. Caltrans puede también pagar arriba de los límites legales de $5,250 y $22,500 para hacer posible viviendas con precios razonables.

Asistencia de Consulta Para Reubicación

A cualquier individuo, familia, negocio u operación agrícola desplazada por Caltrans deberá ofrecérsele servicios de asistencia con el propósito de localizar una propiedad de restitución. Los servicios de reubicación son proveídos por empleados calificados de Caltrans. Es la meta de ellos y el deseo de estos empleados de servirle y asistirle de cualquier manera posible para ayudarle a reubicarse exitosamente.

Un Agente de Reubicación de Caltrans se pondrá en contacto con usted personalmente. Los servicios de reubicación y pagos se le explicarán de acuerdo con su elegibilidad. Durante la entrevista inicial, sus necesidades de vivienda y deseos se determinarán así como sus necesidades de asistencia. No se le puede pedir que se mude a menos que una vivienda comparable de restitución le sea disponible.

Usted puede esperar recibir los siguientes servicios, consejos y asistencia de su Agente de Reubicación quien le:

- Explicará los beneficios de reubicación y los requesitos de elegibilidad.
- Proveerá por escrito la cantidad de pago por su vivienda de restitución.
- Asegurará la disposición de una propiedad comparable antes de que se mude.
- Inspeccionará las posibles unidades residenciales de restitución para el cumplimiento de DS&S.

- Proveerá información y aconsejará como puede obtener ayuda para minimizar las adversidades en ajustarse a su nueva localidad.
- Ayudará en completar los documentos de préstamos, aplicaciones de rentas o las Formas de Reclamo para Reubicación.

Y proveerle información de:

- Seguro de Depósitos
- Taza de intereses y términos
- Pagos típicos de enganches
- Requisitos de préstamos de la Administración de Veteranos (VA) y la Administración de Vivienda Federal (FHA)
- Impuestos sobre bienes raíces
- Literatura de educación en viviendas para el consumidor

Si usted lo desea, el Agente de Reubicación le dará una lista actual de otras viviendas de restitución disponibles.

Se proveerá transportación para inspeccionar viviendas disponibles, especialmente si usted es mayor de edad o con impedimiento físico. Aunque usted puede utilizar los servicios de un agente de bienes raíces, Caltrans no lo podrá referir.

Su Agente de Reubicación está familiarizado con los servicios proveídos por otras agencias de su comunidad y le proveerá información de otros programas de viviendas federales, estatales y locales que ofrecen programas de asistencia para personas desplazadas. Si usted tiene algun problema especial, su Agente de Reubicación hará su mejor esfuerzo para asegurarle los servicios de esas agencias con personal capacitado y con experiencia que le ayudarán.

Si el proyecto de transportación requiere un número considerable de personas que sean reubicados, Caltrans establecerá una Oficina Temporal de Reubicación en, o cerca del proyecto. Las oficinas de proyectos de reubicación deberán de abrirse durante horas convenientes y en horas tempranas de la noche, si es necesario.

Además de estos servicios, Caltrans es requirido que coordine las actividades de otras agencias que causen desplazamientos para asegurar que todas esas personas desplazadas reciban beneficios de reubicación equitativos y consistentes.

Recuerde – SU AGENTE DE REUBICACIÓN está para aconsejarle y asistirle. No vacile en hacer preguntas, y asegúrese de que entiende completamente sus derechos y beneficios de reubicación disponibles.

SUS DERECHOS COMO UNA PERSONA DESPLAZADA

Todas las personas elegibles como personas desplazadas tienen la libertad de escoger dentro de la selección de viviendas de restitución, y Caltrans no requerirá a ninguna persona que sea desplazada que acepte una vivienda de restitución proveída por Caltrans. Si usted decide no aceptar la vivienda de restitución ofrecida por Caltrans, usted puede elegir una vivienda de restitución de su propia selección, mientras que cumple con los requisítos de DS&S. Caltrans no pagará más que los beneficios calculados por una vivienda de restitución.

Lo más importante que usted debe de recordar es que la vivienda de restitución que usted seleccione debe de llenar los requisítos básicos de "decente, segura y sanitaria". No ejecute los documentos de compra o el contrato de renta hasta que un representante de Caltrans haya inspeccionado y certificado por escrito que la vivienda que usted se propone ocupar cumple con los requisítos básicos. **NO ARRIESGUE** su derecho de recibir los pagos de vivienda de restitución por mudarse a una vivienda que no sea "decente, segura y sanitaria."

Es importante recordar que sus beneficios de reubicación no van a tener ningún efecto adverso en su:

- Elegibilidad para Seguro Social
- Elegibilidad para Asistencia Social
- Impuestos sobre ingresos

Además, el Título VIII de los Derechos Civiles, Ley de 1968 y luego otras leyes y enmiendas hacen descriminatoria la práctica de compra y renta de unidades de vivienda si es basada ilegalmente en la raza, color, religión, sexo u origen nacional.

Cuando sea posible, a personas de minorías se les debe de dar oportunidades razonables para reubicarse a viviendas de restitución que sean decentes, seguras y sanitarias, no localizadas en áreas de concentración de minorías, y que estén dentro de sus recursos económicos. Esta política, sin embargo, no requiere que Caltrans provea a una persona pagos más grandes de lo que sean necesarios para permitir que la persona sea reubicada a una vivienda de restitución comparable.

La política No-Descriminatoria de Caltrans asegura que todos los servicios y/o los beneficios deben de ser administrados al público en general sin importar la raza, color, origen nacional, o sexo en cumplimiento con el Título VI de la Ley de Derechos Civiles de 1964 (42 USC 2000 d. et seq.)

Usted siempre tendrá el Derecho de Apelar cualquier decisión hecha por Caltrans relacionada a los beneficios de reubicación y elegibilidad.

Su Derecho de Apelar está garantizado en la “Ley Uniforme” la cual establece que una persona puede apelar al jefe de la agencia responsable, si ella cree que la agencia ha fallado en determinar correctamente su elegibilidad, o la cifra del pago autorizado por la Ley.

Si usted indica su disatisfacción, ya sea verbalmente o por escrito, Caltrans le asistirá en hacer su demanda de apelación y le explicará el procedimiento que debe de seguir. Usted tiene derecho de ser representado por un asesor legal u otro representante en conexión con su apelación (pero solamente por su propia cuenta.)

Caltrans considerará toda justificación y materia pertinente que usted entregue u otra información disponible, necesaria para asegurar una audiencia equitativa. Caltrans le proveerá una determinación por escrito del resultado de su apelación, con una explicación sobre la base de la decisión. Si usted aún no está satisfecho con la decisión otorgada, Caltrans le aconsejará que usted puede pedir una audiencia judicial.

Noticiero de la Ley para Americanos con Incapacidades Físicas (ADA):

Para personas con incapacidades físicas, este documento es disponible en formatos alternativos. Para Información llame al número (916) 654-5413 Voz, CRS: 1-800-735-2929, o escriba a Derecho de Vía, MS 37, 1120 N Street, Sacramento, CA 95814.

NOTAS

Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization Under the Uniform Relocation Assistance Program

Introduction

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or nonprofit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

> To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.

Relocation Services

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and

2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:

    - Moving and Related Expenses (costs to move personal property not acquired).

    - Reestablishment Expenses (expenses related to the replacement property).

    - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

NOTE: *Payment of loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill. You will* **not** *be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.*

Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

Business: Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

Displaced Person or Displacee: Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Owners and tenants **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

Contributes Materially: A business or farm operation must have had average annual gross receipts of at least $5,000 **or** average annual net earnings of at least $1,000, or their income must have contributed at least 33 1/3 percent of the owner's or operator's average annual gross income form all sources, in order to qualify as a bona-fide operation.

Farm Operation: Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization: A public or private entity that has established its nonprofit status under applicable law.

MOVING EXPENSES

If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

You Can Choose Either:

Actual Reasonable Moving Costs – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, ***may*** include:

- Transportation.
- Packing and unpacking of personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location.
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

OR

Self-Move Agreement – You may be paid to move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for reimbursement of related expenses listed above that were not included in the bids.

OR

In-Lieu Payment – You can accept a fixed payment between $1,000 and $20,000, based on your annual earnings IN LIEU OF the moving cost, related expenses and reestablishment cost.

Actual Reasonable Moving Costs

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can provide you with a complete explanation of reimbursable expenses.

Self-Move Agreement

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre approved by the Relocation Agent.

Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

Related Expenses

1. **Searching Expenses for Replacement Property:** Displaced businesses, farms and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed $2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.

2. **Direct Loss of Tangible Personal Property:** Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:

    a. The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

    OR

    b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expense4s, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE:
You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder Based on its use at the current location	$ 1,500
Proceeds: Price received from selling the Document Shredder -	$ 500
Net Value	$ 1,000

OR

Estimated cost to move	$ 1,050

Based on the "lesser of", the amount of the "Loss of Tangible Personal Property" =	**$ 1,000**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

3. Purchase of Substitute Personal Property: If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

    a. The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

    OR

    b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

EXAMPLE A:

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute copy machine		
Including installation costs at the replacement site		$ 3,000
Trade-in Allowance	-	$ 2,500
Net Value		$ 500

OR

Estimated cost to move	$ 550

Based on the "lesser of", the amount of the "Substitute Personal Property" =	**$ 500**

EXAMPLE B:

You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs		$ 1,000
Proceeds from selling the chairs	-	$ 100
Net Value		$ 900

OR

Estimated cost to move	$ 200

Based on the "lesser of", the amount of the "Substitute Personal Property" =	**$ 200**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the copy machine and/or chairs.

4. **Disconnecting and Reinstallation:** You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the

personalty that is necessary to adapt it to utilities at the replacement site.

5. **Physical changes at the new location:** You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continue operation of the business. ***Note:*** *The changes cannot increase the value of the building for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.*

6. The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.

7. Marketing studies, feasibility surveys and soil testing.

8. Professional real estate services needed for the purchase or lease of a replacement site.

9. One-time assessments or impact fees for anticipated heavy utility usage.

Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed $10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.

2. Modifications to the replacement real property to make the structure(s) suitable for the business operation.

3. Construction and installation of exterior signing to advertise the business.

4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when required by the condition of the replacement site or for aesthetic purposes.

5. Advertising the new business location.

6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:

    a) Lease or rental charges
    b) Personal or real property taxes
    c) Insurance premiums, and
    d) Utility charges (excluding impact fees).

7. Other items that the Department considers essential for the reestablishment of the business or farm.

Note: *A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.*

In-Lieu Payment (Fixed)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than $1,000 or more than $20,000.

For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.

2. The business cannot be relocated without a substantial loss of existing patronage.

3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.

4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or your represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it is displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

EXAMPLE: Caltrans acquires your property and you move in 2005:

2003 Annual Net Earnings	$ 10,500
2004 Annual Net Earnings	$ 12,500
TOTAL	$ 23,000
Average over two years	**$ 11,500**

This would be the amount of your in-lieu payment. Remember – this is in-lieu of all other moving benefits, including reestablishment expenses. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence of net earnings acceptable to the Department.

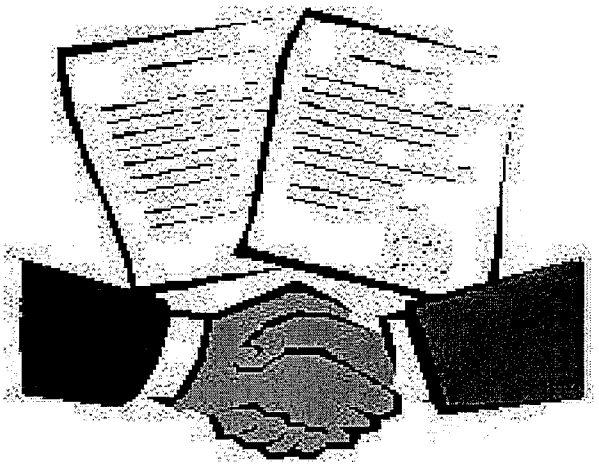
Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.

Before You Move:

A. Request a determination of entitlement for in-lieu payment from your Relocation Agent.
B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.

C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2005, regardless of when negotiations began or the State took title to the property, the taxable years would be 2003 and 2004).
D. You will be notified of the amount you are entitled to after the application is received and approved.
E. You cannot receive the payment until after you vacate the property, AND submit a claim for the payment within 18 months of the date of your move.

Relocation Advisory Assistance



Any business, farm or nonprofit organization displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility requirements.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- Permits, fees and local planning
- SBA loan requirements
- Real property taxes.
- Consumer education literature

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.

YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that

person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.

NOTES

Sus Derechos y Beneficios Como Negocio, Operación Agrícola o Organización No Lucrativa Desplazada Bajo el Departmento de Transportación de California, Programa para Asistencia de Reubicación

Introducción

Cuando se está construyendo un sistema de transporte moderno, el desplazamiento de un pequeño porcentaje de la población es a veces necesario. Sin embargo, es el procedimiento de Caltrans que las personas desplazadas no deben de sufrir innecesariamente como resultado de los programas diseñados para el benificio del público en general.

Los negocios, operaciones agrícolas, y organizaciones no-lucrativas desplazadas pueden ser elegibles para servicios de reubicación y pagos.

Este libreto le provee información acerca de los servicios y pagos de reubicación disponibles. Si usted tiene que mudarse como resultado de un proyecto de transportación de Caltrans, un Agente de Reubicación lo contactará. El Agente de Reubicación estará disponible para responderle preguntas específicas y darle información adicional.

Acta de Procedimiento Uniforme de Asistencia para Reubicación y Adquisición de Bienes Raíces de 1970, Emendada
"El Acta Uniforme"

El propósito de esta Acta es de proveer uniformidad e igualdad de tratamiento a personas desplazadas de sus negocios, operaciones agrícolas, u organización no-lucrativa, por programas federales o programas asistidos con fondos federales, y de establecer uniformidad e igualdad en los procedimientos para adquisición de tierras para los programas federales y programas asistidos con fondos federales.

El Código de Regulaciones Federales 49, Parte 24 implementa el "Acta Uniforme" de acuerdo a los siguientes objetivos de asistencia de relocalización:

> Para asegurar que las personas desplazadas como resultado directo de proyectos federales o proyectos asistidos con fondos federales sean tratados con justicia, consistencia e igualdad de tal manera que esas personas no sufran daños desproporcionados como resultado de los proyectos diseñados para el beneficio del público en general.

Mientras se ha hecho todo esfuerzo para asegurar la veracidad de este folleto, debe entenderse que no tiene la fuerza ni efecto de la ley, regla o regulaciones que gobiernan el pago de los beneficios. Si alguna diferencia o error resulta, la ley tomará precedencia.

Servicios de Reubicación

El Departamento Transportación tiene dos programas para de ayudar a negocios, granjas y organizaciones no-lucrativas que tienen que reubicarse. Estas son:

1. El Programa de Consejos de Asistencia de Reubicación, que es para ayudarle en localizar una propiedad de reemplazo conveniente, y

2. El Programa de Pagos para Reubicación, que le reembolsará de ciertos costos envueltos en la reubicación. Estos pagos están clasificados como:

    - Gastos Relacionados a Mudanza (costos de mover propiedad personal no adquirida).
    - Gastos de Reestablecimiento (gastos relacionados a la propiedad de reemplazo.)
    - Pagos Fijos (pago fijo en vez de los gastos de mudanzas y otros gastos relacionados, y gastos de reestablecimiento).

Nota: *Pagos por pérdida de clientela es considerado un costo de adquisición. La ley de California y las regulaciones federales mandan que los pagos de reubicación no pueden duplicar otros pagos, como los pagos de pérdida de clientela.*

Usted **no** puede ser elegible a recibir ningún pago de reubicación hasta que el Estado haya hecho la primera oferta escrita para comprar su propiedad. Usted tambien recibirá un aviso escrito por lo menos 90 días antes que se tenga que mover.

Algunas Definiciones Importantes…

Sus beneficios de relocalización pueden ser entendidos mejor si usted se familiariza con los siguientes términos:

Negocio: Cualquier actividad legal, con la excepción de operaciones agrícolas, conducida principalmente para la compra, venta, arrendamiento, y alquiler de bienes personales o bienes raices, o para la fabricación, elaboración y/o mercadotecnia de productos, mercancías, u otros bienes personales, o solamente para el propósito de ésta Acta, un rótulo con anuncio o anuncios, cuando el rótulo(s) tenga(n) que ser movido(s) como resultado del proyecto.

Negocios Pequeños: Un negocio que tenga no más de 500 empleados trabajando en el lugar que esta siendo adquirido o desplazado por un programa o proyecto.

Contribuye Materialmente: Un negocio u operación agrícola debe de haber tenido un ingreso bruto en recibos de al menos $5,000 o un promedio anual de ingreso netos de al menos $1,000, para poder calificar como una operación de buena fé.

Operación Agrícola: Cualquier actividad conducida sola o primarialemente para la producción de uno o más productos de agricultura o mercancías, incluyendo venta de madera, para la venta y uso en casa, y producción ordinaria de tales productos o mercancía en cantidades suficientes para tener la capacidad de contribuir materialmente al soporte del operario.

Organización No-lucrativa: Una entidad pública o privada que haya establecido su estado de organización no-lucrativa bajo las leyes aplicables.

Persona desplazada: Cualquier individuo o familia que se muda de una propiedad o mueva sus bienes personales de una propiedad como resultado de la acquisición de bienes raíces, en todo o en parte, o como resultado de una notificación escrita de una agencia para desocupar la propiedad que se necesita para un proyecto de transportación. En el caso de una adquisición parcial, Caltrans determinará si la persona es desplazada directamente como resultado de la adquisición.

Los residentes que no están legalmente en los Estados Unidos no son elegibles para recibir pagos y asistencia de reubicación.

Los beneficios de reubicación varían según el tipo y tiempo de ocupación. Como una persona desplazada de un unidad residencial usted puede ser clasificado como:

- Un dueño ocupante de una propiedad residencial (incluye casas movibles)
- Un inquilino ocupante de una propiedad Residencial (incluye casas movibles y cuartos para dormir)

GASTOS DE MUDANZA

Si usted califica como un negocio, operación agrícola, u organización no-lucrativa desplazada, usted puede recibir reembolso de los gastos de mudanza y ciertos gastos relacionados incurridos en la mudanza. Para calificar, usted tiene que ocupar la propiedad legalmente como dueño o inquilino cuando Caltrans inicie negociaciones para la adquisición de la propiedad, O al tiempo que Caltrans adquiera título, o tome posesión de la propiedad. Sin embargo, para asegurar su elegibilidad y el pronto pago de los gastos de mudanza, usted tiene que haber contactado a su Agente de Reubicación antes de que se mude.

Usted Puede Escoger Entre:

Gastos Razonables de Mudanza Actual – Usted tiene que haber pagado por sus gastos de mudanza razonables y gastos relacionados cuando una compañia comercial hace la mudanza.

El reembolso será limitado a mudanza de 50 millas o menos. Los gastos relacionados, con limitaciones, ***pueden*** incluir:

- Transportación.
- Empacamiento y desempacamiento de la propiedad personal.
- Desconnección y reconneción relacionada a la operación de la propiedad personal.
- Almacenamiento temporal de la propiedad personal.

Seguros mientras la propiedad está en almacenamiento o en tránsito, o la propiedad personal es perdida y dañada, si los seguros no son razonablemente disponible.

- Gastos en encontrar un lugar de reemplazamiento.
- Servicios profesionales para planificar y supervisar la mudanza de la propiedad personal al nuevo lugar.
- Licencias, permisos y honorarios requiridos en el lugar de reemplazamiento.

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Contrato de Mudanza Propia – Usted puede ser pagado por mover su propia propiedad personal basado en la más baja de dos ofertas aceptables obtenidas por Caltrans. Bajo esta opción, usted deberá todavía ser elegible para el reembolsamiento de los gastos arriba relacionados que no fueron incluídos en la oferta

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Pago Fijo – Usted puede aceptar un pago fijo entre $1,000 y $20,000 basado en sus ganancias anuales EN VEZ de los costos y gastos relacionados de la mudanza.

Costos Actuales Razonables de Mudanza:

Pueden pagársele los gastos actuales razonables y necesarios de su mudanza si lo transporta con una compañía comercial de muebles y mudanzas. Todos sus gastos deben de ser respaldados con recibos u otra evidencia de gastos incurridos. Además de los gastos de transportación de su propiedad personal, ciertos otros gastos también pueden ser reembolsados, tales como empaque, embalaje, desempaque y desembalaje, desconexión, desmantelación, removimiento, reensamblamiento, y reinstalación de maquinaria relocalizada, equipos y otras propiedades personales. Otros gastos necesarios tales como servicios profesionales para planificar y supervisar la mudanza, almacenaje temporal y el costo para licencias, permisos y certificados también pueden ser reembolsables. Esta no es la intención de ser una lista inclusiva de todos los gastos relacionados de mudanza. Su Agente de Reubicación puede proveerle una explicación completa de los gastos reembolsables.

Contrato de Mudanza Propia

Si usted elige tomar la responsabilidad total o parcial para la mudanza de su negocio, operación agrícola, u organización no-lucrativa, Caltrans puede aprobar un pago sin exceder el presupuesto mas bajo de dos ofertas aceptables de una compañía comercial de muebles y mudanzas o por el Agente de Reubicación. Una mudanza a costo bajo o sin complicaciones puede ser basada en una sola oferta o estimado. En realidad, la ventaja de esta opción es que releva de la obligación al operador del negocio, operación agrícola u organización no-lucrativa desplazadas de documentar todos los gastos de mudanza. Caltrans puede hacer el pago sin documentación adicional siempre y cuando el pago sea limitado a la cantidad más baja aceptable de la oferta o del estimado. Otros gastos tales como servicios profesionales para planificar, costos de almacenaje y el costo de licencias, permisos, y certificados también pueden ser reembolsables si son necesarios. Estos gastos tienen que ser aprobados de ante mano por el Agente de Reubicación.

Requisitos:

Antes de que se mueva, usted tiene que proveer a Caltrans con:

- El inventario certificado de toda la propiedad personal que va a mover.
- La fecha que usted intenta desalojar la propiedad.
- La dirección de la propiedad de reemplazamiento.
- La oportunidad de supervisar e inspeccionar la mudanza desde la propiedad adquirada a la propiedad de reemplazo.

Gastos Relacionados

(1) **Gastos Para la Búsqueda de una Propiedad de Reemplazo** – Negocios, operaciones agrícolas, y organizaciones no-lucrativas tienen derecho a un reembolso por gastos actuales razonables, incurridos en la búsqueda de una propiedad de reemplazo, sin exceder $1,000. Los gastos pueden incluir transportación, alimento y alojamiento cuando esté lejos de su casa; el valor razonable del tiempo que ha gastado buscando una propiedad de reemplazo; los honorarios pagados a agentes de bienes raíces o asesores; y otros gastos determinados por Caltrans como razonables y necesarios.

(2) **Pérdidas Directas de Bienes Personales Tangibles:** Los negocios, operaciones agrícolas, y organizaciones no-lucrativas desplazadas pueden ser elegibles para un pago por pérdidas directas de bienes personales tangibles incurrido como resultado de la mudanza o descontinuación de la operación. Este pago deberá ser basado en el menor de:

(a) El valor de mercado de un producto para uso continuo en el sitio de desplazamiento menos la ganancia por su venta.

O

(b) El costo estimado de mudanza y reinstalación de los objetos reemplazados es basado en la oferta mas baja o el estimado obtenido por Caltrans para mudanza elegible y costos relacionados, incluyendo desmantelamiento y reemsamblaje, pero sin pago por almacenamiento.

POR EJEMPLO:

Usted determina que el “cortador de documentos” no puede ser movido a la nueva localidad por su condición, y usted no lo va a reemplazar en la nueva localidad.

El Valor de Mercado del Cortador de Documentos basado en su uso actual en la localidad actual es de	$1,500
Ganancia: Precio recibido por la venta del Cortador de Documentos	– $ 500
Valor Neto	$1,000
Ó	
El costo estimado de moverlo	$ 1,050
Basado en el “menor de”, la cantidad de la “Perdida de Propiedad Personal Tangible”	= **$ 1,000**

Nota: *Usted tambien tiene derecho a todos los costos rasonables incurrido en su esfuerzo por vender el cortador de documentos (por ejemplo, anuncio commercial)*

(3) Compra de Substitución de la Propiedad Personal: Si un objeto de propiedad personal, el cual es usado como parte del negocio, la operación agrícola, o la organización no-lucrativa, no es movido pero es prontamente reemplazado con un objeto substituto que hace una función comparable en el sitio de reemplazo, el desplazado tiene derecho al menor de:

(a) El costo de un objeto substituto, incluyendo los costos de instalación en el sitio de reemplamiento, menos cualquier ganacia por la venta o intercambio del objeto reemplazado.

O

(b) El costo estimado de mudanza y reinstalación del objeto de reemplazo, basado en la oferta mas baja aceptable o el estimado obtenido por Caltrans para una mudanza elegible y gastos relacionados, incluyendo el desmantelamiento y reensamblaje, pero sin pago por almacenamiento

EJEMPLO A:

Usted puede determinar que la máquina copiadora no puede ser movida a la nueva localidad porque es ahora obsoleta y la va a reemplazar.

Costo de substuitir una Máquina Copiadora incluyendo costos de instalación en el sitio de reemplazamiento.	$ 3,000
Pago por el Intercambio	– $ 2,500
Valor Neto	$ 500
O	
Costo estimado de la mudanza	$ 550
Basado en el “menor de” la cantidad de “La Propiedad Personal Substituida”	**$ 500**

EJEMPLO B:

Usted determina que las sillas no van a ser usadas en la nueva localidad, porque ya no combinan con la decoración, y usted las quiere reemplazar.

Costo de la sillas substitutas	$ 1,000
Ganancias: Por la venta de las Sillas	– $ 100
Valor Neto	$ 900
O	
Costo estimado de la mudanza	$ 200
Basado en el “menor de”, la cantidad de “La Propiedad Personal de Substitución”	**$ 200**

NOTA: *Usted tambien tiene derecho a todos los gastos razonables incurridos en su esfuerzo por vender la copiadora (Ejemplo A) o las sillas (Ejemplo B).*

(4) **Desconección y Reinstalación:** Usted va a ser reembolsado por los costos actuales y razonables de desconección, desmantelamiento, mudanza, reem-samblaje, e reinstalación de cualquier maquinaria, equipo u otra propiedad personal en relación a la mudanza a su nuevo local. Esto incluye conección a los servicios públicos disponibles en el lugar y a cualquier modificación de los objectos personales que sean necesario para adaptar a los servicios públicos en el sitio de reemplazamiento.

(5) **Cambios Físicos en el nuevo local:** Usted puede ser reembolsado por ciertos cambios físicos de la propiedad de reemplazamiento si los cambios son necesarios para permitir la reinstalación de la maquinaria o equipo necesario para la continua operación del negocio.

Nota: *Los cambios no pueden incrementar el valor del edificio para propósitos generales, tampoco pueden incrementar la capacidad mecánica de los edificios más alla de los requerimientos normales.*

Gastos De Reestablecimiento

Un pequeño negocio, operación agrícola, u organización no-lucrativa puede ser elegible para un pago, que no exceda $10,000, para los gastos actuales incurridos en la reubicación y el reestablecimiento en el sitio de reemplazo.

Gastos de reestablecimiento pueden incluir, pero no están limitados a, lo siguiente:

1. Reparación y mejoramiento de la propiedad de reemplazamiento requerido por las leyes, códigos, u ordenanzas federales, estatales o locales.

2. Modificaciones de la propiedad de reemplazamiento para hacer la estructura(s) apropiado para la operación del negocio.

3. Construcción e instalación de los letreros exteriores para anunciar el negocio.

4. El costo de instalación de servicios públicos desde la línea del derecho de vía a la estructura(s) o mejoramientos en el sitio de reemplazamiento.

5. Redecoración o reemplazamiento como pintura, tapizado de pared, paneles, o carpetas cuando sean requeridas por la condición del sitio de reemplazo o con propósitos estéticos.

6. El costo de licencias, honorarios, y permisos cuando no sean cubiertos como gastos de mudanza.

7. Estudios de mercado, estudios de factibilidad y exámen de suelo.

8. Anunciar la localidad del nuevo negocio.

9. Servicios profesionales de bienes raíces necesarios para la compra o la renta de un lugar de reemplazo.

10. El aumento del costo estimado de operación en el lugar de reemplazo durante los primeros dos años, por objectos como:

    a. Cargas de rentas,
    b. Impuestos de propiedad personal o propiedad real
    c. Prima de seguros, y
    d. Carga de servicios públicos (excluyendo honorarios de impacto).

11. Evaluación de una-vez o honorarios de impacto por alta utilización de servicios públicos.

12. Otros objetos que el Departmento considere esenciales para el reestablecimiento del negocio ú operación agrícola.

Pago De Una Vez (O Pago Fijo)

Negocios que han sido desplazados, operaciones agrícolas, y organizaciones no-lucrativas podrían ser elegibles para un pago fijo (en vez de) por los gastos actuales de mudanza, pérdida de propiedad personal, gastos de búsqueda, y gastos de reestablecimiento. Los pagos fijos no podrán ser menos de $1,000 o más de $20,000.

Para que un negocio sea elegible por un pago fijo, Caltrans debe de determinar lo siguiente:

1. El negocio posee o renta propiedad personal que debe de ser movida debido al desplazamiento.

2. El negocio no puede ser relocalizado sin una pérdida substancial de la clientela existente.

3. El negocio no es parte de un empresa comercial que tiene mas de tres otros negocios conectados en una misma o actividad similar, las cuales están bajo el mismo dueño y no están siendo desplazadas por el Departamento.

4. El negocio contribuyó materialmente a las ganancias del operador del negocio desplazado durante los dos años anteriores al desplazamiento.

Cualquier operación del negocio que está conectado solamente en la renta del espacio de otros, no es elegible para un pago fijo. Esto incluye la renta de espacio con propósitos residenciales o de negocios.

Los requerimientos de elegibilidad para las operaciones agrícolas y organizaciones no-lucrativas son un poco diferentes a los requerimientos para negocios. Si usted está siendo desplazado de una granja o usted representa una organización no-lucrativa y está interesado en un pago fijo, por favor consulte con su consejero de reubicación para información adicional.

La computación de Su Pago Fijo

El pago fijo para un negocio desplazado o una operación agrícola es basado en el promedio anual neto de ganancias de la operación por los dos años immediatamente precedentes al año en el cual fue desplazado. Caltrans puede usar un período de dos años diferentes, si se determina que los dos últimos años no reflejan con certeza las ganacias de la operación.

EJEMPLO: Caltrans adquiere su propiedad y usted se mueve en el 2001:

1999 Ganancias Netas Anuales	$10,500
2000 Ganancias Netas Anuales	$12,500
TOTAL	$23,000
Promedio de los dos años	$11,500

Este podría ser la cantidad de su pago fijo. Recuerde – esto es “en vez de” todos los otros beneficios de mudanza. Usted tendrá que proveer Caltrans pruebas de las ganacias netas para verificar su reclamo.

Prueba de las ganancias netas pueden ser documentas con sus declaraciones de impuestos, cartas financieras certificadas, u otra evidencia razonable de las ganancias netas aceptables por Caltrans.

Nota: *La computación de las organizaciones no-lucrativas difiere en que los pagos son computados en la base del promedio anual grueso de las ganancias menos los gastos administrativos por el período de los dos años especificados arriba.*

Antes de que se Mueva:

A. Complete una forma de “Aplicación para Determinación de sus Derechos” que la puede obtener de su Agente de Reubicación, y devuélvala con la mayor prontitud posible.

B. Incluya una declaración escrita de las razones por las cuales su negocio no puede ser reubicado sin una pérdida substancial en la ganancias netas.

C. Provea una copia certificada de su declaración de impuestos de los dos años immediatamente precedentes al año en el que se va a mover. (Si usted se mueve en cualquier momento en el año 2001, sin importar de cuando comenzaron las negociaciones o cuando el Estado tomó título de su propiedad, los años serán el de 1999 y el 2000.

D. Usted deberá ser notificado de la cantidad a la que tiene derecho después que la aplicación es recibida y aprobada.

E. Usted no puede recibir un pago hasta que se haya movido de la propiedad, Y que haya entregado un reclamo de pago dentro de los 18 meses de la fecha de mudanza.

Asistencia de Asesoría de Reubicación

A cualquier negocio, operación agrícola, u organización no-lucrativa, desplazado por Caltrans debe de ofrecerle los servicios de asistencia de reubicación con el propósito de localizar una propiedad de reemplazamiento. Los servicios de reubicación deben de ser proveídos por un empleado de Caltrans. Es la meta y el deseo de nosotros de servirle y asistirle en cualquier manera posible para ayudarle a reubicarse exitosamente.

Un Agente de Reubicación de Caltrans se comunicará con usted personalmente. Los servicios de reubicación y los pagos deberán ser explicados a usted de acuerdo con su elegibilidad. Durante la entrevista inicial con usted, sus necesidades y deseos deberán determinarse así como su necesidad de asistencia.

Usted puede esperar recibir los siguientes servicios, consejos, y asistencia de su Agente de Reubicación quien le:

- Determinará sus necesidades y preferencias.
- Explicará los beneficios de reubicación y su elegibilidad.
- Proveerá información en las propiedades de reemplazo para su consideración.
- Proveerá información en aconsejarle como puede obtener ayuda para minimizar la adversidad en ajustarse a su nuevo local.
- Asistirá en completar los documentos de préstamos, aplicaciones de rentas o Formas de Reclamos de Reubicación.

Y puede proveerle información en:

- Depósitos de seguridad.
- Taza de intereses y términos.
- Pagos típicos de enganches.
- Permisos, honorarios, y ordenanzas locales.
- Requirimientos de préstamos SBA
- Impuestos de bienes raíces.
- Literatura de educación al consumidor.

Si usted desea, su Agente de Reubicación le dará una lista actual de otras propiedades de reemplazamiento que esten disponibles. Se le proveerá transportación para inspeccionar la propiedad disponible, especialmente si usted es anciano o desabilitado. Aunque usted puede usar los servicios de un vendedor de bienes raíces, Caltrans no lo puede referir a un agente específico.

Su Agente de Reubicación está familiarizado con los servicios proveído por otros en su comunidad y le proveerá información de otros programas federales, estatales y locales que ofrecen asistencia a las personas desplazadas. Si usted tiene necesidades especiales, su Agente de Reubicación hará un esfuerzo para asegurar los servicios del personal entrenado de estas agencias que tienen la experiencia para ayudarle.

Si el proyecto de carreteras requiere que un número considerable de personas sean reubicadas, Caltrans establecerá Oficinas temporales de Reubicación en o cerca del proyecto. Las oficinas de projectos de reubicación serán abiertas durante las horas convenientes y hasta horas de la noche si es necesario.

Además de estos servicios, Caltrans será requerido a coordinar las actividades de reubicación con otras agencias causantes de desplazamiento para asegurar que todas las personas desplazadas reciban beneficios de reubicación iguales y consistentes.

Recuerde – Su Agente de Reubicación está ahí para ofrecer consejos y asistencia. No tenga dudas en preguntar. Y esté seguro que usted entiende completamente todos los derechos y beneficios disponibles.

SUS DERECHOS COMO UNA PERSONA DESPLAZADA

Es importante que recuerde que los beneficios de reubicación no tendrán un efecto adverson en su:

- Elegibilidad para Seguro Social
- Elegibilidad para Asistencia Social
- Declaración de Impuestos.

Además, el **Título VIII del Acta de Derechos Civiles de 1968**, y las actas anteriores y sus enmiendas hacen ilegal las prácticas en la venta y renta de las unidades residenciales que estén basadas en la raza, color, religion, sexo, u origen nacional.

Los Procedimientos No-Descriminatorios de Caltrans aseguran que todos los servicios y/o beneficios sean administrados al público en general sin diferencia de raza, color, origen nacional, o sexo en cumplimiento con el Título VI del Acta de Derechos Civiles de 1964. (42 USC 2000 (d.) et seq.).

Y usted siempre tiene el **Derecho de Apelar** una decisión de Caltrans en relación a sus beneficios de reubicación y elegibilidad.

Su Derecho de Apelación es garantizado en la “Ley Uniforme” que establece que una persona puede apelar con el responsible de la agencia si esta persona cree que la agencia ha fallado en determinar apropiadamente la elegibilidad de la persona o la cantidad de un pago autorizado por la Ley.

Si usted indica su disatisfacción, ya sea verbalmente o por escrito, Caltrans puede asistirle en entregar su caso y explicar los procedimientos a seguir. A usted le darán la oportunidad de ser oído pronta y totalmente. Usted tiene el derecho de ser representado por un consejero legal u otro representante en conección con la apelación (pero solamente a su propio costo.)

Caltrans puede considerar todas las justificaciones pertinentes y materiales entregadas por usted y cualquier otra información disponible que sea necesaria para asegurar una revisión justa. Caltrans le proveerá con una determinación de la apelación por escrito con una explicación de la base de la decisión. Si usted todavía no está satisfecho con la asistencia prestada, Caltrans le aconsejará que usted puede buscar una revisión judicial.

Noticiero de la Ley para Americanos con Incapacidades Físicas (ADA):

Para personas con incapacidades físicas, este documento es disponible en formatos alternativos. Para Información llame al número (916) 654-5413 Voz, CRS: 1-800-735-2929, o escriba a Derecho de Vía, MS 37, 1120 N Street, Sacramento, CA 95814.

NOTAS:

Appendix E. Minimization and Mitigation Summary

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared pursuant to State of California Public Resources Code (PRC) Section 21081.6, which requires adoption of a reporting and monitoring program for projects in which the lead agency has required changes or adopted mitigation to avoid significant environmental effects. The MMRP is also a part of the fulfillment of Title 23 Code of Federal Regulations (CFR) Part 635.309(j).

The purpose of the MMRP is to ensure that the mitigation measures are implemented according to the CEQA Findings. The MMRP contains all of the mitigation measures adopted with the North Spring Street Viaduct Widening and Rehabilitation Project EIR/EA. The MMRP describes the project phase in which each mitigation measure will be applied; and specifies who is responsible for the monitoring.

Responsible Party

As local lead agency, the City of Los Angeles Department of Public Works, Bureau of Engineering (BOE) has ultimate responsibility for implementing and reporting of the mitigation measures in this MMRP. The BOE will also be responsible for construction management and oversight, and the assurance that mitigation measures are implemented by designated and qualified personnel, which may include design and construction contractors. In addition, the California Department of Transportation (Caltrans), assuming responsibility as federal lead agency, will be responsible for oversight to ensure that the mitigation measures are implemented.

Mitigation Requirements

Several measures outlined in the revised Final EIR/EA are requirements of applicable laws, regulations, ordinances, formally adopted City standards (e.g., Los Angeles Municipal Code and Bureau of Engineering Standard Plans), and Bureau of Engineering General Conditions/General Requirements (GC/GR) which govern the City and its contractors. These requirements are also included as part of the uniform practices established by the Southern California Chapter of the American Public Works Association (e.g., Standard Specifications for Public Works Construction as amended and modified by the City (Standard Plan 610 [AKA "The Brown Book"), and the Work Area Traffic Control Handbook [WATCH] Manual) as specifically adopted by the City of Los Angeles. These measures are incorporated as part of the City’s bid and specifications package.

Mitigation measures that are not part of applicable laws or City-adopted standards are required to be undertaken to mitigate the potentially significant impacts and unavoidable adverse effects associated with this project. These mitigation measures are presented in Table 1.

Schedule and Reporting Frequency

Implementation and monitoring of mitigation tasks, as outlined in Table 1, will be documented in a Mitigation Monitoring Report form (Attachment A), which will be issued by BOE Environmental Management Group to the party responsible for task implementation. These forms will be used to demonstrate and document compliance with PRC Section 21081.6 and 23 CFR 635.309(j), and will be completed by those having designated responsibility for mitigation implementation and monitoring. Completed forms shall be submitted to the Environmental Management Group for verification and filing as soon as each mitigation task is completed, or reaches a designated completion milestone. Retained mitigation monitoring reports will be made available to the public for a period of five (5) years following completion of the project. Duplicate copies of certified forms will also be retained in the City's archives together with the 'as-built' drawings for this project.

Table 1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Responsible Branch/Staff	Timing/Phase
Traffic/Circulation		
MM TRA-1: Prior to construction, the contractor shall prepare a construction staging plan that shall ensure that a walkway on either the north or south side of the viaduct shall be open to pedestrians at all times.	Department of Public Works, City of Los Angeles/Caltrans/ Contractor	Pre-construction/Construction
Visual/Aesthetics		
MM AES-2: Existing trees and/or landscaping that are to be removed shall be replaced with similar plantings and/or landscaping, as agreed upon by the City's Street Services Bureau, Urban forestry Division, in conjunction with Recreation and Park Architecture.	Department of Public Works, City of Los Angeles	Pre- construction/Construction
Historical		
MM HIS-1: Prior to any viaduct construction activities, the City shall contact the National Park Service (NPS) Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) program to determine if additional recordation is required for the North Spring Street Viaduct beyond that provided in 1996. Unless otherwise agreed to by the NPS HABS/HAER, the City shall ensure that all documentation is completed and accepted by HABS/HAER before the viaduct is altered. All documentation shall be prepared to the satisfaction of SHPO to reduce potential effects of the proposed project. All documentation shall be prepared by professionals meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A. **MM HIS-2**: The City shall submit the proposed seismic strategy plans to Caltrans for review to ensure that the plan complies with the Secretary of the Interior's Standards for Rehabilitation prior to commencement of any seismic related construction activities. The City shall prepare a mitigation monitoring plan to include periodic monitoring of the construction activities to include mitigation monitoring reports with photographs indicating that the activities are compliant with the Standards. The monitor shall meet the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A. **MM HIS-3**: The City shall retain, clean and restore the existing bronze dedication plaques that are located on the viaduct. These plaques shall remain on the viaduct; however if the viaduct is widened, then the dedication plaques shall be relocated to an appropriate location on the widened section of the viaduct. **MM HIS-4:** The City shall prepare a website, or adapt its current website, to make the information from the HABS/HAER report available to the public for at least five years. The information shall also be made available to the Caltrans Transportation Library in Sacramento for inclusion on their website. **MM HIS-5:** The City shall install informative permanent metal plaques at both ends of the viaduct at public locations that provide a brief history of the viaduct, its engineering features and characteristics, the reasons for its alteration, and a statement of the characteristics of the replacement features. The SHPO would have 30 days to review proposed plaque information	Department of Public Works, City of Los Angeles/Caltrans	Design/Pre-construction/ Contract specifications/ Construction

Mitigation Measure	Responsible Branch/Staff	Timing/Phase
before they are produced and installed. **MM HIS-6**: To the extent feasible, the City shall make a reasonable effort to retain and reuse architectural features that are removed from the viaduct as part of the widening project. This includes concrete railings, electroliers, and concrete brackets, as appropriate. To the extent feasible, concrete railings and electroliers shall be reused on the widened structure or incorporated into a new design for the widened portion of the viaduct. If the architectural features cannot be reasonably re-used on the viaduct, then those features shall be replicated in kind and the original features shall be utilized in other design elements of the overall project as landscaping and hardscaping features such as along the pedestrian undercrossing on the east side of the viaduct and along the viaduct embankments near the Downey Recreational Center. Sections of salvaged brackets, if removed for the widening, shall be considered as a potential element for on-site or off-site interpretive displays on the viaduct. **MM HIS-7**: The City shall make a reasonable effort to coordinate with the local park facilities adjacent to the viaduct and identify an appropriate location for an interpretive display or kiosk within the immediate vicinity of the viaduct. The interpretive display shall include information on the Los Angeles River Monument Bridges' history and significance, as well as information on the design process of the widened viaduct, including information on the design and construction process and the public outreach efforts. The interpretive display or kiosk could include salvaged architectural elements not re-utilized on the viaduct widening project or special lighting to highlight the historic viaduct. All interpretive material shall be prepared in consultation with the Los Angeles Conservancy and the CHC and shall be made available for review and approval by Caltrans and the SHPO prior to fabrication and installation. **MM HIS-8:** The City shall install Los Angeles Historic-Cultural Monument plaques on both sides of the viaduct. **MM HIS-9**: The City shall work with a qualified professional meeting the Secretary of the Interior's Professional Qualifications Standards in Architectural History or Historic Architect to design the reduced single sided widened structure to the south of the existing viaduct in a manner that is compatible with the historic viaduct but distinguishable from the existing design or materials in conformance with the Secretary of the Interior's Standards for Rehabilitation. The final proposed designs shall be submitted to Caltrans and the SHPO for comment prior to commencement of construction activities. The City shall prepare a mitigation monitoring plan to include periodic monitoring of the construction activities to include mitigation monitoring reports with photographs indicating that the activities are compliant with the Standards for Rehabilitation. The monitor shall meet the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.		

ATTACHMENT A

MITIGATION MONITORING REPORT

SECTION 21081.6 PUBLIC RESOURCES CODE

CITY OF LOS ANGELES **DEPARTMENT OF PUBLIC WORKS** **1149 SOUTH BROADWAY, SUITE 750** **LOS ANGELES, CALIFORNIA, 90015**	**MITIGATION NO.____** Page ____ of ____
Project **North Spring Street Viaduct**	Location **North Spring Street Viaduct between Avenue 18/Broadway and Wilhardt Street**

Mitigation Description:	Implementation Responsibility:	
Implementation Task:	Implementation Schedule:	
Record of Implementation:	Start Date	Complete Date
Remarks:		

The information contained in this report is an independent evaluation based on my personal observations and information provided to me. In accordance with Section 21081.6 of the California Public Resources Code, I hereby certify under penalty of perjury that the information contained herein is true and correct to the best of my knowledge.

Name of Person Completing Form _____ Title _____

Signature _____ Date Signed _____

VERIFICATION:

Form Received by: _____ Signature: _____

Title: _____ Department/Division: _____ Date Rec'd: _____

Compliance Acceptance: ☐Yes ☐ No	Mitigation Completed: ☐Yes ☐ No

Appendix F. Air Quality Studies

Air Quality & Climate Change Study Report

North Spring Street Viaduct Widening and Rehabilitation Project

Los Angeles, CA

Caltrans Projects - EA No. 96510 (931701)
RTIP ID: LA0C8086
Los Angeles, CA
Caltrans District 7

Prepared By:

AMBIENT Air Quality & Noise Consulting
1214 Park Street, Suite 301
Paso Robles, CA 93446
805.226.2727
Contact: Kurt Legleiter, Principal

May 2011

EXECUTIVE SUMMARY

The purpose of this air quality study report (AQSR) is to describe the existing regional and local air quality of the North Spring Street Viaduct Widening and Rehabilitation Project area, discuss the regulatory framework, identify the potential air quality impacts of the proposed project, and demonstrate air quality conformity of the proposed project with the State Implementation Plan (SIP), as required by the federal Clean Air Act (CAA). This report also identifies measures to minimize pollutant emissions that could occur during project construction. This AQSR was prepared using information derived from the *Air Quality Technical Study, North Spring Street Viaduct Widening and Rehabilitation Project, Los Angeles, California* (URS Corporation, June 2010) and the *Traffic Analysis Summary* (URS Corporation, 2008) prepared for this project.

PROJECT BACKGROUND

The North Spring Street Viaduct (53C-0859) is elevated over the Los Angeles River and multiple railroad tracks in the City of Los Angeles, Los Angeles County, California (refer to ***Figures 1* and *2***). The viaduct consists of four vehicular travel lanes; two in the eastbound direction and two in the westbound direction. The segment of roadway within the project limits connect Lincoln Heights to Chinatown in the City of Los Angeles (refer to ***Figure 3***). The project area is situated northeast of downtown Los Angeles in an area that includes residential, commercial, industrial, and open-space (park) land uses. The project area straddles portions of the Central City North and Northeast Los Angeles Community Planning areas.

The City of Los Angeles (City), in cooperation with the State of California Department of Transportation (Caltrans), proposes to improve the viaduct and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast. The proposed project includes seismically upgrading the existing viaduct and improving pedestrian and bikeway facilities, and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

The City is the project proponent and the lead agency under CEQA. The Federal Highway Administration's (FHWA) responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all the FHWA responsibilities under NEPA.

The purpose of this program is to provide funding assistance for the repair, replacement, or rehabilitation of public highway bridges over waterways, other topographical barriers, other highways, or railroads when Caltrans (acting on behalf of FHWA) determines that a structure is important, but has structural deficiencies, physical deterioration, or functional obsolescence. State and local funding would be derived from a combination of Proposition 1B Highway-Railroad Crossing Safety Account (State) and Proposition C and Proposition G (City) sources.

PURPOSE AND NEED

Purpose

The purpose (objective) of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues in order to increase the viaduct's SR to a minimum of 80. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks. The project is intended to achieve the following objectives:

- Eliminate existing geometrical and design deficiencies (narrow lane width, lack of shoulders, inadequate vertical clearance, insufficient sight distance) associated with the viaduct and its approach roadways;
- Correct existing seismic vulnerability issues specific to the viaduct; and
- Improve pedestrian and bicycle travel through the project's study area and connections with regional bicycle routes and mass-transit facilities.

Need

Currently, bicyclists compete with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct and there is only one narrow sidewalk on the north side of the bridge to accommodate pedestrians. In July 2000, the City, in partnership with Caltrans, identified that the bridge is geometrically deficient due to:

- Inadequate lane widths;
- Lack of shoulders to accommodate the average daily traffic (ADT) volume;
- Loose cable restrainers; and
- Inadequate vertical railroad clearance (Metrolink's vertical clearance requirement is 25 feet, and existing clearance is 22'-11" on the right bank, and 22'-9" on the left bank).

Additionally, Caltrans inspections in 2000 and 2007 indicated that the viaduct is vulnerable to potential structural collapse under a designated seismic event and the viaduct and its approach roadways are comprised of deteriorating pavement and sidewalks. These components are in need of repair in order to improve the movement of motorists, pedestrians, and bicyclists through the project area.

PROJECT DESCRIPTION

No Build Alternative

Under the No-Build Alternative, the North Spring Street Viaduct and North Spring Street would continue to serve as an access over the Los Angeles River. No physical improvements, including seismic strengthening, to either the viaduct or local roadway system would be made. The existing 4-foot sidewalk on the north side of the viaduct would not be improved and bicyclists would continue competing with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct.

Build Alternatives

Build Alternative 1

Build Alternative 1 includes only seismic retrofit of the viaduct, and would not change the outside shape of the existing structure or dramatically reconfigure the viaduct's existing pier in the Los Angeles River. The proposed seismic retrofit would eliminate potential structural collapse that could occur under a designated seismic event. This alternative would involve both the superstructure (i.e., structure elements above top of the piers) and substructure (i.e., structure elements below top of the piers, such as pier walls and foundations) zones of the viaduct. Construction is expected to last approximately 12 months. There would be no roadway or utility improvements under this alternative.

Build Alternatives 2 and 3

Build Alternatives 2 and 3 would be constructed in two phases. Phase 1 would include all of the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

For the single-sided widening, the seismic improvements for Build Alternatives 2 and 3 would be the same as the Alternative 1 as the existing structure would not gain additional lateral support from single-sided widening. For the dual-sided widening, the seismic retrofit would be essentially the same as the Alternative 1 except that the amount of steel pipe seat extenders encased in concrete diaphragm bolsters at arch spans would be reduced because the existing structure would gain structural lateral support from dual-sided widening.

Viaduct Improvements

Viaduct improvements under Build Alternatives 2 and 3 include widening the existing viaduct by 20 feet on each side and installing 10-foot sidewalks, 5-foot shoulders (to accommodate bicycle use), and railings on each side of the viaduct. These alternatives would also include reconstructing the staircase from the north side of the widened viaduct to the Downey Recreation Center (north side widening only) and reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

Viaduct Design Option A – (Reduced Single Sided Widening)

The Viaduct Design Option A for Alternative 2 would include widening the viaduct by approximately 23 feet to the outside edge of railing along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median. This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wing wall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-sided widening on the south side would either be similar to the Beaux Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under Build Alternatives 2 and 3 would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent to the viaduct, extending the left-turn pocket on North Spring Street (west of the North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by Alternatives 2 and 3, and would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternatives 2 and 3 would include constructing a 4-way intersection at North Spring Street and Wilhardt Street after extending Wilhardt Street north to Baker Street. Under Build Alternative 2, the Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. Under Build Alternative 3, The Wilhardt Street extension would be aligned on a direct tangent arc (traditional "T" intersection) to join Baker Street.

These alternatives would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

IMPACT ANALYSES

Regional Conformity

The revised proposed project was included in the recent *2011 FTIP, Amendment 11-03.* The 2011 FTIP, Amendment 11-03 was found to be consistent with the 2008 RTP, as currently amended, and Federal approval of *2011 FTIP Amendment 11-03* was issued on April 4, 2011. Therefore, the proposed project is determined to be consistent with the 2008 RTP (Ayala 2008).

Project Level Conformity

CO Hotspot Analysis

The proposed project is located in an attainment area for federal and state CO standards, and the existing CO concentrations in the project area are substantially below the ambient air quality standards. Additionally, the proposed project would result in improvements in predicted p.m. peak-hour LOS for the eastbound segment of N. Broadway, would not affect the percentages of vehicles operating in cold start mode, and would not affect vehicle fleet percentages on area roadways. For these reasons, further analysis of localized mobile-source CO concentrations is not required.

PM_{10} & $PM_{2.5}$ Conformity Analysis

In comparison to No-Build conditions, the proposed project would not result in an increase in opening year 2015 or design year 2035 total vehicle or truck volumes. Furthermore, both the AADT and the percentage of trucks on area N. Spring Street, with implementation of the proposed build alternatives are less than their respective criterion at which point PM impacts would be anticipated to potentially occur (i.e., 125,000 vehicles and 8 percent trucks, respectively). The proposed project alternatives would improve predicted p.m. peak-hour conditions for the eastbound segment of N. Spring Street, between Wilhardt Street and N. Broadway, under both opening year 2015 and design year 2035 conditions. In comparison to existing conditions, this the predicted LOS for this roadway segment would improve from an existing LOS C to an LOS B, for both opening year 2015 and design year 2035 conditions, with project implementation. In comparison to No-Build conditions, the proposed project would not result in a change in the predicted LOS for a.m. peak-hour conditions, nor would the project result in a predicted change in LOS for the westbound segment of this roadway. Moreover, the proposed project is not a bus or rail terminal. Pursuant to 40 CFR 93.123(b)(i) and (ii), any new and expanded highway project that does not involve a significant number or increase in the number of diesel vehicles is not a project of air quality concern and consequently does not require a PM_{10} or $PM_{2.5}$ hotspot analysis. Also, through interagency consultation review requirements, the proposed project was reviewed by the SCAG Transportation Conformity Working Group (TCWG) during its January 26, 2010 meeting. TCWG found the project not to be a project of air quality concern. Therefore, $PM_{2.5}$ and PM_{10} hotspot analyses were not performed in this study.

Mobile-Source Air Toxics (MSATs) Analysis

The purpose of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues in order to increase the viaduct's SR to a minimum of 80. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks. As a result, the proposed project would not create or significantly alter a major intermodal freight facility, nor would the proposed project create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year. Furthermore, the proposed project is not projected to result in changes in traffic volumes or a meaningful change in vehicle speeds along roadway segments within the study area. The proposed project would not affect vehicle mix or vehicle miles traveled relative to the no-build alternative. Furthermore, estimated traffic volumes for N. Spring Street, between Wilhardt Street and N. Broadway would be substantially lower than the FHWA criterion value of 140,000 AADT, which is identified as the minimum volume for higher potential MSAT effects (FHWA 2009). For these reasons, the proposed project is a project with no meaningful impact on traffic volume or vehicle mix. Consequently, per the MSAT Guidance, no analysis or discussion of MSAT is required. As a result, it is expected that the proposed project would not result in an appreciable difference in overall MSAT emissions when compared to the no-build alternative.

Greenhouse Gas (GHG) Emissions

In comparison to existing conditions, predicted opening year 2015 GHG emissions within the project study area would increase slightly for both the No-Build Alternative and Build alternatives by approximately 0.15 $MTCO_2e$/year. In comparison to existing conditions, design year 2035 GHG emissions within the project study area are projected to increase by approximately 0.58

$MTCO_2e$/year for both the No-Build Alternative and the Build alternatives. In comparison to No-Build Alternative conditions, the proposed Build alternatives would not result in projected increases in GHG emissions for either opening year 2015 or design year 2035 conditions. Furthermore, although not reflected in the traffic and emissions modeling conducted for this project, the proposed project would improve local circulation, thereby reducing vehicle delay, which would be anticipated to result in a reduction is low-speed emissions, particularly during the peak-commute hours.

Construction Impacts

The construction phase of the proposed project may include demolition of existing structures and surfaces, and construction of new structures and surfaces that may be sources of fugitive emissions of particulate matter/dust as well emissions of criteria pollutants. Construction of the proposed build alternatives is anticipated to last approximately 4.5 years, or less. Detail quantitative construction phase analysis is not required in this study since construction of the proposed Project alternatives will last less than five years. Furthermore, according to the California Department of Conservation, Division of Mines and Geology report on naturally-occurring asbestos areas (CDC 2000), Los Angeles County is not likely to contain naturally-occurring asbestos. Therefore, no potential impacts from naturally-occurring asbestos during the construction phase of the proposed Project would occur.

Construction of the proposed build alternatives will incorporate avoidance and minimization measures to reduce construction generated emissions, per Caltrans Standard Specifications. In addition, construction activities would also be required to comply with SCAQMD *Rule 403 Fugitive Dust*, as amended June 3, 2005 and *Rule 1403 Asbestos Emissions from Demolition/Renovation Activities* (if applicable), as mended October 5, 2007.

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COMMON ACRONYMS AND ABBREVIATIONS

°F	Fahrenheight
AB	Assembly Bill
ADT	Average Daily Traffic
AADT	Annual Average Daily Traffic
ACM	Asbestos Containing Materials
AQMP	Air Quality Management Plan
CAA	Clean Air Act
CAAQS	California Air Quality Standard
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
DE	Diesel Exhaust
DPM	Diesel Particulate Matter
DRRP	Diesel Risk Reduction Plan
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
GHG	Greenhouse Gas
HAPs	Hazardous Air Pollutants
IPCC	Intergovernmental Panel on Climate Change
IRIS	Integrated Risk Information System
LOS	level of service
MMT	Million Metric Tons
MPH	Miles per Hour
MPO	metropolitan planning organization
MSAT	Mobile Source Air Toxic
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
NEPA	National Environmental Policy Act
NESHAPs	National Emissions Standards for Hazardous Air Pollutants
NO_2	nitrogen dioxide
NO_x	nitrogen oxides
O_3	ozone
PAHs	polycyclic aromatic hydrocarbons
Pb	Lead
ppb	Parts per Billion
ppm	Parts per Million
PM	particulate matter
PM_{10}	particulate matter sized 10 microns or less
$PM_{2.5}$	particulate matter sized 2.5 microns or less
POAQC	Project of Air Quality Concern
POM	Polycyclic Organic Matter
ROG	Reactive organic gases
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SB	Senate Bill
SCAB	South Coast Air Basin

SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SO_2	sulfur dioxide
SO_x	sulfur oxides
TAC	Toxic Air Contaminant
TCWG	Transportation Conformity Working Group
TIP	Transportation Improvement Plan
TEA-21	Transportation Equity Act for the 21st Century
TSP	Total Suspended Particulates
USDOT	U.S. Department of Transportation
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WRCC	Western Regional Climate Center

INTRODUCTION

The purpose of this air quality study report (AQSR) is to describe the existing regional and local air quality of the North Spring Street Viaduct Widening and Rehabilitation Project area, discuss the regulatory framework, identify the potential air quality impacts of the proposed project, and demonstrate air quality conformity of the proposed project with the State Implementation Plan (SIP), as required by the federal Clean Air Act (CAA). This report also identifies measures to minimize pollutant emissions that could occur during project construction. This AQSR was prepared using information derived from the *Air Quality Technical Study, North Spring Street Viaduct Widening and Rehabilitation Project, Los Angeles, California* (URS Corporation, June 2010) and the *Traffic Analysis Summary* (URS Corporation, 2008) prepared for this project.

PROJECT BACKGROUND

The North Spring Street Viaduct (53C-0859) is elevated over the Los Angeles River and multiple railroad tracks in the City of Los Angeles, Los Angeles County, California (See ***Figures 1*** **and** ***2***). The viaduct consists of four vehicular travel lanes; two in the eastbound direction and two in the westbound direction. The segment of roadway within the project limits connects Lincoln Heights to Chinatown in the City of Los Angeles (see ***Figure 3***). The project area is situated northeast of downtown Los Angeles in an area that includes residential, commercial, industrial, and open-space (park) land uses. The project area straddles portions of the Central City North and Northeast Los Angeles Community Planning areas.

The City of Los Angeles (City), in cooperation with the State of California Department of Transportation (Caltrans), proposes to improve the viaduct and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast. The proposed project includes seismically upgrading the existing viaduct and improving pedestrian and bikeway facilities, and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

The City is the project proponent and the lead agency under CEQA. The Federal Highway Administration's (FHWA) responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all the FHWA responsibilities under NEPA.

The purpose of this program is to provide funding assistance for the repair, replacement, or rehabilitation of public highway bridges over waterways, other topographical barriers, other highways, or railroads when Caltrans (acting on behalf of FHWA) determines that a structure is important, but has structural deficiencies, physical deterioration, or functional obsolescence. State and local funding would be derived from a combination of Proposition 1B Highway-Railroad Crossing Safety Account (State) and Proposition C and Proposition G (City) sources.

Figure 1
Project Regional Location Map

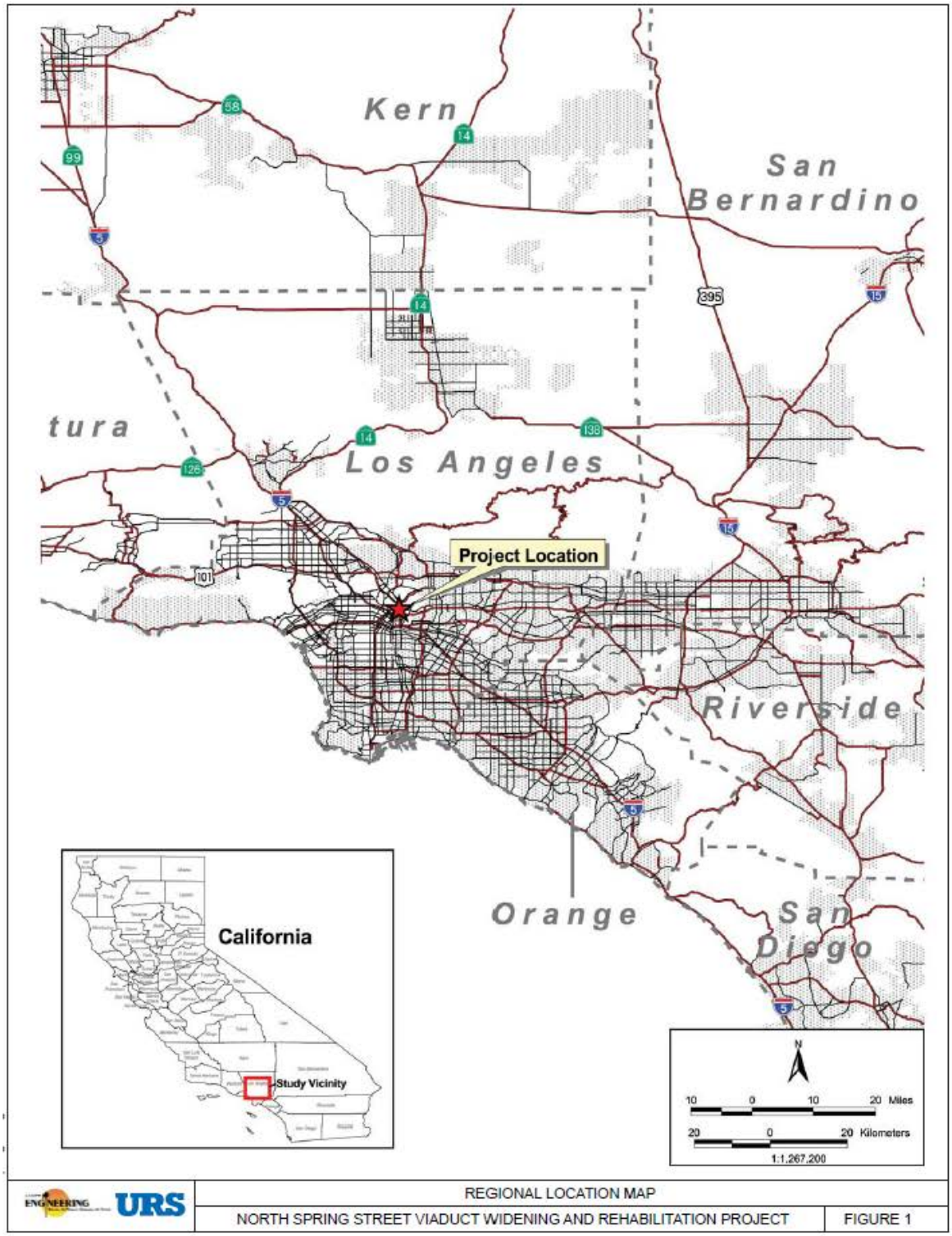


Figure 2
Project Vicinity Map

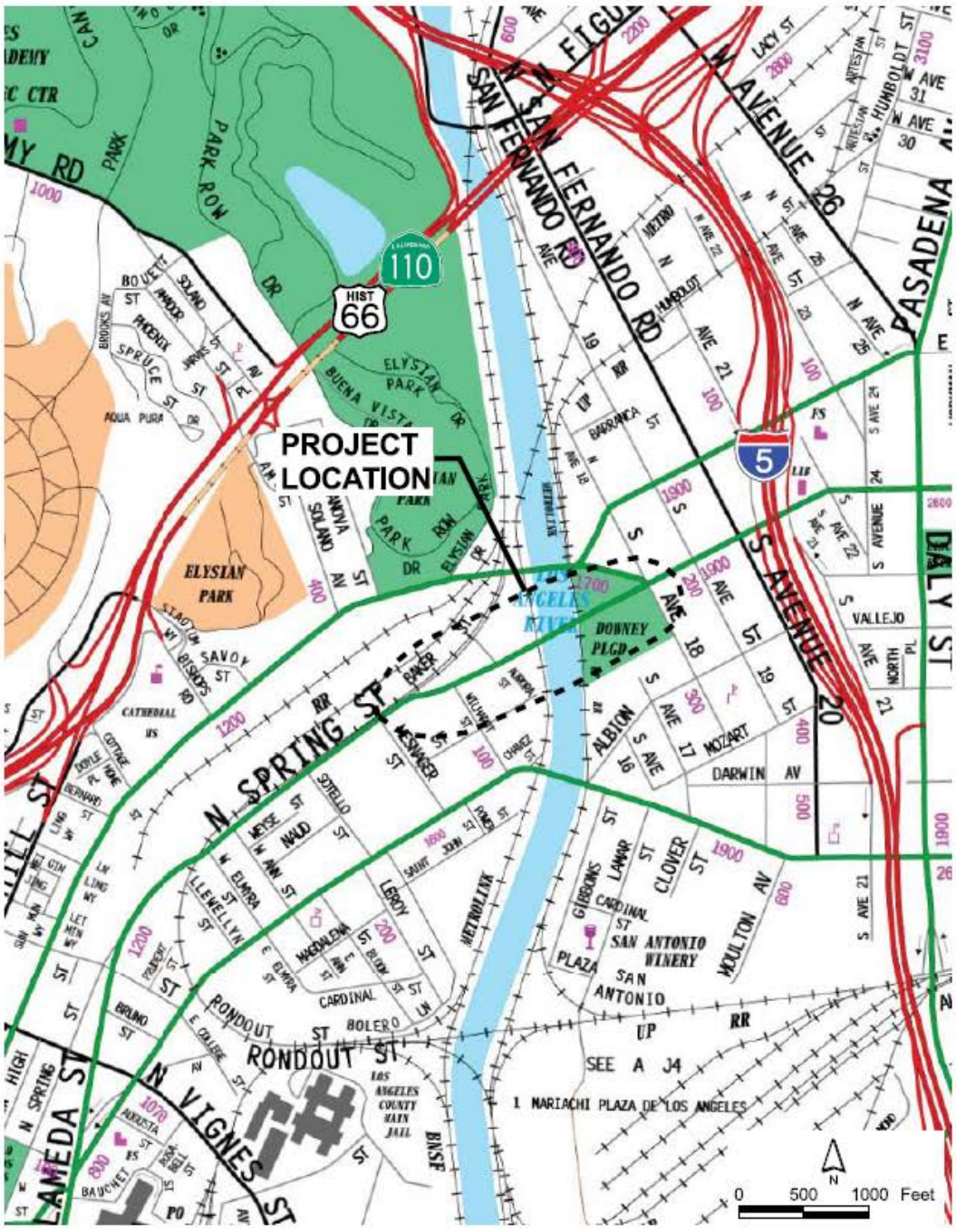
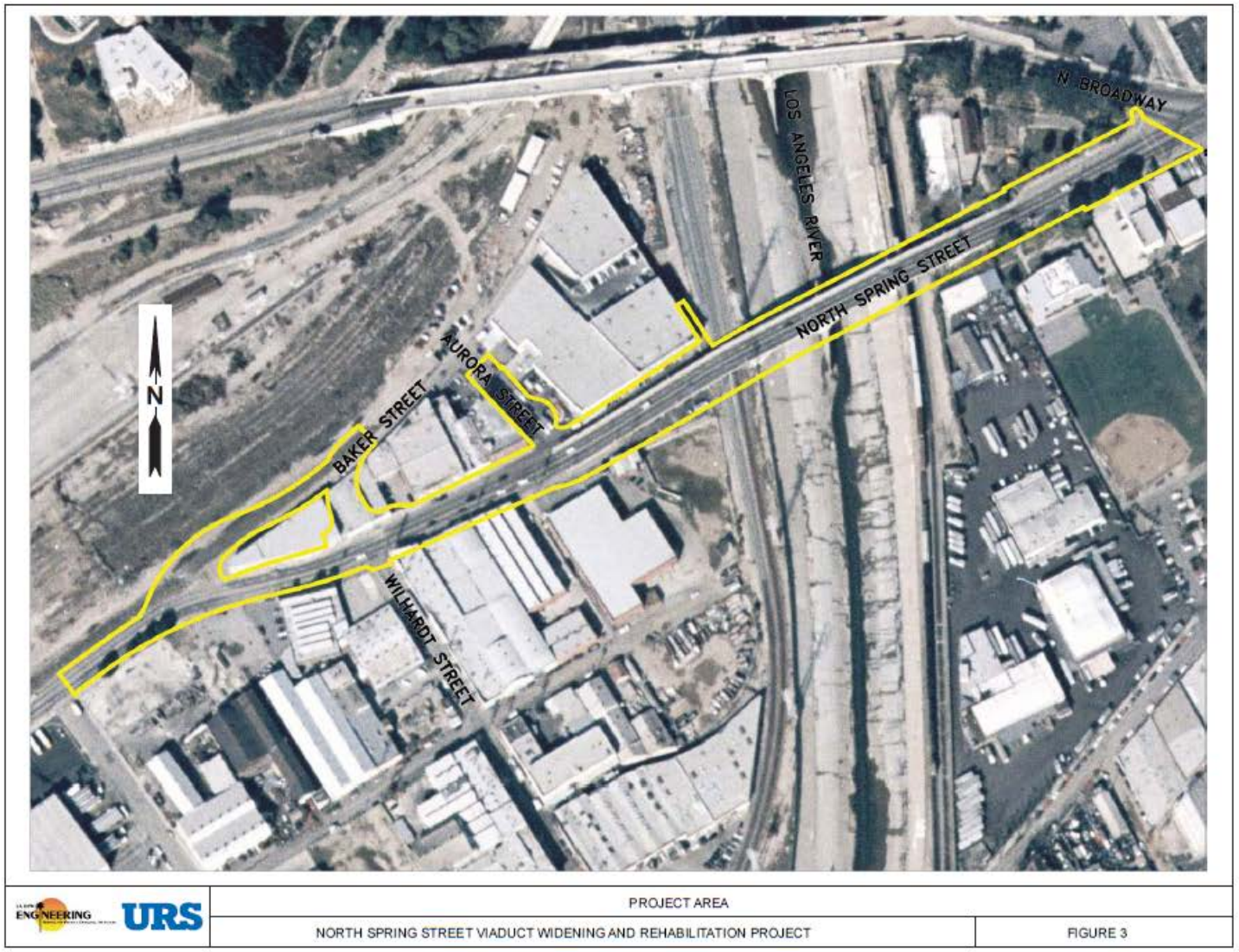


Figure 3
Project Area



PURPOSE AND NEED

Purpose

The purpose (objective) of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues in order to increase the viaduct's SR to a minimum of 80. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks. The project is intended to achieve the following objectives:

- Eliminate existing geometrical and design deficiencies (narrow lane width, lack of shoulders, inadequate vertical clearance, insufficient sight distance) associated with the viaduct and its approach roadways;
- Correct existing seismic vulnerability issues specific to the viaduct; and
- Improve pedestrian and bicycle travel through the project's study area and connections with regional bicycle routes and mass-transit facilities.

Need

Currently, bicyclists compete with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct and there is only one narrow sidewalk on the north side of the bridge to accommodate pedestrians. In July 2000, the City, in partnership with Caltrans, determined that the bridge is geometrically deficient due to:

- Inadequate lane widths;
- Lack of shoulders to accommodate the average daily traffic (ADT) volume;
- Loose cable restrainers; and
- Inadequate vertical railroad clearance (Metrolink's vertical clearance requirement is 25 feet, and existing clearance is 22'-11" on the right bank, and 22'-9" on the left bank).

Additionally, Caltrans inspections in 2000 and 2007 indicated that the viaduct is vulnerable to potential structural collapse under a designated seismic event and the viaduct and its approach roadways are comprised of deteriorating pavement and sidewalks. These components are in need of repair in order to improve the movement of motorists, pedestrians, and bicyclists through the project area.

PROJECT DESCRIPTION

The following is a summary of the proposed project alternatives. Please see Chapter 1.0 of the revised Final EIR/EA for a detailed description of each of the alternatives.

Build Alternatives

Build Alternative 1

Build Alternative 1 includes only seismic retrofit of the viaduct, and would not change the outside shape of the existing structure or dramatically reconfigure the viaduct's existing pier in the Los Angeles River. The proposed seismic retrofit would eliminate potential structural collapse

that could occur under a designated seismic event. This alternative would involve both the superstructure (i.e., structure elements above top of the piers) and substructure (i.e., structure elements below top of the piers, such as pier walls and foundations) zones of the viaduct. Construction is expected to last approximately 12 months. There would be no roadway or utility improvements under this alternative.

Build Alternatives 2 and 3

Build Alternatives 2 and 3 would be constructed in two phases. Phase 1 would include all of the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

For the single-sided widening, the seismic improvements for Build Alternatives 2 and 3 would be the same as the Alternative 1 as the existing structure would not gain additional lateral support from single-sided widening. For the dual-sided widening, the seismic retrofit would be essentially the same as the Alternative 1 except that the amount of steel pipe seat extenders encased in concrete diaphragm bolsters at arch spans would be reduced because the existing structure would gain structural lateral support from dual-sided widening.

Viaduct Improvements

Viaduct improvements under Build Alternatives 2 and 3 include widening the existing viaduct by approximately 20 feet on each side and installing 10-foot sidewalks, 5-foot shoulders (to accommodate bicycle use), and railings on each side of the viaduct. These alternatives would also include reconstructing the staircase from the north side of the widened viaduct to the Downey Recreation Center (north side widening only) and reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

Viaduct Design Option A – (Reduced Single Sided Widening)

The Viaduct Design Option A for Alternative 2 would include widening the viaduct by approximately 23 feet to the outside rail along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median. This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wing wall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-sided widening on the south side would either be similar to the existing Beaux Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under Build Alternatives 2 and 3 would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent to the viaduct, extending the left-turn pocket on North Spring Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct,

continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by Alternatives 2 and 3, and would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternatives 2 and 3 would include constructing a 4-way intersection at North Spring Street and Wilhardt Street after extending Wilhardt Street north to Baker Street. Under Build Alternative 2, the Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. Under Build Alternative 3, The Wilhardt Street extension would be aligned on a direct tangent arc (traditional "T" intersection) to join Baker Street.

These alternatives would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

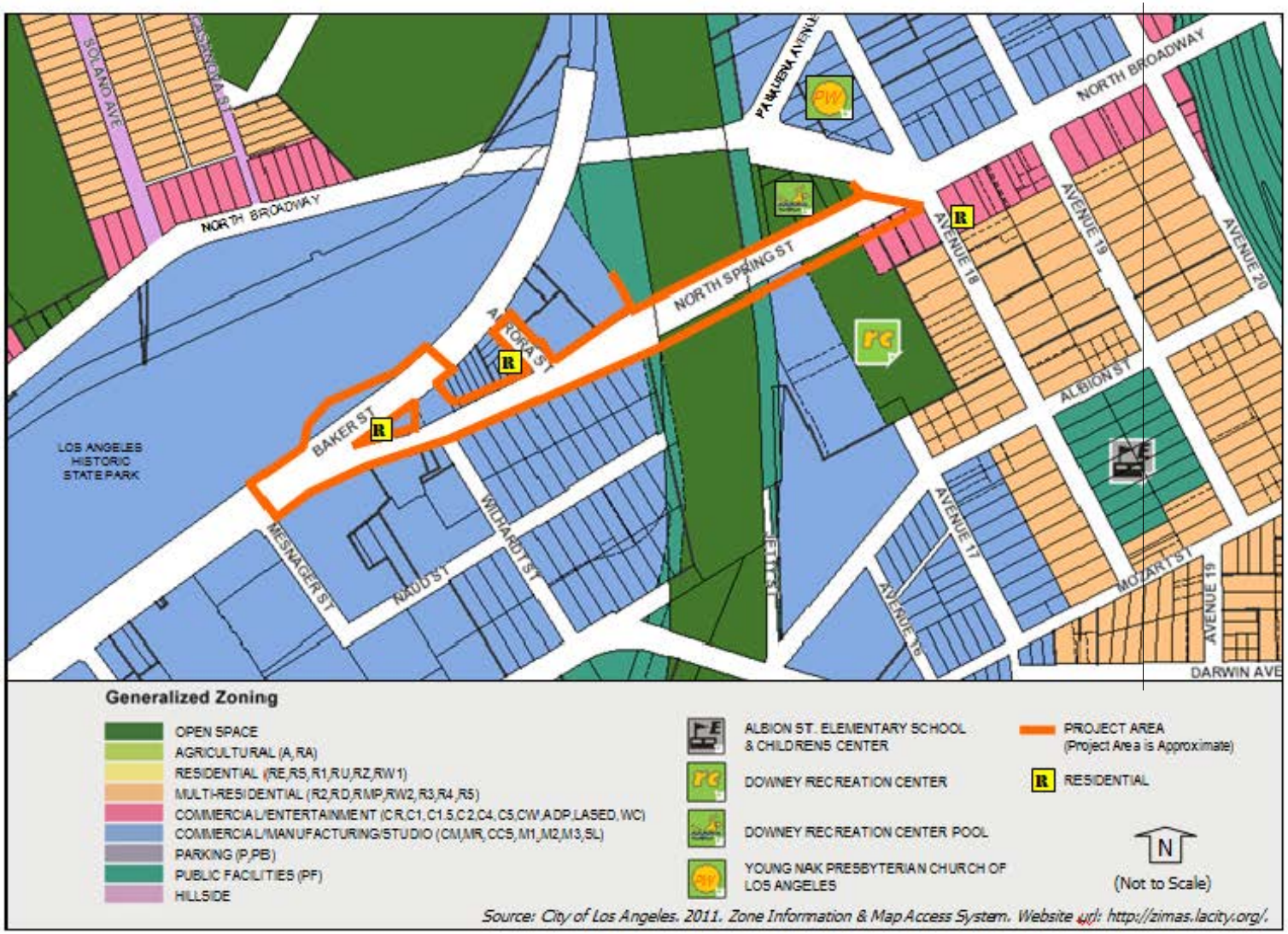
No Build Alternative

Under the No-Build Alternative, the North Spring Street Viaduct and North Spring Street would continue to serve as an access over the Los Angeles River. No physical improvements, including seismic strengthening, to either the viaduct or local roadway system would be made. The existing 4-foot sidewalk on the north side of the viaduct would not be improved and bicyclists would continue competing with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct.

SURROUNDING LAND USES

The area surrounding the project site consists predominantly of a mix of commercial, manufacturing, light-industrial and open space land uses. The Downey Recreation Center and the Downey Recreation Center Pool are located adjacent to North Spring Street, west of Avenue 18. The Young Nak Presbyterian Church of Los Angeles is located north of the project area near the intersection of North Broadway and Avenue 18. The Albion Street Elementary School and Children's Center are located approximately 775 feet south of the project area, near the intersection of Albion Street and Avenue 18. The nearest residential land uses are located adjacent to N. Spring Street, between Aurora Street and Baker Street, and at the southeast corner of the North Spring Street/Avenue 18 intersection. Existing land uses in the vicinity of the project site are depicted in **Figure 4**.

Figure 4
Surrounding Land Uses



AIR QUALITY

REGULATORY FRAMEWORK

Federal

Federal air quality policies are regulated through the federal Clean Air Act (FCAA). The FCAA required the US EPA to establish National Ambient Air Quality Standards (NAAQS or National AAQS), and also set deadlines for their attainment. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect public welfare from non-health-related adverse effects, such as visibility restrictions. NAAQS are summarized in **Table 1**.

The FCAA also required each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The FCAA Amendments of 1990 added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. The US EPA has responsibility to review all state SIPs to determine conformance with the mandates of the FCAA, and the amendments thereof, and determine if implementation will achieve air quality goals. If the US EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area that imposes additional control measures.

Transportation Conformity

The FCAA requires that all transportation plans and programs pass the air quality conformity test. This process involves forecasting future emissions of air pollution to determine whether the amount of future pollution resulting from the plan or program would be within the allowable limit for motor vehicle emissions.

Transportation conformity must be determined for all nonattainment area pollutants classified as regional pollutants. In the SCAB, federal nonattainment pollutants include ozone (O_3), respirable particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). The Los Angeles County portion of the SCAB is designated as nonattainment of state and federal lead standards. Transportation projects also generate CO, which is considered a localized pollutant. The *Transportation Project-Level Carbon Monoxide Protocol*, *UCD-ITS-97-21* (CO Protocol), University of California, Davis, December 1997, provides procedures and guidelines for use by agencies to evaluate the potential local level CO impacts of a transportation project. The CO Protocol includes a screening procedure that can be used to determine if CO micro-scale modeling is required for a proposed project. CO micro-scale modeling is required for projects that fail the screening procedure to determine whether a transportation project would cause or contribute to localized violations of CO NAAQS.

Table 1
Summary of Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards	National Standards	
			Primary (a)	Secondary (b)
Ozone (O3)	1-hour	0.09 ppm	- -	Same as Primary
	8-hour	0.070 ppm	0.075 ppm	
Particulate Matter (PM10)	AAM	20 µg/m^3	- -	
	24-hour	50 µg/m^3	150 µg/m^3	
Fine Particulate Matter (PM2.5)	AAM	12 µg/m^3	15 µg/m^3	
	24-hour	No Standard	35 µg/m^3	
Carbon Monoxide (CO)	1-hour	20 ppm	35 ppm	None
	8-hour	9 ppm	9 ppm	
	8-hour (Lake Tahoe)	6 ppm	–	
Nitrogen Dioxide (NO2)	AAM	0.030 ppm	0.053 ppm	Same as Primary
	1-hour	0.18 ppm	100 ppb	
Sulfur Dioxide (SO2)				–
	24-hour	0.04 ppm	–	–
	3-hour	–	–	0.5 ppm
	1-hour	0.25 ppm	75 ppb	–
Lead	30-day Average	1.5 µg/m^3	–	–
	Calendar Quarter	–	1.5 µg/m^3	Same as Primary
	Rolling 3-Month Average	–	0.15 µg/m^3	
Sulfates	24-hour	25 µg/m^3	No Federal Standards	
Hydrogen Sulfide	1-hour	0.03 ppm		
Vinyl Chloride	24-hour	0.01 ppm		
Visibility-Reducing Particle Matter	8-hour	Extinction coefficient of 0.23 per kilometer —visibility of 10 miles or more (0.07—30 miles or more for Lake Tahoe) due to particles when the relative humidity is less than 70%.		

a. Levels necessary to protect the public health.
b. Levels necessary to protect the public welfare from known or anticipated adverse effects.
AAM = Annual Arithmetic Mean; µg/m^3 = Micrograms per cubic meter; ppm = parts per million;
ppb = parts per billion
Source: CARB 2011

Regional Conformity

Regional conformity must be determined based on a full study at least every four years. In California, it is determined at least every four years when the state-required Regional Transportation Plan (RTP) updates are done. In addition, a new Federal Transportation Improvement Plan (FTIP) is required every two years, for which a conformity determination is required. Amendments to both the RTP and FTIP also must have conformity demonstrated, including a full-scale revision of the regional analysis if regionally significant projects are added, deleted, or significantly modified. Regional conformity is demonstrated by showing that the project is included in a conforming RTP and FTIP with substantially the same design concept and scope that was used for the regional conformity analysis. The SCAG prepares a RTP every four years and a FTIP every two years.

Project-Level Conformity

On March 10, 2006, the US EPA published a final rule (71 FR 12468) establishing transportation conformity requirements for analyzing the project-level local PM and carbon monoxide (CO) air quality impacts of transportation projects. Localized air quality impact analyses are commonly referred to as "hot-spot" analyses. Hot-spot analyses assesses the air quality impacts on a scale smaller than an entire nonattainment or maintenance area, including, for example, congested intersections or transit terminals. According to the final rule project level conformity is demonstrated by showing that the project will not cause a localized exceedance of applicable CO and/or PM standards, and that it will not interfere with "timely implementation" of Transportation Control Measures called out in the State Implementation Plan. The Final Rule has the following Key Elements:

- This rule requires that $PM_{2.5}$ hot-spot analyses be performed only for new transportation projects with significant diesel traffic. Examples of such "projects of air quality concern" include intermodal freight or bus terminals, and major highway projects and congested intersections involving significant diesel traffic. No hot spot analyses will be required for most projects in $PM_{2.5}$ areas, because most projects are not an air quality concern. This final rule also streamlines existing PM_{10} hot spot requirements in a similar way.
- The streamlined approach in this final rule will ensure that transportation and air quality agencies in $PM_{2.5}$ and PM_{10} areas use their resources efficiently, while achieving clean air goals.
- In both $PM_{2.5}$ and PM_{10} areas, a quantitative hot spot analysis is not required until the US EPA issues a new motor vehicles emissions model capable of estimating local emissions as well as future hot spot modeling guidance. Qualitative analyses will apply in the interim.

This rule extends an existing flexibility by allowing the U.S. Department of Transportation (US DOT) to make "categorical hot spot findings," which waive $PM_{2.5}$ and PM_{10} hot spot reviews for categories of projects where modeling shows that there is no air quality concern.

The conformity rule required a qualitative PM hot-spot analysis to be performed until such time that the US EPA releases guidance on how to conduct quantitative PM hot-spot analyses. US EPA guidance for conducting quantitative PM hot-spot analysis was recently released in December 2010[1]. Accordingly, a quantitative PM hot-spot analysis is now required for projects that are

[1] *Based on recent guidance adopted by the US EPA, December 2010. Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas. EPA-420-B-10-040. Available at Website url: http://www.epa.gov/otaq/stateresources/transconf/policy/420b10040.pdf.*

determined to be a Project of Air Quality Concern (POAQC), as determined through interagency consultation. The interagency consultation process is required for completing project-level conformity determinations and hot-spot analyses. For projects that are determined through interagency consultation to not be POAQC a PM hot-spot analysis is not required.

State of California

California Clean Air Act

The California Air Resources Board (CARB) administers air quality policy in California. The CAAQS were established in 1969 pursuant to the Mulford-Carrell Act. These standards are generally more stringent and apply to more pollutants than the NAAQS (i.e., visibility reducing particulates, hydrogen sulfide, and sulfates). The California Clean Air Act (CCAA), which was approved in 1988, requires that each local air district prepare and maintain an air quality management plan (AQMP) to achieve compliance with CAAQS. These AQMPs also serve as the basis for the preparation of the SIP for the State of California.

CARB also administers the State's mobile source emissions control program and oversees air quality programs established by State statute, such as Assembly Bill (AB) 2588, the Air Toxics "Hot Spots" Information and Assessment Act of 1987.

AIR QUALITY MANAGEMENT

Within the SCAB, air quality is managed by various federal, state, regional, and local agencies, including the US EPA, CARB, and the SCAQMD. The responsibilities of these various agencies are discussed in more detail, as follows:

U.S. Environmental Protection Agency

The US EPA is responsible for establishing the national ambient air quality standards and enforcing the FCAA. This agency also regulates emission sources under the exclusive authority of the federal government, such as aircraft, certain types of ships and locomotives. The US EPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must also meet the often stricter emission standards established by the California Air Resources Board (CARB).

California Air Resources Board

The CARB became part of the California Environmental Protection Agency (CalEPA) in 1991. The agency is responsible for ensuring implementation of the CCAA, meeting state requirements of the FCAA, and establishing the CAAQS (refer to **Table 1**). It is also responsible for setting vehicle emission standards and fuel specifications, and regulating emissions from other sources such as consumer products and certain types of mobile equipment (e.g., lawn & garden equipment, industrial forklifts).

South Coast Air Quality Management District

Because Southern California has one of the worst air quality problems in the nation, the SCAQMD was created by the 1977 Lewis Air Quality Management Act. Four county air pollution control agencies were merged into one regional district to better address the issue of improving air quality in Southern California. Under the act, revised and renamed the Lewis-Presley Air Quality Management Act in 1988, the SCAQMD is the agency principally responsible for

comprehensive air pollution control in the SCAB. Specifically, the SCAQMD is responsible for monitoring air quality and planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards in the district. Programs developed include air quality rules and regulations that regulate stationary source emissions, including area and point sources and certain mobile source emissions. The SCAQMD is also responsible for establishing permitting requirements and issuing permits for stationary sources and ensuring that new, modified, or relocated stationary sources do not create net emissions increases. The SCAQMD enforces air quality rules and regulations through a variety of means, including inspections, educational and training programs, and fines.

The SCAQMD is also the lead agency in charge of developing the AQMP, with input from the Southern California Association of Governments (SCAG) and CARB. The AQMP is a comprehensive plan that includes control strategies for stationary and area sources, as well as for on-road and off-road mobile sources. SCAG has the primary responsibility for providing future growth projections and the development and implementation of transportation control measures. CARB in coordination with federal agencies provides the control element for mobile sources.

REGULATED AIR POLLUTANTS AND STANDARDS

Air pollutants regulated by the federal and California Clean Air Acts or other laws fall under three main categories: (1) criteria air pollutants, (2) toxic air contaminants (TACs), and (3) global warming and ozone-depleting gases. Pollutants in each of these categories are monitored and regulated differently. Criteria air pollutants are measured by sampling concentrations in the ambient air; toxic air contaminants are measured at the source and in the general atmosphere; and, global warming and ozone-depleting gases are not monitored but are subject to federal and regional policies that call for their reduction and eventual phase out. The following provides a discussion of criteria air pollutants and TACs. GHGs are discussed later in this report.

Criteria Air Pollutants

Criteria air pollutants are defined as those pollutants for which the federal and state governments have established air quality standards for outdoor or ambient concentrations to protect public health. The national and state ambient air quality standards have been set at levels to protect human health with a determined margin of safety. For some pollutants, there are also secondary standards to protect the environment. Ozone (O_3) and PM are generally considered to be regional pollutants because they or their precursors affect air quality on a regional scale. Pollutants such as CO, Nitrogen Dioxide (NO_2), Sulfur Dioxide (SO_2), and lead (Pb) are considered to be local pollutants because they tend to accumulate in the air locally. PM is also considered as a local pollutant. In the area of the proposed project site, ozone and particulate matter are of particular concern. Health effects commonly associated with criteria pollutants are summarized in **Table 2** and discussed in greater detail, as follows:

Carbon Monoxide

CO is a colorless, odorless gas formed by the incomplete combustion of fuels. Motor vehicles are the main source of this gas. CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs in the body.

The ambient air quality standard for carbon monoxide is intended to protect persons whose medical condition already compromises their circulatory system's ability to deliver oxygen. These medical conditions include certain heart ailments, chronic lung diseases, and anemia. Persons with these conditions have reduced exercise capacity even when exposed to relatively low

levels of CO. Fetuses are at risk because their blood has an even greater affinity to bind with CO. Smokers are also at risk from ambient CO levels because smoking increases the background level of CO in their blood.

Table 2
Criteria Air Pollutants Summary of Common Sources and Effects

Pollutant	Major Man-Made Sources	Human Health & Welfare Effects
Carbon Monoxide (CO)	An odorless, colorless gas formed when carbon in fuel is not burned completely; a component of motor vehicle exhaust.	Reduces the ability of blood to deliver oxygen to vital tissues, effecting the cardiovascular and nervous system. Impairs vision, causes dizziness, and can lead to unconsciousness or death.
Nitrogen Dioxide (NO_2)	A reddish-brown gas formed during fuel combustion for motor vehicles and industrial sources. Motor vehicles, electric utilities, and other sources that burn fuel.	Respiratory irritant; aggravates lung and heart problems. Precursor to ozone and acid rain. Contributes to global warming, and nutrient overloading which deteriorates water quality. Causes brown discoloration of the atmosphere.
Ozone (O_3)	Formed by a chemical reaction between volatile organic compounds (VOC) and nitrous oxides (NOx) in the presence of sunlight. Motor vehicle exhaust, industrial emissions, gasoline storage and transport, solvents, paints and landfills.	Irritates and causes inflammation of the mucous membranes and lung airways; causes wheezing, coughing and pain when inhaling deeply; decreases lung capacity; aggravates lung and heart problems. Damages plants; reduces crop yield. Damages rubber, some textiles and dyes.
Particulate Matter (PM_{10} & $PM_{2.5}$)	Power plants, steel mills, chemical plants, unpaved roads and parking lots, wood-burning stoves and fireplaces, automobiles and others.	Increased respiratory symptoms, such as irritation of the airways, coughing, or difficulty breathing; aggravated asthma; development of chronic bronchitis; irregular heartbeat; nonfatal heart attacks; and premature death in people with heart or lung disease. Impairs visibility (haze).
Sulfur Dioxide (SO_2)	A colorless, nonflammable gas formed when fuel containing sulfur is burned; when gasoline is extracted from oil; or when metal is extracted from ore. Examples are petroleum refineries, cement manufacturing, metal processing facilities, locomotives, and ships.	Respiratory irritant. Aggravates lung and heart problems. In the presence of moisture and oxygen, sulfur dioxide converts to sulfuric acid which can damage marble, iron and steel; damage crops and natural vegetation. Impairs visibility. Precursor to acid rain.
Lead	Metallic element emitted from metal refineries, smelters, battery manufacturers, iron and steel producers, use of leaded fuels by racing and aircraft industries.	Anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, lowered IQ. Affects animals, plants, and aquatic ecosystems.

Source: CARB 2010, CAPCOA 2010

Nitrogen Dioxide

NO_2 is a byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and, in equal concentrations, is

more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in young children has also been observed at concentrations below 0.3 parts per million (ppm). NO_2 absorbs blue light which results in a brownish red cast to the atmosphere and reduced visibility.

Ozone

O_3 is one of a number of substances called photochemical oxidants that are formed when volatile organic compounds (VOC) and NO_x react in the presence of ultraviolet sunlight. O_3 concentrations in the South Coast basin are typically among the highest in the nation, and the damaging effects of photochemical smog, which is a popular name for a number of oxidants in combination, are generally related to the concentrations of O_3. Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the subgroups most susceptible to O_3 effects. Short-term exposures (lasting for a few hours) to O_3 at levels typically observed in southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported.

Particulate Matter

Respirable fine particulate matter (PM_{10}) consists of extremely small suspended particles or droplets 10 microns or smaller in diameter that can lodge in the lungs, contributing to respiratory problems. PM_{10} arises from such sources as reentrained road dust, diesel soot, combustion products, tire and brake abrasion, construction operations, and fires. It is also formed in the atmosphere from NO_x and SO_2 reactions with ammonia. PM_{10} scatters light and significantly reduces visibility.

Inhalable particulates pose a serious health hazard, alone or in combination with other pollutants. More than half of the smallest particles inhaled will be deposited in the lungs and can cause permanent lung damage. Inhalable particulates can also have a damaging effect on health by interfering with the body's mechanism for clearing the respiratory tract or by acting as a carrier of an absorbed toxic substance.

Sulfur Dioxide

Sulfur dioxide (SO_2) is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children. Individuals with asthma may experience constriction of airways with exposure to SO_2. Though SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM_{10}.

Lead

Exposure to lead emissions can result in anemia, high blood pressure, brain and kidney damage, neurological disorders, cancer, and lowered IQ. On October 15, 2008 the US EPA amended the NAAQS for Lead from 1.5 $\mu g/m^3$ to 0.15 $\mu g/m^3$ in order to provide an adequate margin of safety that would ensure the protection of public health. Based on current monitoring data, large lead-acid battery recycling facilities are one of the largest sources of lead in Los Angeles County.

Volatile Organic Compounds

It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated, however, because a reduction in VOC emissions reduces certain chemical reactions which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM_{10} and lower visibility levels.

Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC. Some hydrocarbon components classified as VOC emissions are hazardous air pollutants. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen.

Toxic Air Contaminants

Toxic air contaminants (TACs) are air pollutants that may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air, but due to their high toxicity, they may pose a threat to public health even at very low concentrations. Because there is no threshold level below which adverse health impacts are not expected to occur, TACs differ from criteria pollutants for which acceptable levels of exposure can be determined and for which state and federal governments have set ambient air quality standards.

TACs therefore are not considered "criteria pollutants" under either the CAA or the CCAA, and are thus not subject to the NAAQS or CAAQS. Instead, the US EPA and CARB regulate Hazardous Air Pollutants (HAPs) and TACs, respectively, through statutes and regulations that generally require the use of the maximum or best available control technology to limit emissions. In conjunction with rules developed by the local air districts, CARB establishes the regulatory framework for TACs. At the national levels, the US EPA has established National Emission Standards for HAPs (NESHAPs), as required by the federal Clean Air Act Amendments. These are technology-based source-specific regulations that limit allowable emissions of HAPs.

Mobile Source Air Toxics

Mobile source air toxics (MSATs) are a subset of the 188 air toxics defined in the Clean Air Act and are federally regulated under 40 Code of Federal Regulations 1502.22 by the US EPA. MSATs include 21 compounds emitted from highway vehicles and non-road equipment. There are six main toxics including diesel exhaust, benzene, and formaldehyde, among others. Of these, diesel-exhaust particulate matter (DPM) is of primary concern. Most recently, the Federal Highway Administration (FHWA) issued interim guidance on September 30, 2009 for the analysis of MSATs in National Environmental Policy Act documents. The FHWA's interim guidance for the analysis of MSATs is discussed in greater detail later in this report.

In September 2000, the CARB adopted the Diesel Risk Reduction Plan (DRRP), which recommends many control measures to reduce the risks associated with DPM and achieve a goal of 75 percent PM reduction by 2010 and 85 percent by 2020. The DRRP incorporates measures to reduce emissions from diesel-fueled vehicles and stationary diesel-fueled engines. Ongoing efforts of the CARB to reduce diesel-exhaust emissions from these sources include the development of specific statewide regulations, which are designed to further reduce DPM emissions from these sources. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

Since the initial adoption of the DRRP in September of 2000, the CARB has adopted numerous rules related to the reduction of diesel-exhaust PM from mobile sources, as well as, the use of cleaner burning fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment.

Health Effects

There are hundreds of TACs, and exposure to these pollutants is associated with elevated risk of cancer and non-cancer health effects such as birth defects, genetic damage, and other adverse health effects. Effects may be chronic (i.e., of long duration) or acute (i.e., of short duration) on human health. Acute health effects are attributable to short term exposure to air toxics. These effects include nausea, skin irritation, respiratory illness, and, in extreme cases, death. Chronic health effects result from long-term exposure. Most recently, DPM was added to the CARB list of TACs. DPM is the primary TACs of concern for mobile sources. Of all controlled TACs, emissions of DPM are estimated to be responsible for about 70 percent of the total ambient TAC risk. The CARB has made the reduction of the public's exposure to DPM one of its highest priorities, with an aggressive plan to require cleaner diesel fuel and cleaner diesel engines and vehicles (CAPCOA 1010, CARB 2010). Common TACs and related health effects are discussed in greater detail, as follows:

Acrolein

Acrolein is a water-white or yellow liquid that burns easily, is readily volatilized, and has "a disagreeable odor." It is present as a product of incomplete combustion in the exhausts of stationary fuel-burning equipment (*e.g.*, boilers and heaters) and mobile sources. It is also a secondary pollutant, formed through the photochemical reaction of VOC and NO_x in the atmosphere. Acrolein is considered to have high acute toxicity, and causes upper respiratory tract irritation and congestion in humans. The major effects from chronic (long-term) inhalation exposure to acrolein in humans consist of general respiratory congestion and eye, nose, and throat irritation. No information is available on the reproductive, developmental, or carcinogenic effects of acrolein in humans. EPA considers acrolein data to be inadequate for an assessment of human carcinogenic potential.

Benzene

Benzene is a volatile, colorless, highly flammable liquid with a "sweet" odor. Most of the benzene in ambient air is from incomplete combustion of fossil fuels and evaporation from gasoline service stations. Acute inhalation exposure to benzene causes neurological symptoms, such as drowsiness, dizziness, headaches, and unconsciousness in humans. Chronic inhalation of certain levels of benzene causes disorders in the blood in humans. Benzene specifically affects bone marrow (the tissues that produce blood cells). Aplastic anemia, excessive bleeding, and damage to the immune system (by changes in blood levels of antibodies and loss of white blood cells) may develop. Available data on the developmental effects of benzene on humans are inconclusive due to concomitant exposure to other chemicals, inadequate sample size, and lack of quantitative exposure data. EPA has classified benzene as a known human carcinogen by inhalation.

1,3-Butadiene

1,3-Butadiene is a colorless gas with a mild gasoline-like odor. Sources of 1,3-butadiene released into the air include motor vehicle exhaust, manufacturing and processing facilities, forest fires or other combustion, and cigarette smoke. Acute exposure to 1,3-butadiene by inhalation in humans results in irritation of the eyes, nasal passages, throat, and lungs. Neurological effects,

such as blurred vision, fatigue, headache, and vertigo, have also been reported at very high exposure levels. One epidemiological study reported that chronic exposure to 1,3-butadiene via inhalation resulted in an increase in cardiovascular diseases, such as rheumatic and arteriosclerotic heart diseases, while other human studies have reported effects on the blood. No information is available on reproductive or developmental effects of 1,3-butadiene in humans. EPA has classified 1,3-butadiene as a "probable human carcinogen" by inhalation.

Diesel Particulate Matter/Diesel Exhaust Organic Gases

Diesel Particulate Matter (DPM)/Diesel Exhaust (DE) Organic Gases are a complex mixture of hundreds of constituents in either a gaseous or particle form. Gaseous components of DE include CO_2, oxygen, nitrogen, water vapor, CO, nitrogen compounds, sulfur compounds, and numerous low-molecular-weight hydrocarbons. Among the gaseous hydrocarbon components of DE that are individually known to be of toxicological relevance are several carbonyls (*e.g.*, formaldehyde, acetaldehyde, acrolein), benzene, 1,3-butadiene, and polycyclic aromatic hydrocarbons (PAHs) and nitro-PAHs. DPM is composed of a center core of elemental carbon and adsorbed organic compounds, as well as small amounts of sulfate, nitrate, metals, and other trace elements. DPM consists primarily of $PM_{2.5}$, including a subgroup with a large number of particles having a diameter < 0.1 µm. Collectively, these particles have a large surface area, which makes them an excellent medium for adsorbing organics. Also, their small size makes them highly respirable and able to reach the deep lung. A number of potentially toxicologically-relevant organic compounds, including PAHs, nitro-PAHs, and oxidized PAH derivatives, are on the particles. Diesel exhaust is emitted from onroad mobile sources, such as automobiles and trucks, and from offroad mobile sources (*e.g.*, diesel locomotives, marine vessels and construction equipment). DPM is directly emitted from diesel-powered engines (primary particulate matter) and can be formed from the gaseous compounds emitted by diesel engines (secondary particulate matter).

Acute or short-term (*e.g.*, episodic) exposure to DE can cause acute irritation (*e.g.*, eye, throat, bronchial), neurophysiological symptoms (*e.g.*, lightheadedness, nausea), and respiratory symptoms (cough, phlegm). Evidence also exists for an exacerbation of allergenic responses to known allergens and asthma-like symptoms. Information from the available human studies is inadequate for a definitive evaluation of possible noncancer health effects from chronic exposure to DE. However, on the basis of extensive animal evidence, DE is judged to pose a chronic respiratory hazard to humans. EPA has determined that DE is "likely to be carcinogenic to humans by inhalation" and that this hazard applies to environmental exposures.

Formaldehyde

Formaldehyde is a colorless gas with a pungent, suffocating odor at room temperature. The major direct emission sources of formaldehyde appear to be power plants, manufacturing facilities, incinerators, and automobile exhaust. However, most of the formaldehyde in ambient air is a result of secondary formation through photochemical reaction of VOC and NO_x. The major toxic effects caused by acute formaldehyde exposure via inhalation are eye, nose, and throat irritation and effects on the nasal cavity. Other effects seen from exposure to high levels of formaldehyde in humans are coughing, wheezing, chest pains, and bronchitis. Chronic exposure to formaldehyde by inhalation in humans has been associated with respiratory symptoms and eye, nose, and throat irritation. EPA considers formaldehyde to be a probable human carcinogen.

Naphthalene

Naphthalene is used in the production of phthalic anhydride; it is also used in mothballs. Acute (short-term) exposure of humans to naphthalene by inhalation, ingestion, and dermal contact is associated with hemolytic anemia, damage to the liver, and neurological damage. Cataracts have also been reported in workers acutely exposed to naphthalene by inhalation and ingestion. Chronic (long-term) exposure of workers and rodents to naphthalene has been reported to cause cataracts and damage to the retina. Hemolytic anemia has been reported in infants born to mothers who "sniffed" and ingested naphthalene (as mothballs) during pregnancy. Available data are inadequate to establish a causal relationship between exposure to naphthalene and cancer in humans. EPA has classified naphthalene as a Group C, possible human carcinogen.

Polycyclic Organic Matter

The term Polycyclic Organic Matter (POM) defines a broad class of compounds that includes the PAHs, of which benzo[a]pyrene is a member. POM compounds are formed primarily from combustion and are present in the atmosphere in particulate form. Sources of air emissions are diverse and include cigarette smoke, vehicle exhaust, home heating, laying tar, and grilling meat. Cancer is the major concern from exposure to POM. Epidemiologic studies have reported an increase in lung cancer in humans exposed to coke oven emissions, roofing tar emissions, and cigarette smoke; all of these mixtures contain POM compounds. Animal studies have reported respiratory tract tumors from inhalation exposure to benzo[a]pyrene and forestomach tumors, leukemia, and lung tumors from oral exposure to benzo[a]pyrene. EPA has classified seven PAHs (benzo[a]pyrene, benz[a]anthracene, chrysene, benzo[b]fluoranthene, benzo[k]fluoranthene, dibenz[a,h]anthracene, and indeno[1,2,3-cd]pyrene) as Group B2, probable human carcinogens.

Asbestos

Asbestos is a term used for several types of naturally-occurring fibrous minerals found in rock or soil. Asbestos fibers can be very small, and can be easily suspended in air by wind or water. State and federal health officials consider all types of asbestos to be hazardous. No safe asbestos exposure level has been established. Asbestosis is a non-cancerous lung disease related to diffuse fibrous scarring of the lungs. Asbestosis can cause progressive shortness of breath and coughing. Asbestos exposure can lead to lung cancer, or mesothelioma cancer, which attacks the thin membranes lining the lungs, chest, and abdominal cavity (CARB 2008).

Existing highway structures and surfaces may have asbestos containing materials (ACM) that are considered as HAPs. The demolition of these structures during the construction phase may cause the release of these HAPs in the air.

ENVIRONMENTAL SETTING

As noted earlier in this report, the proposed project is located in the SCAB and within the jurisdiction of the SCAQMD. The SCAQMD has jurisdiction over the SCAB. This area includes all of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County. The SCAB is a sub-region of the district and covers an area of 6,745 square miles. The SCAB includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties.

Primary factors known to influence air quality within the SCAB include topography and meteorology, which can affect pollutant transport and dispersion from sources located within and outside of the SCAB. These air quality-related issues are discussed in more detail, as follows:

Topography

The SCAB is surrounded by mountains on three sides and the Pacific Ocean on the remaining side. The mountains serve as a barrier, preventing ready dispersion of pollutant concentrations. Prevailing wind patterns off the ocean carry pollutants eastward across the SCAB, enabling continual photochemical reactions to occur as new emissions are added to existing pollutant concentrations. Intense sunlight, present at the latitude of the SCAB, provides the ultraviolet light necessary to fuel the photochemical reactions that produce ozone (SCAQMD 1999).

Regional Meteorology & Climate

Average wind speeds in the Basin are light and primarily from the west. Mild sea breezes slowly carry pollutants inland. An inversion layer, which is a layer of warm air that lies over cooler, ocean-modified air, often acts as a lid, preventing air pollutants from escaping upward. In the summer, these temperature inversions are stronger than in winter and prevent ozone and other pollutants from escaping upward and dispersing. In the winter, a ground-level or surface inversion commonly forms during the night. Annual average temperature varies little throughout the SCAB averaging approximately 62 degrees Fahrenheit (°F). Based on historical data for the Los Angeles area, average temperatures range from a January low of approximately 49 °F to an August high of approximately 84 °F (WRCC 2011).

Attainment Status

Under the CCAA, the CARB is required to designate areas of the state as attainment, nonattainment, or unclassified with respect to applicable standards. An "attainment" designation for an area signifies that pollutant concentrations did not violate the applicable standard in that area. A "nonattainment" designation indicates that a pollutant concentration violated the applicable standard at least once, excluding those occasions when a violation was caused by an exceptional event, as defined in the criteria. Depending on the frequency and severity of pollutants exceeding applicable standards, the nonattainment designation can be further classified as serious nonattainment, severe nonattainment, or extreme nonattainment, with extreme nonattainment being the most severe of the classifications. An "unclassified" designation signifies that the data do not support either an attainment or nonattainment status. The CCAA divides districts into moderate, serious, and severe air pollution categories, with increasingly stringent control requirements mandated for each category.

The US EPA designates areas for ozone, CO, and NO_2 as "does not meet the primary standards," "cannot be classified," or "better than national standards." For SO_2, areas are designated as "does not meet the primary standards," "does not meet the secondary standards," "cannot be classified," or "better than national standards." However, the CARB terminology of attainment, nonattainment, and unclassified is more frequently used. The US EPA uses the same sub-categories for nonattainment status: serious, severe, and extreme. In 1991, US EPA assigned new nonattainment designations to areas that had previously been classified as Group I, II, or III for PM_{10} based on the likelihood that they would violate national PM_{10} standards. All other areas are designated "unclassified."

The state and national attainment status designations pertaining to the SCAB are summarized in **Table 3**. The SCAB is currently designated as a nonattainment area with respect to the state and federal ozone, PM_{10}, and $PM_{2.5}$ standards. The SCAB is also designated nonattainment for the

state NO_2 standard. In addition, based on monitoring data obtained near a lead acid battery reclamation facility, Los Angeles County is currently designated nonattainment for the state and federal lead standards. With the exception of Los Angeles County, the remainder of the SCAB is designated attainment for the lead standards. The Basin is designated attainment or unclassified for the remaining State and Federal standards (CARB 2011).

Table 3
State and Federal Ambient Air Quality Attainment Designations
South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
Ozone	N	N (Extreme)
$PM_{2.5}$	N	N
PM_{10}	N	N (Serious)*
Carbon Monoxide	A	A/M
Nitrogen Dioxide	N	A/M
Sulfur Dioxide	A	A
Lead**	N	N
Sulfates	A	
Hydrogen Sulfide	U	
Visibility Reducing Particles	U	

N = Nonattainment
A = Attainment
U = Unclassified
M = Maintenance
** Federal PM10 attainment redesignation request submitted.*
***State nonattainment designation for lead is based on monitoring data from a new site near a lead acid battery reclamation facility in the Los Angeles County portion of the SCAB, effective December 31, 2010; remainder of the SCAB is Attainment.*
Source: SCAQMD 2011(a), SCAG September 2010. 2011 Federal Transportation Improvement Program; US EPA. December 8, 2010. Electronic Code of Federal Regulations. website url: http://ecfr.gpoaccess.gov/cgi/t/text/text-id?c=ecfr&rgn=div8&view=text&node=40:17.0.1.1.1.3.1.6&idno=40.

Air Quality Monitoring Data

Air pollutant concentrations are measured at several monitoring stations in the SCAB. The nearest ambient monitoring station to the project site that measures O_3, CO, PM_{10}, $PM_{2.5}$ and NO_2 is the Central Los Angeles station located at 1630 North Main Street. This station is located approximately 0.28 miles south of the project site. The maximum ambient concentrations of O_3, CO, PM_{10}, $PM_{2.5}$ and NO_2 for the past five years (2005 – 2009) at the Central Los Angeles Station are presented in **Table 4**. Monitoring station locations within the SCAB are depicted in **Figure 5**.

As depicted, the state and federal ozone standards were exceeded on numerous occasions during the past 5 years. The state and federal standards for suspended particulates (i.e., PM_{10} and $PM_{2.5}$) have also been exceeded on various occasions during the past 5 years.

Figure 5
South Coast Air Basin Monitoring Stations – Los Angeles County

Source: ARB 2010

Table 4
Air Pollutant Data Summary from Central Los Angeles Monitoring Station (2005-2009)[1]

	Carbon Monoxide (CO)		Ozone (O_3)				Respirable Particulate Matter (PM_{10})		Fine Particulate Matter ($PM_{2.5}$)		Nitrogen Dioxide (NO_2)	
			1-hour		8-hour							
	Max 1-hr/8-hr Conc. (ppm)	Number of Days 1-hr/8hr Standard Exceeded	Max Conc. (ppm)	Number of Days National /State Standard Exceeded	Max National /State Conc. (ppm) [3]	Number of Days National /State Standard Exceeded	Max National/ State 24-hr Conc. ($\mu g/m^3$) [3]	Number of Days National/ State Standard Exceeded[2]	Max National/ State 24-hr Conc. ($\mu g/m^3$) [3]	Number of Days National Standard Exceeded[2]	Max 1-hour Conc. (ppm)	Number of Days State Standard Exceeded
2009	NA/2.17	0/0	0.139	1/3	0.100/0.101	2/5	72/70	0/24	61.6/64.1	7	0.115	0
2008	2.9/1.96	0/0	0.109	0/3	0.090/0.090	3/6	66/64	NA /NA	78.3/78.3	12	0.122	0
2007	3.2/2.2	0/0	0.115	0/3	0.102/0.103	3/6	78/77	0/31	64.1/64.1	NA	0.104	0
2006	3.5/2.7	0/0	0.108	0/8	0.079/0.079	3/7	59/58	0/18	56.2/56.2	12	0.111	0
2005	3.9/3.1	0/0	0.121	0/2	0.098/0.098	2/4	70/69	0/18	73.7/73.7	23	0.126	0

Notes:

1. *Based on reported data obtained from the California Air Resources Board's iADAM Air Quality Data Statistics (http://www.arb.ca.gov/adam/topfour/topfourdisplay.php) and the US EPA's Monitor Values Report-Criteria Air Pollutants (http://www.epa.gov/air/data/monvals.html?st~CA~California), accessed April 21, 2011.*
2. *Reflects estimated number of days where data is available. Measurements are not collected every day. Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.*
3. *State and national statistics may differ depending on samplers used and calculation methods.*

ppm – parts per million
ug/m³ – micrograms per cubic meter

NA-Not Available. There is insufficient (or no) data available to determine the value.

Source: ARB 2011, EPA 2011

Sensitive Receptors

One of the most important reasons for air quality standards is the protection of those members of the population who are most sensitive to the adverse health effects of air pollution, termed "sensitive receptors." The term sensitive receptors refer to specific population groups, as well as the land uses where individuals would reside for long periods. Commonly identified sensitive population groups are children, the elderly, the acutely ill, and the chronically ill. Commonly identified sensitive land uses would include facilities that house or attract children, the elderly, people with illnesses, or others who are especially sensitive to the effects of air pollutants. Residential dwellings, schools, parks, playgrounds, childcare centers, convalescent homes, and hospitals are examples of sensitive land uses.

Sensitive land uses in the project area include the Downey Recreation Center and the Downey Recreation Center Pool, which are located adjacent to N. Spring Street, west of Avenue 18. The Young Nak Presbyterian Church of Los Angeles is located north of the project area near the intersection of North Broadway and Avenue 18. The Albion Street Elementary School and Children's Center are located approximately 775 feet south of the project area, near the intersection of Albion Street and Avenue 18. The nearest residential land uses are located adjacent to N. Spring Street, between Aurora Street and Baker Street, and at the southeast corner of the North Spring Street/Avenue 18 intersection. Existing land uses and sensitive land uses in the vicinity of the project site are depicted in **Figure 4**.

PROJECT ANALYSIS

The following evaluation of impacts applies to the following alternatives: Alternative 1 (Seismic Retrofit Only) and the viaduct widening and road improvement alternatives 2 (Widened Viaduct - Skewed Wilhardt Street Extension), 3 (Widened Viaduct - Tangential Wilhardt Street Extension), and 4 (Widened Viaduct - Baker Street/Mesnager Street) as well as the No-Build Alternative as described in Section 2.2.

Regional Conformity

The proposed project is identified as Project ID #LA0C8086 and was included in the regional emissions analysis conducted by the South Coast Association of Governments (SCAG) for the conforming *2008 Regional Transportation Plan (RTP), Amendment #4*, and in the *Regional Transportation Improvement Program (RTIP), Amendment #08-34, and the 2011 Federal Transportation Improvement Program (FTIP)*. SCAG adopted the 2008 RTP Amendment #4 and the corresponding conformity determinations on November 4, 2010. Federal approval of the RTP Amendment #4 conformity determination was issued on December 8, 2010. The proposed project was also included in the *2011 Federal Transportation Improvement Program* (FTIP), which was adopted by SCAG on September 2, 2010. Federal approval of the 2011 FTIP was issued on December 14, 2010.

The proposed project description was recently revised. The revised proposed project is described as: "North Spring St. over Los Angeles River, .4 miles west of I-5. Rehabilitate and widen 4 lane bridge (no added lanes) add sidewalks, upgrade bridge railings (53C0859)." The revised proposed project was included in the recent *2011 FTIP, Amendment 11-03.* The 2011 FTIP, Amendment 11-03 was found to be consistent with the 2008 RTP, as currently amended, and Federal approval of *2011 FTIP Amendment 11-03* was issued on April 4, 2011. Therefore, the proposed project is determined to be consistent with the 2008 RTP (Ayala 2008). Relevant excerpts from *2011 FTIP Amendment 11-03* are included in **Appendix A** of this report.

Project-Level Conformity

The project-level localized air quality impacts associated with mobile-source CO and PM are evaluated, as follows:

CO Hotspot Analysis

The *Transportation Project-Level Carbon Monoxide Protocol*, *UCD-ITS-97-21* (CO Protocol), University of California, Davis, December 1997, provides procedures and guidelines for use by agencies to evaluate the potential local level CO impacts of a transportation project. The CO Protocol provides decision flow charts designed to assist the lead agency in evaluating requirements that specifically apply to a proposed action. An evaluation of each flow chart inquiry as they pertain to the proposed project is discussed, as follows (refer to highlighted decision path in **Figure 6**):

Section 3

3.1.1. Is the proposed project exempt from all emission analyses?

No. The proposed project is not exempt from all emission analyses as it does not meet the criteria for projects exempt from all emissions analyses listed in the CO Protocol. In addition, the air quality analyses of projects included in the RTP and RTIP do not include the analyses of local CO impacts, which therefore must be addressed on a project level.

3.1.2. Is the proposed project exempt from regional emission analyses?

Yes. The proposed project is exempt from regional emission analyses as it does meet the criteria for projects exempt from regional emission analyses listed in the CO Protocol.

If *Yes*, proceed to *Section 4*.

Section 4

Level 1. Is the project in a CO nonattainment area?

No.

If No, was the area redesignated as "attainment" after the 1990 Clean Air Act?

Yes. In March 2005, the SCAQMD adopted a CO Redesignation Request and Maintenance Plan. The *2005 CO Maintenance Plan* meets the requirements of the CAA by demonstrating that the SCAB has attained the CO standard, meets the criteria for applying US EPA's Clean Data Policy, shows continuing CO emissions reductions, includes contingency measures, and shows that federal CO standards will be maintained through at least 2015. In February 2006, the CARB adopted the *2005 South Coast CO Redesignation and Maintenance Plan* as a SIP revision and submitted the SIP revisions to the US EPA for approval (CARB, February 24, 2006. Executive Order G-125-332). The SCAB was designated as "attainment" for CO effective June 11, 2007.

Figure 6
Project-Level CO Conformity Decision Flow Chart

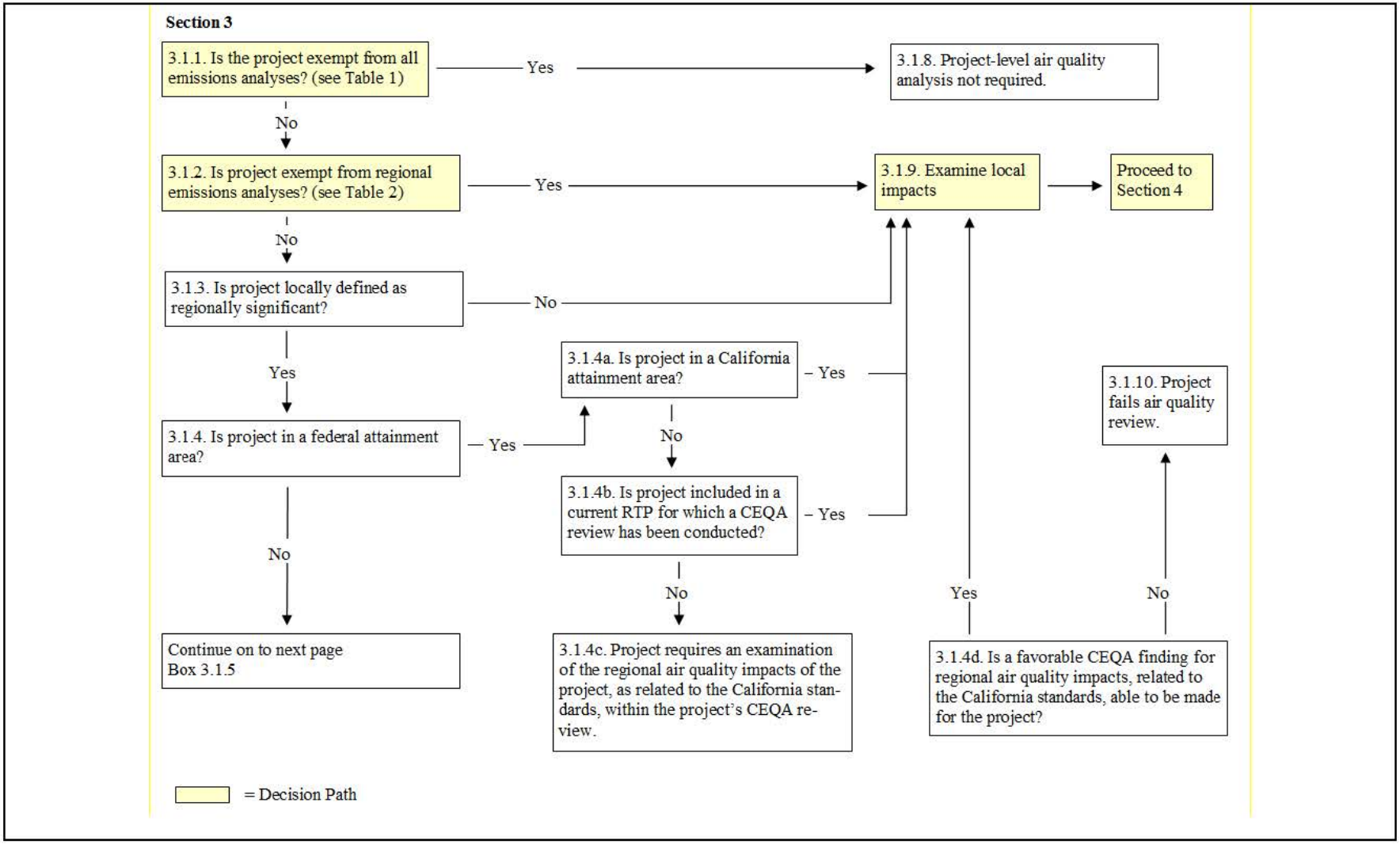


Figure 6
Project-Level CO Conformity Decision Flow Chart (cont.)

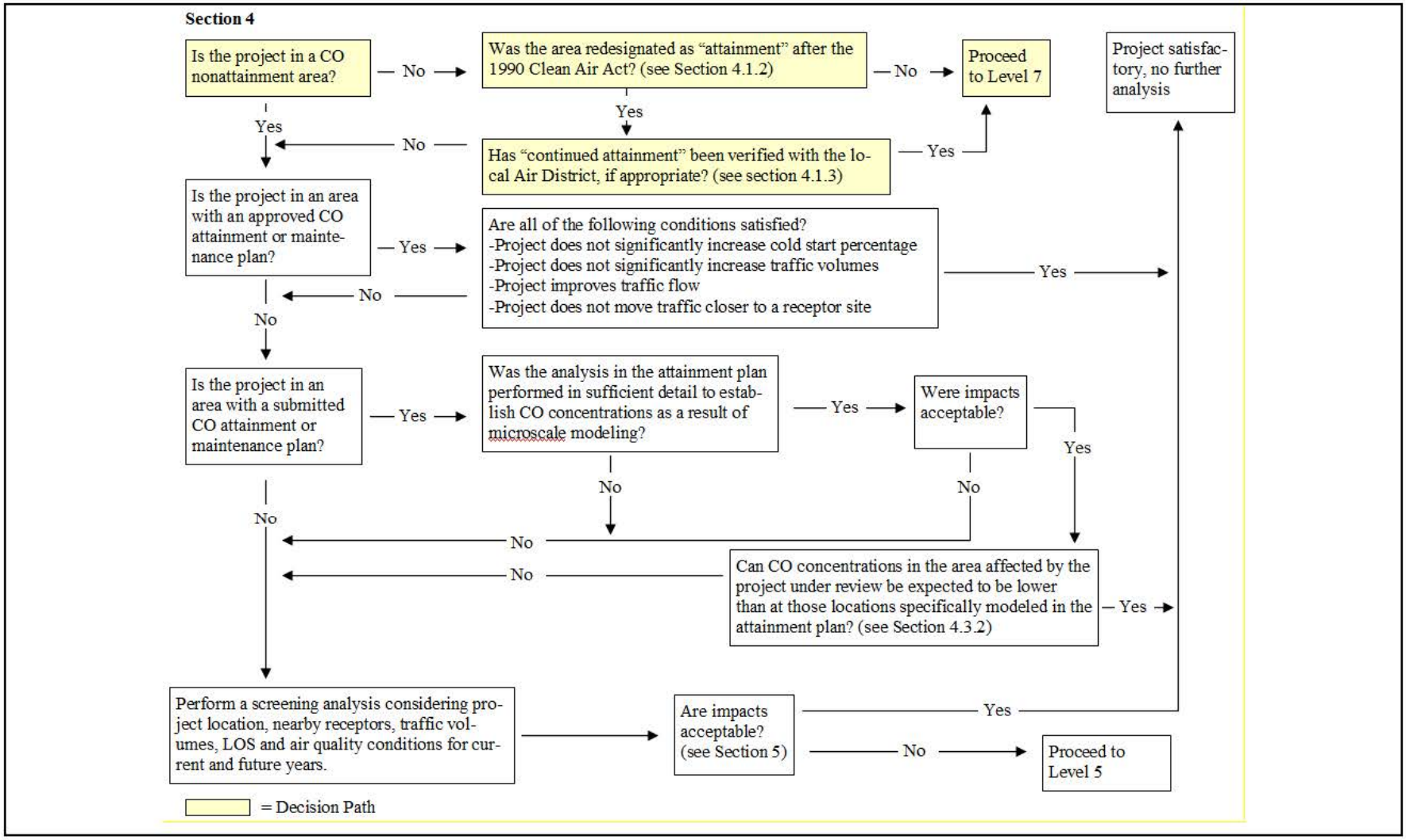
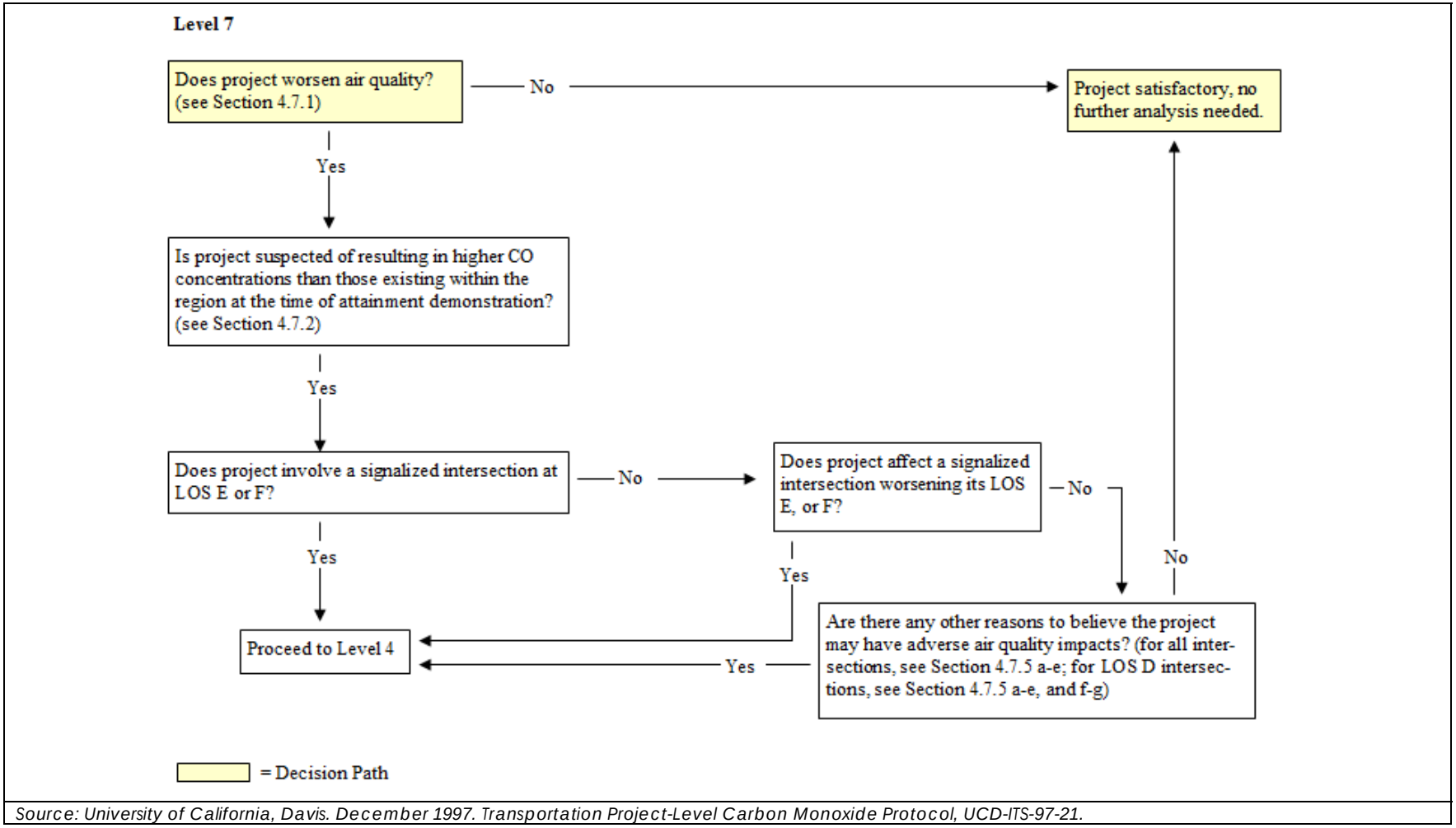


Figure 6
Project-Level CO Conformity Decision Flow Chart (cont.)



Source: University of California, Davis. December 1997. Transportation Project-Level Carbon Monoxide Protocol, UCD-ITS-97-21.

If Yes, has "continued attainment" been verified with the local Air District, if appropriate?

Yes. In accordance with US EPA guidance, the SCAQMD periodically reviews the assumptions and data for attainment inventory and demonstration. The SCAQMD has reevaluated the 2005 *CO Maintenance Plan* as part of the AQMP process in 2007 and 2010. In accordance with US EPA guidance, a revision to the CO Maintenance Plan for the subsequent ten year maintenance planning period will be submitted to the US EPA in 2013. In addition the verification actions identified above, the SCAQMD also analyzes the CO air quality data collected on a daily basis to ensure continued maintenance of the CO standards (SCAQMD 2005).

If *Yes, Proceed to Level 7*.

Level 7. Does project worsen air quality (based on the following criteria)?

- The project significantly increases the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.

  No. The proposed project would not result in a change in traffic operations, nor would the proposed project result in the development of new land uses could potentially change the percentage of vehicles operating in cold start mode.

- The project significantly increases traffic volumes, increases in traffic volumes in excess of 5% should be considered potentially significant. Increasing the traffic volume by less than 5% may still be potentially significant if there is also a reduction in average speeds.

  No. As noted in **Table 5**, no change in peak-hour traffic volumes would occur along primarily affected roadway segments as a result of the proposed project. As a result, implementation of the proposed project would not significantly increase traffic volumes.

- The project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.

  No. Based on the traffic analysis prepared for the proposed project, implementation of the proposed project would not result in a change in vehicle speeds on the primarily affected roadway segment of N. Spring Street, between Wilhardt Street and N. Broadway. Average vehicle speeds are summarized in **Table 6**.

  In addition, as noted in **Table 7**, implementation of the proposed project would result in improved levels of service for the eastbound segment of N. Spring St., between Wilhardt Street and N. Broadway. In comparison to No-Build conditions, the proposed project would improve predicted p.m. peak-hour conditions for both opening year 2015 and design year 2035 from an LOS D to an LOS B. By comparison, this same roadway segment currently operates at LOS C. In comparison to No-Build conditions, the proposed project would not result in a change in the predicted LOS for a.m. peak-hour conditions, or for the westbound segment of this roadway.

Table 5
Total Vehicle Peak-hour Traffic Volumes

Roadway Segment	Existing		Opening Year 2015				Design Year 2035			
			No-Build		Build[1]		No-Build		Build[1]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N. Spring St., Wilhardt St. to N. Broadway, Westbound	1,587	1,451	1,701	1,555	1,701	1,555	1,712	1,736	1,712	1,736
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	419	2183	449	2,341	449	2,341	461	2,371	461	2,371

1. Represents all build alternatives.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

Table 6
Roadway Segment Average Speeds

Roadway Segment	Mean Speed (mph)				
		Opening Year (2015)		Buildout Year (2035)	
	Existing	No Build	Build[1]	No Build	Build[1]
N. Spring St., Wilhardt St. to N. Broadway, Westbound	45	45	45	45	45
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	45	45	45	45	45

1. Represents all build alternatives.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

Table 7
Summary of Level of Service

Intersection	Existing LOS		Year 2015				Year 2035			
			No-Build LOS		Build LOS[1]		No-Build LOS		Build LOS[1]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N. Spring St., Wilhardt St. to N. Broadway, Westbound	C	B	C	B	C	B	C	C	C	C
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	A	C	A	D	A	B	A	D	A	B

1. Represents all build alternatives.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

If *No*, Are there any other reasons to believe the project may have adverse air quality impacts?

No. The proposed project is located in an attainment area for federal and state CO standards, and the existing CO concentrations in the project area are substantially below the ambient air quality standards. Additionally, the proposed project would result in improvements in predicted p.m. peak-hour LOS for the eastbound segment of N. Broadway, would not affect the percentages of vehicles operating in cold start mode, and would not affect vehicle fleet percentages on area roadways. For these reasons, further analysis of localized mobile-source CO concentrations is not required.

PM_{10} and $PM_{2.5}$ Hotspot Analysis

On March 10, 2006, EPA published a final rule that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in $PM_{2.5}$ and PM_{10} nonattainment and maintenance areas. Based on that rule, EPA and FHWA published *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (PM Guidance) (FHWA 2006). The SCAB is a state and federally designated $PM_{2.5}$ or PM_{10} nonattainment area. Therefore, the proposed project is assessed using the procedure outlined in the PM Guidance.

The $PM_{2.5}$ and PM_{10} hotspot analysis method in the PM Guidance involves two steps: determining whether or not a project is a project of air quality concern and, if it is a project of concern, preparation of a detailed qualitative analysis of the project.

The PM Guidance defines the following types of projects as projects of air quality concern:

- New or expanded highway project that have a significant number of or significant increase in diesel vehicles;
- Projects affecting intersections that are LOS D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F, because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- New bus and rail terminals, and transfer points, that have a significant number of diesel vehicles congregating at a single location;
- Expanded bus and rail terminals, and transfer points, that significantly increase the number of diesel vehicles congregating at a single location; and,
- Projects in, or affecting locations, areas, or categories of sites that are identified in the $PM_{2.5}$ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

A significant volume for a new highway project is defined as an AADT volume of 125,000 or more. A significant number of diesel vehicles is defined as 8 percent or more of that total AADT or more than 10,000 truck AADT. A significant increase in diesel truck traffic is normally considered to be approximately 10 percent. Average-daily volumes for total vehicles and trucks are summarized in **Table 8**, for the primarily affected roadway segment of N. Spring Street, between Wilhardt Street and N. Broadway. For informational purposes, peak-hour truck volumes for the westbound and eastbound segments of N. Spring Street, between Wilhardt Street and N. Broadway, are summarized in **Table 9**.

Table 8
Average Daily Traffic Volumes

Roadway Segment	Existing		Opening Year 2015				Design Year 2035			
			No-Build		Build[1]		No-Build		Build[1]	
	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT
N. Spring St., Wilhardt St. to N. Broadway	28,588	2,067	30,650	2,216	30,650	2,216	35,998	2,381	35,998	2,381

1. Represents all build alternatives.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

Table 9
Peak-hour Truck Volumes

Roadway Segment	Existing		Opening Year 2015				Design Year 2035			
	AM	PM	No-Build		Build[1]		No-Build		Build[1]	
			AM	PM	AM	PM	AM	PM	AM	PM
N. Spring St., Wilhardt St. to N. Broadway, Westbound	37	56	39	60	39	60	53	68	53	68
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	55	76	59	82	59	82	67	96	67	96

1. Represents all build alternatives.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

The proposed improvements to the North Spring Street Viaduct Widening and Rehabilitation Project would not increase capacity within the project limit from the No-Build to the Build scenarios. However, traffic volume would increase proportionally to the regional VMT increase from the existing conditions to the design year. The existing 2008 AADT volume is 28,588 vehicles. The opening year AADT with the project is 30,650 vehicles. The design year AADT volume with the project is 35,998 vehicles. The diesel fueled truck percentage within the project limits is 7.2 percent of the AADT for the existing and opening years and 6.6% for the design year. Both the AADT and the percentage of trucks are less than their respective thresholds of 125,000 vehicles and 8 percent trucks.

In comparison to No-Build conditions, the proposed project would not result in an increase in opening year 2015 or design year 2035 total vehicle or truck volumes. Furthermore, as noted in **Table 7**, the proposed project would improve predicted p.m. peak-hour conditions for the eastbound segment of N. Spring Street, between Wilhardt Street and N. Broadway, under both opening year 2015 and design year 2035 conditions. In comparison to existing conditions, this the predicted LOS for this roadway segment would improve from an existing LOS C to an LOS B, for both opening year 2015 and design year 2035 conditions, with project implementation. In comparison to No-Build conditions, the proposed project would not result in a change in the predicted LOS for a.m. peak-hour conditions, nor would the project result in a predicted change in LOS for the westbound segment of this roadway. Moreover, the proposed project is not a bus or rail terminal. As indicated in this guidance, pursuant to 40 CFR 93.123(b)(i) and (ii), any new and expanded highway project that does not involve a significant number or increase in the number of diesel vehicles is not a project of air quality concern and consequently does not require a PM_{10} or $PM_{2.5}$ hotspot analysis. Also, through interagency consultation review requirements, the proposed project was reviewed by the SCAG Transportation Conformity Working Group (TCWG) during its January 26, 2010 meeting. TCWG found the project not to be a project of air quality concern. Therefore, $PM_{2.5}$ and PM_{10} hotspot analyses were not performed in this study. A copy of the $PM_{2.5}$ and PM_{10} Hotspot Interagency Review Form and the January 26, 2010 TCWG decision are presented in **Appendix B**. These documents can also be found at http://www.scag.ca.gov/tcwg/tcwg012610.htm.

MSAT Analysis

The CAA identified 188 air toxics, also known as hazardous air pollutants (HAPs). EPA has assessed this expansive list in their latest rule on the Control of HAPs from Mobile Sources and identified a group of 93 compounds emitted from mobile sources. In addition, EPA identified seven compounds with significant contributions from mobile sources. These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While the FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules. According to an FHWA analysis, even if VMT increases by 145 percent, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050 (USDOT 2009).

The following discussion is based on the *FHWA Memorandum, Subject: INFORMATION: Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA*, dated September 30,2009. The purpose of the guidance is to advise when and how to analyze MSATs in the National Environmental Policy Act (NEPA) process for highways. This guidance is interim, given that MSAT science is still evolving. As the science progresses, FHWA will update the guidance.

MSATs are a subset of the 188 air toxics defined by the FCAA. The MSATs are compounds emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as secondary combustion products. Metal air toxics also result from engine wear or from impurities in oil or gasoline.

Controlling air toxic emissions became a national priority with the passage of the FCAA Amendments (FCAAA) of 1990, whereby Congress mandated that the US EPA regulate 188 air toxics, also known as hazardous air pollutants. The US EPA has assessed this expansive list in their latest rule on the Control of HAPs from Mobile Sources (Federal Register, Vol. 72, No. 37, page 8430, February 26, 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS) (http://www.epa.gov/ncea/iris/index.html). In addition, the US EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers from their 1999 National Air Toxics Assessment (NATA) (http://www.epa.gov/ttn/atw/nata1999/). These are acrolein, benzene, 1,3-butadiene, diesel particulate matter plus diesel exhaust organic gases (diesel PM), formaldehyde, naphthalene, and polycyclic organic matter. While FHWA considers these the priority mobile source air toxics, the list is subject to change and may be adjusted in consideration of future EPA rules (FHWA 2009).

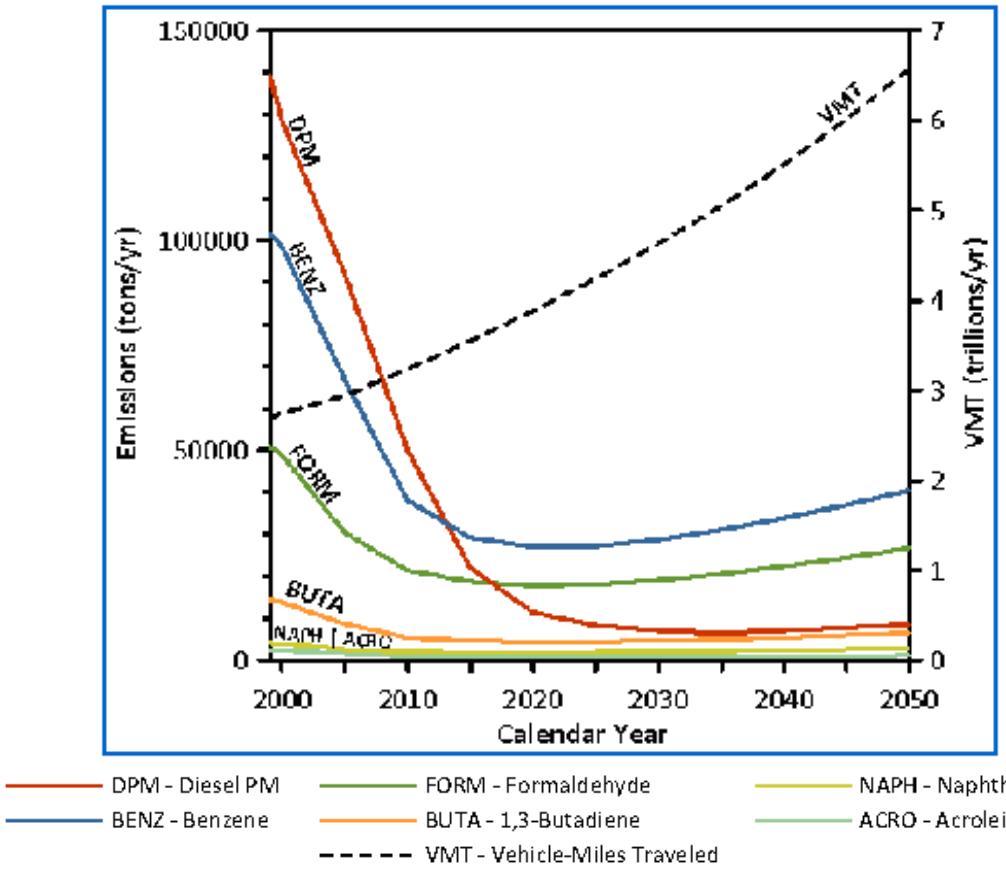
The 2007 US EPA rule mentioned above requires controls that will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines. According to an FHWA analysis using US EPA's MOBILE6.2 model, even if vehicle activity (vehicle-miles traveled, VMT) increases by 145 percent as assumed, a combined reduction of 72 percent in the total annual emission rate for the priority MSAT is projected from 1999 to 2050, as shown in **Figure 7** (FHWA 2009).

Incomplete or Unavailable Information for Project-Specific MSAT Health Impacts Analysis

Air toxics analysis is a continuing area of research. While much work has been done to assess the overall health risk of air toxics, many questions remain unanswered. In particular, the tools and techniques for assessing project-specific health outcomes as a result of lifetime MSAT exposure remain limited. In FHWA's view, information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in MSAT emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to MSAT exposure associated with a proposed action.

The US EPA is responsible for protecting the public health and welfare from any known or anticipated effect of an air pollutant. They are the lead authority for administering the FCAA and its amendments and have specific statutory obligations with respect to hazardous air pollutants and MSAT. The US EPA is in the continual process of assessing human health effects, exposures, and risks posed by air pollutants. They maintain the Integrated Risk Information System (IRIS), which is "a compilation of electronic reports on specific substances found in the environment and their potential to cause human health effects". Each report contains assessments of non-cancerous and cancerous effects for individual compounds and quantitative estimates of risk levels from lifetime oral and inhalation exposures with uncertainty spanning perhaps an order of magnitude.

Figure 7
National MSAT Emission Trends 1999-2050
For Vehicles Operating on Roadways Using EPA's Mobile 6.2 Model



Note: (1) Annual emissions of polycyclic organic matter are projected to be 561 tons/year for 1999, decreasing to 373 tons/year for 2050. (2) Trends for specific locations may be different, depending on locally derived information representing vehicle-miles travelled, vehicle speeds, vehicle mix, fuels, emission control programs, meteorology, and other factors.
Source: FHWA 2009.

Other organizations are also active in the research and analyses of the human health effects of MSAT, including the Health Effects Institute (HEI). Among the adverse health effects linked to MSAT compounds at high exposures are cancer in humans in occupational settings; cancer in animals; and irritation to the respiratory tract, including the exacerbation of asthma. Less obvious is the adverse human health effects of MSAT compounds at current environmental concentrations or in the future as vehicle emissions substantially decrease. The FHWA, US EPA, the HEI, and others have funded and conducted research studies to try to more clearly define potential risks from MSAT emissions associated with highway projects. The FHWA will continue to monitor the developing research in this emerging field.

The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts - each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of

the MSAT health impacts among a set of project alternatives. These difficulties are magnified for lifetime (i.e., 70 year) assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over that time frame, since such information is unavailable. The results produced by the US EPA's MOBILE6.2 model, the California EPA's EMFAC2007 model, and the US EPA's DraftMOVES2009 model in forecasting MSAT emissions are highly inconsistent. Indications from the development of the MOVES model are that MOBILE6.2 significantly underestimates diesel particulate matter (PM) emissions and significantly overestimates benzene emissions.

Regarding air dispersion modeling, an extensive evaluation of US EPA's guideline CAL3QHC model was conducted in a National Cooperative Research Program (NCHRP) study, which documents poor model performance at ten sites across the country - three where intensive monitoring was conducted plus an additional seven with less intensive monitoring. The study indicates a bias of the CAL3QHC model to overestimate concentrations near highly congested intersections and underestimate concentrations near uncongested intersections. The consequence of this is a tendency to overstate the air quality benefits of mitigating congestion at intersections. Such poor model performance is less difficult to manage for demonstrating compliance with NAAQS for relatively short time frames than it is for forecasting individual exposure over an entire lifetime, especially given that some information needed for estimating 70-year lifetime exposure is unavailable. It is particularly difficult to reliably forecast MSAT exposure near roadways, and to determine the portion of time that people are actually exposed at a specific location.

There are considerable uncertainties associated with the existing estimates of toxicity of the various MSAT, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population, a concern expressed by HEI. As a result, there is no national consensus on air dose-response values assumed to protect the public health and welfare for MSAT compounds, and in particular for diesel PM. The US EPA and the HEI have not established a basis for quantitative risk assessment of diesel PM in ambient settings.

There is also the lack of a national consensus on an acceptable level of risk. The current context is the process used by the US EPA, as provided by the FCAA, to determine whether more stringent controls are required in order to provide an ample margin of safety to protect public health or to prevent an adverse environmental effect for industrial sources subject to the maximum achievable control technology standards, such as benzene emissions from refineries. The decision framework is a two-step process. The first step requires the US EPA to determine a "safe" or "acceptable" level of risk due to emissions from a source, which is generally no greater than approximately 100 in a million. Additional factors are considered in the second step, the goal of which is to maximize the number of people with risks less than 1 in a million due to emissions from a source. The results of this statutory two-step process do not guarantee that cancer risks from exposure to air toxics are less than 1 in a million; in some cases, the residual risk determination could result in maximum individual cancer risks that are as high as approximately 100 in a million. In a June 2008 decision, the US Court of Appeals for the District of Columbia Circuit upheld the US EPA's approach to addressing risk in its two step decision framework. Information is incomplete or unavailable to establish that even the largest of highway projects would result in levels of risk greater than safe or acceptable.

Because of the limitations in the methodologies for forecasting health impacts described, any predicted difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with predicting the impacts. Consequently, the results of such assessments would not be useful to decision makers, who would need to weigh this information

against project benefits, such as reducing traffic congestion, accident rates, and fatalities plus improved access for emergency response, that are better suited for quantitative analysis.

Analysis of MSATs in NEPA Documents

The *FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA* (September 30, 2009) provides guidance on how MSATs should be addressed. FHWA has developed a tier approach for analyzing MSATs in NEPA documents. Depending on the specific project circumstances, FHWA has identified three categories of analysis (FHWA 2009):

1. No analysis for projects with no potential for meaningful MSAT effects. This category is limited to projects that:
    - qualify as a categorical exclusion under 23 CFR 771.117(c);
    - are exempt under the Clean Air Act conformity rule under 40 CFR 93.126; or
    - have no meaningful impacts on traffic volumes or vehicle mix.
2. Qualitative analysis for projects with low potential MSAT effects. Projects that do not meet Category (1) or (3) criteria should be included in this category.
3. Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects. For a project to be of the magnitude to have a higher potential for MSAT effects, a project must:
    - create or significantly alter a major intermodal freight facility that has the potential to concentrate high levels of diesel particulate matter in a single location; or
    - create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year; and also:
    - proposed to be located in proximity to populated areas.

As discussed earlier in this report, the purpose of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues in order to increase the viaduct's SR to a minimum of 80. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks. As a result, the proposed project would not create or significantly alter a major intermodal freight facility, nor would the proposed project create new or add significant capacity to urban highways such as interstates, urban arterials, or urban collector-distributor routes with traffic volumes where the AADT is projected to be in the range of 140,000 to 150,000, or greater, by the design year. As noted above and summarized in **Table 8**, the proposed project is not projected to result in changes in traffic volumes or a meaningful changes in vehicle speeds (**Table 6**) along roadway segments within the study area. The proposed project would not affect vehicle mix or vehicle miles traveled relative to the no-build alternative. Furthermore, it is important to note that estimated traffic volumes for N. Spring Street, between Wilhardt Street and N. Broadway would total 30,650 AADT for opening year 2015 conditions and 35,998 AADT for design year 2035 conditions, under No-Build and Build Scenarios. Projected traffic volumes would be substantially lower than the FHWA criterion value of 140,000 AADT, which is identified as the minimum volume for higher potential MSAT effects (FHWA 2009).

Based on the above information, the proposed project is a project with no meaningful impact on traffic volume or vehicle mix. Consequently, per the MSAT Guidance, no analysis or discussion of MSAT is required. As a result, it is expected that the proposed project would not result in an appreciable difference in overall MSAT emissions when compared to the no-build alternative. In addition, it is important to note that emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. As noted earlier, local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great that MSAT emissions in the study area are likely to be lower in the future in nearly all cases.

Construction Impacts

The construction phase of the proposed project may include demolition of existing structures and surfaces, and construction of new structures and surfaces that may be sources of fugitive emissions of particulate matter/dust as well emissions of criteria pollutants. Construction of the proposed build alternatives is anticipated to last approximately 4.5 years, or less. Detail quantitative construction phase analysis is not required in this study since construction of the proposed Project will last less than five years. However, potential fugitive dust emissions sources from construction activities may include:

- Demolition of existing structures and surfaces,
- Site preparation (excavation, drilling, blasting),
- Handling and transfer of material (bulldozing, stockpiling, truck loading),
- Wind erosion from exposed debris piles and exposed area,
- Vehicular travel on unpaved area,
- Mud and dirt carry-out onto paved surfaces,
- Storage piles, and
- Fabrication processes.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavation, grading, hauling, and various other activities. Emissions from construction equipment also are anticipated and would include CO, NO_x, volatile organic compounds (VOCs), directly-emitted particulate matter (PM_{10} and $PM_{2.5}$), and toxic air contaminants such as diesel exhaust particulate matter. Ozone is a regional pollutant that is derived from NO_x and VOCs in the presence of sunlight and heat.

Site preparation and roadway construction would involve clearing, cut-and-fill activities, grading, removing or improving existing roadways, and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase because most engine emissions are associated with the excavation, handling, and transport of soils to and from the site. If not properly controlled, these activities would temporarily generate PM_{10}, $PM_{2.5}$, and small amounts of CO, SO_2, NO_x, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day-to-day, depending on the nature and magnitude of construction

activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Impact Avoidance and Minimization Measures

Construction activities for large development projects are estimated by the EPA to add 1.2 tons of fugitive dust per acre of soil disturbed per month of activity. If water or other soil stabilizers are used to control dust, the emissions can be reduced by up to 50 percent. Caltrans' Standard Specifications pertaining to dust minimization requirements requires use of water or dust palliative compounds and will reduce potential fugitive dust emissions during construction. In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, VOCs and some soot particulate (PM_{10} and $PM_{2.5}$) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site. Some phases of construction, particularly asphalt paving, would result in short-term odors in the immediate area of each paving site(s). Such odors would be quickly dispersed below detectable thresholds as distance from the site(s) increases.

Construction of the proposed project would be required to comply with Caltrans' Standard Specifications, Section 7-1.01F "Air Pollution Control," and Section 10 "Dust Control." Caltrans' specifications pertaining to dust control and dust palliative requirements are a required part of construction contracts and should effectively reduce and control emission impacts during construction. These requirements include daily watering of areas disturbed by construction activities. In addition, the State Health and Safety Code requires the contractor to prevent visible dust from leaving the construction site. The following measures will reduce any air quality impact resulting from construction activities:

- The construction contractor shall comply with Caltrans' Standard Specifications Section 7-1.01F and Section 10 of Caltrans' Standard Specifications (1999).
    - Section 7, "Legal Relations and Responsibility," addresses the contractor's responsibility on many items of concern, such as: air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; and convenience of the public; and damage or injury to any person or property as a result of any construction operation. Section 7-1.01F specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.
    - Section 10 is directed at controlling dust. If dust palliative materials other than water are to be used, material specifications are contained in Section 18.
- Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Spread soil binder on any unpaved roads used for construction purposes, and all project construction parking areas.
- Wash off trucks as they leave the right-of-way as necessary to control fugitive dust emissions.

- Properly tune and maintain construction equipment and vehicles. Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- Develop a dust control plan, if necessary, documenting sprinkling, temporary paving, speed limits, and expedited revegetation of disturbed slopes as needed to minimize construction impacts to existing communities. A dust control plan is only recommended when a large operation notification is filed with the SCAQMD.
- Locate equipment and materials storage sites as far away from residential and park uses as practical. Keep construction areas clean and orderly.
- Establish ESAs for sensitive air receptors within which construction activities involving extended idling of diesel equipment would be prohibited, to the extent that is feasible.
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.
- Cover all transported loads of soils and wet materials prior to transport, or provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation.
- Remove dust and mud that are deposited on paved, public roads due to construction activity and traffic to decrease particulate matter.
- Route and schedule construction traffic to avoid peak travel times as much as possible, to reduce congestion and related air quality impacts caused by idling vehicles along local roads.
- Install mulch or plant vegetation as soon as practical after grading to reduce windblown particulate in the area.

SCAQMD Rules & Regulations

As noted above, Caltrans Standard Specifications, Section 7-1.01F, specifically requires compliance with all applicable laws and regulations related to air quality, which would include applicable SCAQMD rules and regulations. This would include compliance with SCAQMD Rules 402 and 403. SCAQMD Rule 402 requires that air pollutant emissions not be a nuisance off-site. SCAQMD Rule 403 requires that fugitive dust be controlled with the best available control measures in order to reduce dust so that it does not remain visible in the atmosphere beyond the property line of the proposed project. Rule 403 requires that construction activities utilize the applicable best available control measures identified in Rule 403. The applicable control measures target various construction operations such as backfilling, clearing and grubbing, crushing, cut and fill, demolition, earth-moving activities, bulk material import and export, construction staging, stockpiles/bulk material handling, trenching, and loading. The proposed project would implement all applicable measures presented in Rule 403. The applicable measures from Table 1 of Rule 403 suggest methods such as covering stockpiles with tarps, and the application of water to stabilize materials. Rule 403 also prohibits projects from allowing track-outs to extend 25 feet or more in cumulative length from the point of origin from an active operation. All track-outs are required to be removed at the conclusion of each workday or evening shift. Any projects with a disturbed surface area of five or more acres or with a daily import or export of 100 cubic yards or more of bulk materials must utilize at least one of the specified track-out control measures at each vehicle egress from the site to a paved public road. The specified track-out control measures consist of installation of washed gravel pads, paving project ingress/egress, wheel shakers, wheel washing systems, and any other approved

control measures. SCAQMD Rule 403 dust suppression requirements are summarized in **Appendix C**

Naturally-Occurring Asbestos

In general, during the construction phase of a project, naturally-occurring asbestos entrainment may impact the project area. The two common sets of naturally-occurring asbestos are the serpentine and ultramafic rocks. The proposed Project is located in Los Angeles County. According to the California Department of Conservation, Division of Mines and Geology report on naturally-occurring asbestos areas (CDC 2000), Los Angeles County is not likely to contain naturally-occurring asbestos. Therefore, no potential impacts from naturally-occurring asbestos during the construction phase of the proposed Project would occur.

CLIMATE CHANGE

ENVIRONMENTAL SETTING

The earth's climate has been warming for the past century. It is believed that this warming trend is related to the release of certain gases into the atmosphere. Greenhouse gases (GHG) absorb infrared energy that would otherwise escape from the earth. As the infrared energy is absorbed, the air surrounding the earth is heated. An overall warming trend has been recorded since the late 19th century, with the most rapid warming occurring over the past two decades. The 10 warmest years of the last century all occurred within the last 15 years. It appears that the decade of the 1990s was the warmest in human history. Human activities have been attributed to an increase in the atmospheric abundance of greenhouse gases.

Greenhouse Gases

The most commonly recognized GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), water vapor, ozone, aerosols, hydrofluorocarbons (HFCs), chlorofluorocarbons (CFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6) (CARB 2006, CEC 2008). The following is a brief description of the most commonly recognized GHGs:

Carbon Dioxide

CO_2 is an odorless, colorless natural greenhouse gas. CO_2 is emitted from natural and anthropogenic sources. Natural sources include the following: decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.

Methane

CH_4 is a flammable greenhouse gas. A natural source of methane is from the anaerobic decay of organic matter. Geological deposits, known as natural gas fields, also contain methane, which is extracted for fuel. Other sources are from landfills, fermentation of manure, and ruminants such as cattle.

Nitrous Oxide

N_2O, also known as laughing gas, is a colorless greenhouse gas. Nitrous oxide is produced by microbial processes in soil and water, including those reactions that occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load.

Water Vapor

Water vapor is the most abundant, important, and variable greenhouse gas. It is not considered a pollutant; in the atmosphere, it maintains a climate necessary for life.

Ozone

Ozone is known as a photochemical pollutant and is a greenhouse gas; however, unlike other greenhouse gases, ozone in the troposphere is relatively short-lived and, therefore, is not global

in nature. Ozone is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds, nitrogen oxides, and sunlight.

Aerosols

Aerosols are suspensions of particulate matter in a gas emitted into the air through burning biomass (plant material) and fossil fuels. Aerosols can warm the atmosphere by absorbing and emitting heat and can cool the atmosphere by reflecting light.

Hydrofluorocarbons

HFCs are synthetic chemicals that are used as a substitute for CFCs. Of all the greenhouse gases, HFCs are one of three groups (the other two are perfluorocarbons and sulfur hexafluoride) with the highest global warming potential. The global warming potential is the potential of a gas to contribute to global warming; it is based on a reference scale with carbon dioxide at one. HFCs are human-made for applications such as air conditioners and refrigerants.

Chlorofluorocarbons

CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). CFCs were first synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. CFCs destroy stratospheric ozone; therefore, their production was stopped as required by the Montreal Protocol in 1987. The project would not emit CFCs.

Perfluorocarbons

PFCs have stable molecular structures and do not break down through the chemical processes in the lower atmosphere; therefore, PFCs have long atmospheric lifetimes, between 10,000 and 50,000 years. The two main sources of PFCs are primary aluminum production and semiconductor manufacture. The project would not emit PFCs.

Sulfur Hexafluoride

SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It has the highest global warming potential of any gas evaluated. Sulfur hexafluoride is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection. The project would not emit SF_6.

Effects of Climate Change

There are uncertainties as to exactly what the climate changes will be in various local areas of the earth, and what the effects of clouds will be in determining the rate at which the mean temperature will increase. There are also uncertainties associated with the magnitude and timing of other consequences of a warmer planet: sea level rise, spread of certain diseases out of their usual geographic range, the effect on agricultural production, water supply, sustainability of ecosystems, increased strength and frequency of storms, extreme heat events, air pollution episodes, and the consequence of these effects on the economy.

Emissions of GHGs contributing to global climate change are largely attributable to human activities associated with industrial/manufacturing, utility, transportation, residential, and agricultural sectors. About three-quarters of human emissions of CO_2 to the global atmosphere

during the past 20 years are due to fossil fuel burning. Atmospheric concentrations of CO_2, CH_4, and N_2O have increased 31 percent, 151 percent, and 17 percent respectively since the year 1750 (CEC 2008). GHG emissions are typically expressed in carbon dioxide-equivalents (CO_2e), based on the GHG's Global Warming Potential (GWP). The GWP is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. For example, one ton of CH_4 has the same contribution to the greenhouse effect as approximately 21 tons of CO_2. Therefore, CH_4 is a much more potent GHG than CO_2.

Worldwide, California is ranked as the 12th largest emitter of GHGs. Based on the most recent GHG emissions inventory, California's gross annual emissions of GHGs in 2004 totaled approximately 500 million metric tons (MMT) of CO_2e. Most of California's emissions, approximately 81 percent, consist of carbon dioxide produced from fossil fuel combustion. The transportation sector is the single largest category of California's GHG emissions, accounting for approximately 39 percent of the state's total GHG emissions, followed by electricity consumption (from both in-state and out-of-state providers), which accounts for a total of roughly 28 percent of the state's total GHG emissions. The contribution from each of the various other use sectors contribute roughly 6 to 10 percent each to the total GHG emissions inventory (CEC 2008).

According to the IPCC's Working Group II Report, climate change impacts to North America may include:

- Diminishing snowpack
- Increasing evaporation
- Exacerbate shoreline erosion
- Exacerbate inundation from sea level rising
- Increased risk and frequency of wildfire
- Increased risk of insect outbreaks
- Increased experiences of heat waves
- Rearrangement of ecosystems as species and ecosystems shift northward and to higher elevations
- For California, climate change has the potential to incur/exacerbate the following environmental impacts:
- Air Pollution
- Increased frequency, duration, and intensity of conditions conducive to air pollution formation (particularly ozone)
- Water Resources
- Reduced precipitation
- Changes to precipitation and runoff patterns
- Reduced snowfall (precipitation occurring as rain instead of snow)
- Earlier snowmelt
- Decreased snowpack
- Increased agricultural demand for water

- Agricultural Impacts
- Increased growing season
- Increased growth rates of weeds, insect pests and pathogens
- Coastal Impacts
- Inundation by sea level rise
- Forests and Natural Landscapes Impacts
- Increased incidents and severity of wildfire events
- Expansion of the range and increased frequency of pest outbreaks

PROJECT ANALYSIS

At the present time, neither the US EPA nor FHWA have promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. According to FHWA, climate change considerations should be integrated throughout the transportation decision-making process–from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State of California has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours travelled.

One of the main strategies in the Caltrans Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 [mph] miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 mph (refer to **Figure 8**). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO_2, may be reduced.

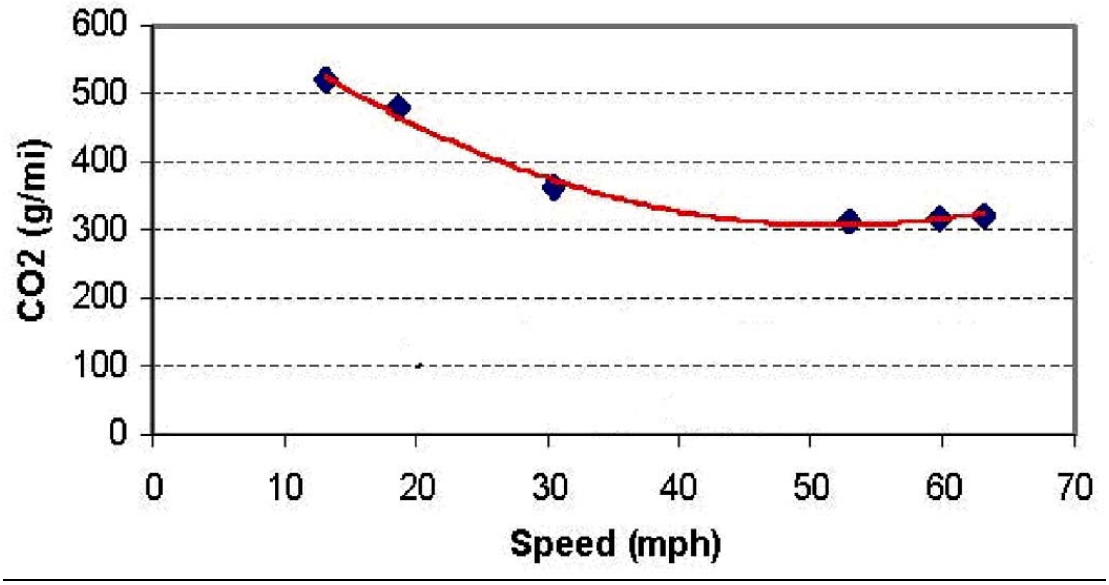
Build Alternative

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. GHG emissions generated during construction and operation of the proposed project are discussed, as follows:

Long-term Operational Emissions

Long-term operational emissions associated with the proposed project would be associated with the operation of motor vehicles on area roadways and the US101 on/off ramps. Implementation of the proposed project would not result in a change in vehicle operations on the mainline of US 101. Motor vehicle operational emissions were quantified using the CT-EMFAC2007 computer model for the SCAB portion of Los Angeles County. Modeling was conducted for existing (Year 2008), build year (year 2015) and design year (year 2035) conditions, based on data obtained from the traffic analysis prepared for the proposed project. Estimated annual operational mobile-source GHG emissions are summarized in **Table 10**.

Figure 8
Fleet CO2 Emissions vs. Speed (Highway)



Source: Center for Clean Air Policy— http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf

Table 10
Annual Greenhouse Gas Emissions

Scenario	Greenhouse Gas Emissions[1] ($MTCO_2e$/year)
Existing Conditions (Year 2008) [2]	1.79
Build Year 2015	
No-Build	1.94
Build [3]	1.94
Change - No-Build Alternative vs. Build Alternative:	0
Change - No-Build/Build Alternatives vs. Existing Conditions:	0.15
Design Year 2035	
No-Build	2.37
Build [3]	2.37
Change - Build Alternative vs. Build Alternative:	0
Change - No-Build/Build Alternatives vs. Existing Conditions:	0.58

1. Emissions were calculated using the CT-EMFAC2007, version 2.6 computer model for the SCAB portion of Los Angeles County, based on traffic data obtained from the traffic analysis prepared for this project. Includes US EPA adjustment assuming that GHG emissions from other pollutants – CH_4, N_20, and hydrofluorocarbons (HFCs) from leaking air conditioners account for 5 percent of emissions from vehicles, after accounting for the global warming potential of each GHG.

2. Existing conditions is based on year 2008 traffic data and year 2008 emission factors.

3. Represents all build alternatives.

*Refer to **Appendix D** for modeling results.*

In comparison to existing conditions, predicted opening year 2015 GHG emissions within the project study area would increase slightly for both the No-Build Alternative and Build alternatives by approximately 0.15 $MTCO_2e$/year. In comparison to existing conditions, design year 2035 GHG emissions within the project study area are projected to increase by approximately 0.58 $MTCO_2e$/year for both the No-Build Alternative and the Build alternatives. In comparison to No-Build Alternative conditions, the proposed Build alternatives would not result in projected increases in GHG emissions for either opening year 2015 or design year 2035 conditions. Furthermore, although not reflected in the traffic and emissions modeling conducted for this project, the proposed project would improve local circulation, thereby reducing vehicle delay, which would be anticipated to result in a reduction is low-speed emissions, particularly during the peak-commute hours.

It is important to note, however, that the GHG emissions are only useful for a comparison between the "build" and "no-build" alternatives. Actual GHG emissions will vary depending on multiple factors, such as fuel mix (EMFAC model emission rates are only for direct engine-out CO_2 emissions not full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components), rate of acceleration, and the aerodynamics and efficiency of the vehicles. In addition, the proposed project is not located in an area that is considered directly vulnerable to projected future sea level rise.

Short-term Construction Emissions

Construction GHG emissions are predominantly associated with emissions generated by motorized offroad equipment and on-road vehicles, including material transport trips and employees traveling to and from the project site. The amount of emissions generated would vary depending on multiple factors, such as the type and number of equipment required and hours of use. GHG emissions can be reduced by use of cleaner more efficient equipment and by implementing traffic management during construction phases to minimize associated vehicle delays on area roadways. The proposed project would comply with applicable State, Federal, and/or local rules and regulations developed as a result of implementing control and mitigation measures proposed as part of their respective SIPs.

As noted earlier in this report, construction of the proposed project alternatives would occur over an approximate 4.5 years, or less. As a result, project construction would not last more than five years and construction-related emissions would be considered temporary.

No Build Alternative

Under the No-Build Alternative, the North Spring Street Viaduct and North Spring Street would continue to serve as an access over the Los Angeles River. No physical improvements, including seismic strengthening, to either the viaduct or local roadway system, or sidewalk improvements would be made. As a result, no impacts would occur under the No-Build Alternative.

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2011 Federal Transportation Improvement Program
Amendment #11-03
Los Angeles County
Comparison Report
(in $000's)

Agency: LOS ANGELES, CITY OF

					Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:	5,204	400	49,488		55,092	55,092						

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8063	LA0C8063A	0	1	NCR36	0			61,241

Description: AC Conversion. RIVERSIDE DR. VIADUCT REPLACEMENT. REPLACEMENT OF EXISTING 2-LANE BRIDGE WITH 2 THROUGH LANES BRIDGE FLARING 4 LANES AT SAN FERNANDO ROAD WITH NEW ROUNDABOUT. BIKE LANE ADDED COMBINED W ITH 53C-1932 - WILL RESULT IN INCR. CIRCULATION. PPNO 3105 (53C-0160)

	Fund	Fiscal Year	ENG	ROW	CON	Fund Total
		Prior			8,410	8,410
Fund SubTotal	LOC-AC				8,410	8,410

Agency: LOS ANGELES, CITY OF

					Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:			8,410		8,410	8,410						

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8063	LA0C8063A	3	1	NCR36	0			61,241

Description: AC Conversion. RIVERSIDE DR. VIADUCT REPLACEMENT. REPLACEMENT OF EXISTING 2-LANE BRIDGE WITH 2 THROUGH LANES BRIDGE FLARING 4 LANES AT SAN FERNANDO ROAD WITH NEW ROUNDABOUT. BIKE LANE ADDED COMBINED W ITH 53C-1932 - WILL RESULT IN INCR. CIRCULATION. PPNO 3105 (53C-0160)

	Fund	Fiscal Year	ENG	ROW	CON	Fund Total
		Prior			8,410	8,410
Fund SubTotal	LOC-AC				8,410	8,410

Agency: LOS ANGELES, CITY OF

					Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:			8,410		8,410	8,410						

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8086	LA0C8086	0	6	CAR60	0			48,012

Description: NORTH SPRING ST BRIDGE WIDENING & REHABILITATION. INCLUDES WIDENING THE STRUCTURE & THE WEST APPROACH FROM 4 TO 6 LANES, BIKE ROUTES WILL BE MADE PART OF THE SHOULDERS (53C0859).

	Fund	Fiscal Year	ENG	ROW	CON	Fund Total
		Prior	826	115		941
		10/11			3,603	3,603
Fund SubTotal	CITY		826	115	3,603	4,543
		Prior	2,812	885		3,697
		14/15			27,796	27,796
Fund SubTotal	HBRR-L		2,812	885	27,796	31,493
		Prior	1,000			1,000
		10/11		1,862	6,236	8,098
Fund SubTotal	STPL-R		1,000	1,862	6,236	9,098

Agency: LOS ANGELES, CITY OF

					Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:	4,638	2,862	37,636		45,136	5,638	11,702				27,796	

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8086	LA0C8086	3	5	CAR60	0			79,546

Description: NORTH SPRING ST, OVER LOS ANGELES RIVER .4 MILES WEST OF I-5. REHABILITATE AND WIDEN 4 LANE BRIDGE (NO ADDED LANES) ADD SIDEWALKS UPGRADE BRIDGE RAILINGS (53C0859).

	Fund	Fiscal Year	ENG	ROW	CON	Fund Total
		Prior	703			703
		10/11	547			547
		11/12		115	3,831	3,946
Fund SubTotal	CITY		1,250	115	3,831	5,196
		Prior	2,812			2,812
		10/11	2,188			2,188
		11/12		885		885
Fund SubTotal	HBRR-L		5,000	885		5,885

U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

April 4, 2011

In Reply Refer To:
HDA-CA

Ms. Cindy McKim, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

Dear Ms. McKim:

SUBJECT: SCAG 2010/11 – 2013/14 FTIP/FSTIP AMENDMENT NO. 11-03 AND CONFORMITY DETERMINATION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our reviews of Amendment No. 11-03 to the Southern California Association of Governments' (SCAG) 2010/11 – 2013/14 Federal Transportation Improvement Program (FTIP) that was submitted by your letter dated March 3, 2011. As detailed in your letter's enclosure, this amendment requests to add seventy-three (73) new individual project listings, to modify ninety-four (94) individual and eight (8) grouped project listings previously approved for inclusion in the 2010/11 – 2013/14 Federal Statewide Transportation Improvement Program (FSTIP), and to remove twenty-two (22) individual project listings previously approved for inclusion in SCAG's FTIP and California's FSTIP.

We have determined that the added project listings and modifications, as part of SCAG's FTIP Amendment No. 11-03, do not require a new regional emissions analysis because each of the projects was found to conform as part of a previous analysis. Acceptance of this amendment is pursuant to a joint FHWA and FTA air quality conformity determination for the amended SCAG FTIP, which is required by the U.S. Environmental Protection Agency's (EPA) transportation conformity rule – via 40 Code of Federal Regulations (CFR) Part 51 and 40 CFR § 93.122(g) – and the FHWA/FTA Metropolitan Planning Regulations – 23 CFR § 450. This finding has been coordinated with Region IX of the EPA in accordance with the procedures outlined in the *National Memorandum of Understanding (MOU) between the Department of Transportation (DOT) and EPA on Transportation Conformity*, dated April 25, 2000. Accordingly, we find that the SCAG 2010/11 – 2013/14 FTIP, including Amendment No. 11-03, conforms to the applicable State Implementation Plan (SIP) for air quality.

Pursuant to the July 15, 2004 *MOU, between the FHWA – California Division and FTA – Region IX*, and based on our review of information submitted with the State's proposed 2010/11 – 2013/14 FSTIP, which includes revenues, proposed project funding information to demonstrate financial constraint, and statewide and metropolitan planning process documentation, we accept these FSTIP modifications proposed for the SCAG region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning that was published in the February 14, 2007 Federal Register. We have

determined that the amended SCAG FTIP, including Amendment No. 11-03, is financially constrained as required by the Federal surface transportation programs authorizing legislation and statewide planning, metropolitan planning, and programming regulations. SCAG's FTIP was developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan transportation planning provisions of 23 United States Code (U.S.C.) § 134 and 49 U.S.C. Chapter 53. Any project or project phase, however, listed in SCAG's FTIP that is not included in SCAG's Regional Transportation Plan (RTP) is not approved for inclusion in the FSTIP pursuant to 23 CFR § 450.216(k) and § 450.324(g).

Project listings and/or project phases that indicate no funds are proposed for obligation during the four-year SCAG FTIP period cannot be advanced to implementation without an action by the FHWA and FTA on the FSTIP pursuant to 23 CFR §§ 450.216(l) and 450.328(e). In addition, project or project phase funding included in SCAG's FTIP proposed for obligation outside the fiscally constrained portion of the FTIP is accepted by the FHWA and FTA as "informational" in accordance with 23 CFR §§ 450.216(a) and 450.324(a).

We are approving the 2010/11 – 2013/14 FSTIP with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all administrative and statutory requirements. This joint FHWA and FTA approval of the FSTIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects. If you have any questions or need additional information concerning our FSTIP approval for this SCAG FTIP amendment, please contact Michael Morris of the FHWA California Division office at (916) 498-5887, or by email at michael.morris@dot.gov; or Ted Matley of the FTA Region IX office at (415) 744-2590, or by email at ted.matley@dot.gov.

Sincerely,

For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

cc: (e-mail)
Hasan Ikhrata, SCAG
Rich Macias, SCAG
Rosemary Ayala, SCAG
Ted Matley, FTA Region IX
Abhijit J. Bagde, Caltrans Programming (abhijit_bagde@dot.ca.gov)
Muhaned Aljabiry, Caltrans (muhaned_aljabiry@dot.ca.gov)
Karina O'Connor, EPA Region IX
Lisa Hanf, EPA Region IX
Aimee Kratovil, FHWA-CA
Michael Morris, FHWA-CA

cc:
SCAG 2010/11 FTIP Binder

MM/km

From: Rosemary Ayala [AYALA@scag.ca.gov]
To: 'Kurt Legleiter'
Cc:
Subject: RE: FTIP question

Kurt,

This project is consistent with the currently approved 2008 RTP and does not impact SCAG's conformity determination.

Rosemary Ayala
Manager Federal Transportation Improvement Program
Southern California Association of Governments
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Los Angeles, CA 90017
(213) 236-1927 (telephone)
(213) 236-1963 (fax)
ayala@scag.ca.gov

"Don't miss the SCAG Regional Conference and General Assembly, May 5 – 6, 2011, at the La Quinta Resort & Club! Register now at www.scag.ca.gov/ga2011."

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* LA0C8086

TCWG Consideration Date : 2010/01/26

Project Description *(clearly describe project)*

Note: This project is not a Project of Air Quality Concern under 40 CFR 93.123(b)(1). Therefore, a PM hotspot analysis is not required. This project will not result in significant increase in diesel vehicle traffic. In addition, the project area will operate at a Level of Service (LOS) of C or better. See Attachment 3 for additional reasons and detailed explanations.

The proposed North Spring Street Viaduct Widening and Rehabilitation Project is located in the City of Los Angeles (Los Angeles County), approximately 1.5 miles northeast of downtown. The project limits begin at Wilhardt Street (on the southwest), then run northeasterly on North Spring Street (over the Los Angeles River) to the five point intersection of North Spring Street, Avenue 18 and North Broadway (on the northeast). Please see the attached Figure 1 and 2. The project includes work on North Spring Street, Wilhardt Street, Aurora Street and the Downey Recreation Center. Within the limits of the project, North Spring Street is designated as a class II major highway and is striped throughout most of the proposed project's reach for four-lane (two in each direction) vehicular use.

Specific project elements consist of widening the existing North Spring Street Viaduct approximately 20 feet on each side. The number of lanes will remain the same as existing (i.e. two lanes in each direction) except bicycle lanes will be added on both sides of the roadway and the short existing third eastbound lane at the 5-point intersection will be lengthened to 620 feet. The existing left turn pocket at this end will also be lengthened.

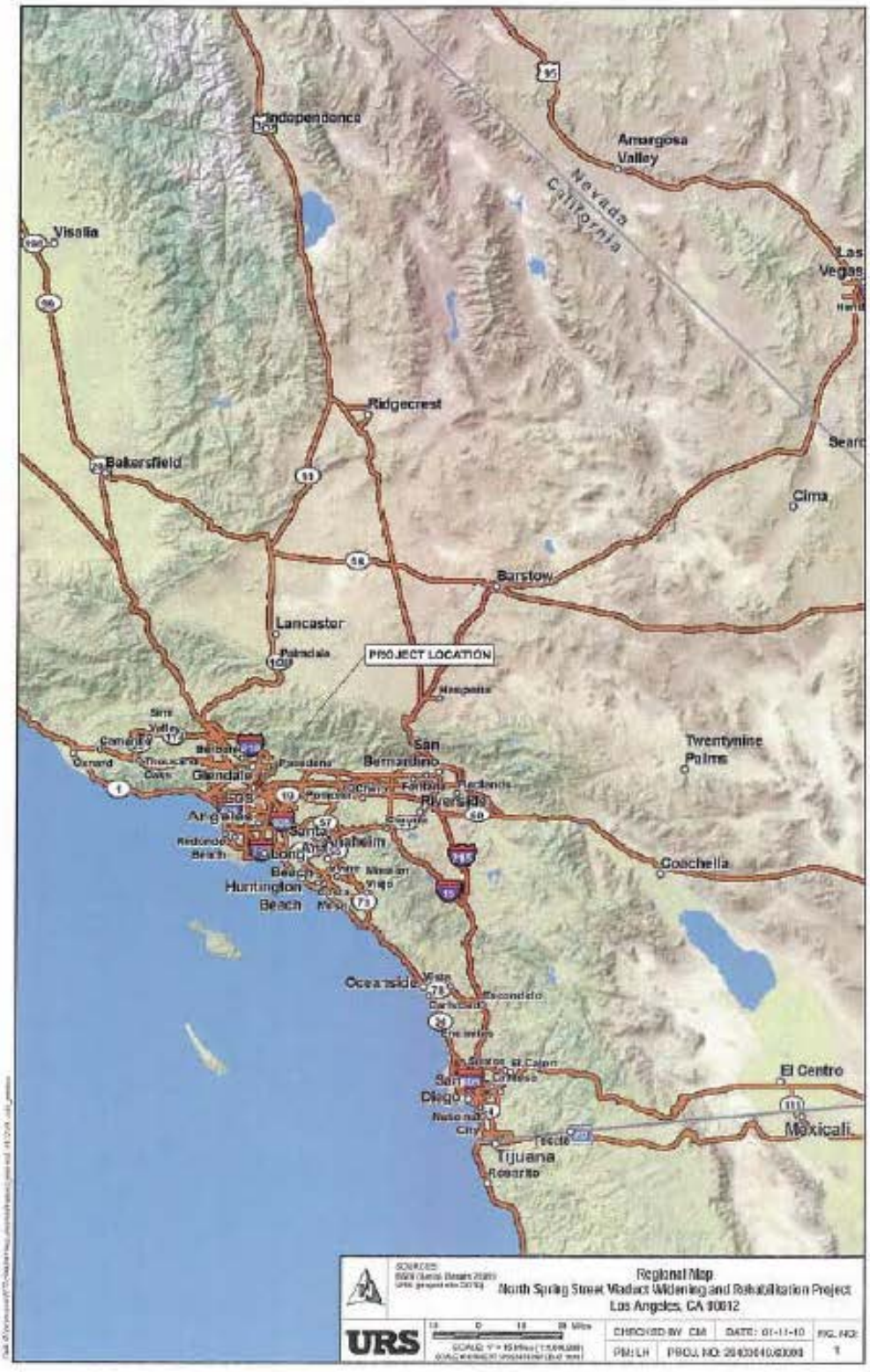
This project will also involve closing Aurora Street (where it presently joins North Spring Street) and will include a cul-de-sac. Wilhardt Street (presently located southeast of North Spring Street) will be extended northwesterly, across North Spring Street, to Baker Street. Other project elements include utility relocation and retaining wall construction as well as seismic landscape and traffic signal enhancements.

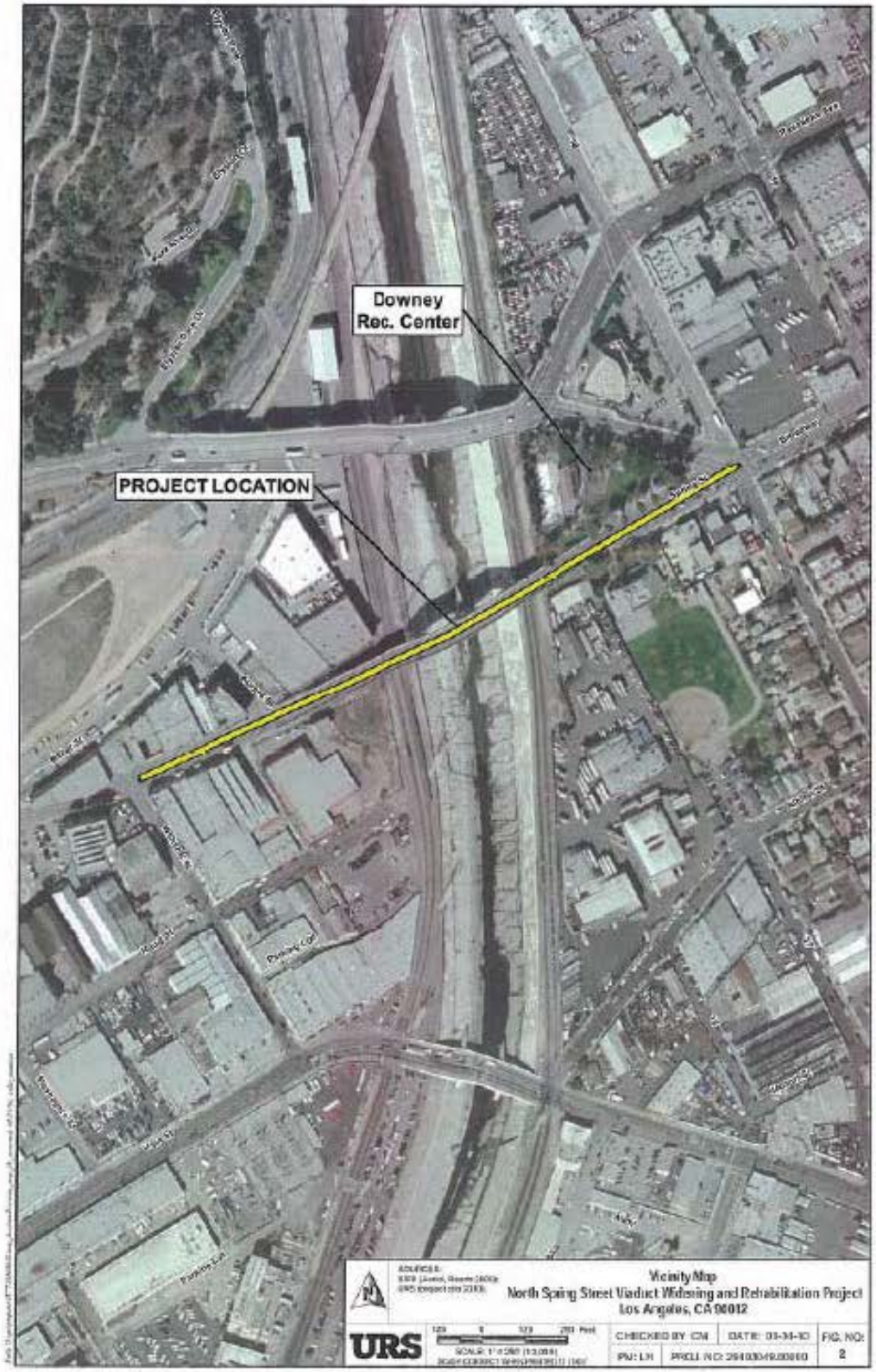
This project will be constructed in two phases. The first phase (Phase I) will involve construction from Aurora Street (on the southwest) to the five point intersection (on the northeast). Phase II will involve construction of the Wilhardt Street extension.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street.

County	**Narrative Location/Route & Postmiles:**
LA county	The proposed North Spring Street Viaduct Widening and Rehabilitation Project is located in the City of Los Angeles (Los Angeles County), approximately 1.5 miles northeast of downtown. The project limits begin at Wilhardt Street (on the southwest), then run northeasterly on North Spring Street (over the Los Angeles River) to the five point intersection of North Spring Street, Avenue 18 and North Broadway (on the northeast). Please see the attached Figure 1 and 2. **Caltrans Projects – EA#** 96510 (931701)

Lead Agency: City of Los Angeles for CEQA and State of California Department of Transportation for NEPA


Independence
Amargosa Valley
Nevada
California
Las Vegas
Visalia
Ridgecrest
Bakersfield
Cima
Barstow
Lancaster
Palmdale
PROJECT LOCATION
Hesperia
San Bernardino
Twentynine Palms
Riverside
Los Angeles
Santa Ana
Anaheim
Long Beach
Huntington Beach
Coachella
Oceanside
Carlsbad
Escondido
San Diego
National City
Chula Vista
El Centro
Mexicali
Tijuana
Rosarito
Regional Map
North Spring Street Viaduct Widening and Rehabilitation Project
Los Angeles, CA 90012
URS
CHECKED BY: CM
DATE: 01-11-10
PM: LH
PROJ. NO: 26403640.00000
FIG. NO: 1


Downey
Rec. Center
PROJECT LOCATION
Vicinity Map
North Spring Street Viaduct Widening and Rehabilitation Project
Los Angeles, CA 90012
URS
CHECKED BY: CM
DATE: 01-14-10
PM: LH
FIG. NO: 2

Attachment 1

North Spring Street Viaduct between Willhardt Street & South Avenue 18 (N Broadway)

AM	W/B									E/B									AVG DAILY TRAFFIC	AVG DAILY TRUCK
	passenger cars				trucks					passenger cars				trucks						
	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT		
2015			1,701	15,934			59	3%	923			448	15,130			59	13%	1,392	28,454	2,216
2035	4929.55	2.88	1,712	15,985	153.85	2.88	53	3%	882	1829.58	3.97	461	17,733	285.51	3.97	67	15%	1,499	33,618	2,381

PM	W/B									E/B									AVG DAILY TRAFFIC	AVG DAILY TRUCK
	passenger cars				trucks					passenger cars				trucks						
	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT		
2015			1,555	15,934			60	4%	923			2,341	15,130			82	3%	1,392	28,454	2,216
2035	5000.38	2.88	1,736	15,985	196.75	2.88	68	4%	882	9413.04	3.97	2,371	17,733	379.89	3.97	96	4%	1,499	33,618	2,381

Notes:

1. Opening Year Data from Compound Growth Factor (1% annually)
2. Horizon Year Data from RTP 2035 forecast model

Attachment 2

North Spring Street Viaduct Widening and Rehabilitation Project
Traffic Analysis Summary - Revised

An analysis of current and future traffic conditions for North Spring Street Viaduct over Los Angeles River has been completed. The traffic analysis was performed through the use of established traffic engineering techniques. Traffic counts were obtained from the latest SCAG 2008 RTP model.

The purpose of the study was to determine the impact the viaduct widening would have on traffic operation. The analysis was performed using HCS 2000 to determine the level of service (LOS) of the viaduct for current conditions (2008) and four future scenarios: 2015 and 2035 – No Project and 2015 and 2035 – With Project. The existing traffic volume was projected to year 2015 (Opening Year) and 2035 (Horizon Year) using the City's recommended Ambient Growth of 1% per year using the same model. Other projects affecting the area were assumed already included in the model.

Specific project elements consist of widening the existing North Spring Street Viaduct approximately 20 feet on each side. The number of lanes will remain the same as existing (i.e. two lanes in each direction) except bicycle lanes will be added on both sides of the roadway and the short existing third eastbound lane at the 5-point intersection will be lengthened to 620 feet. The existing left turn pocket at this end will also be lengthened.

This project will also involve closing Aurora Street (where it presently joins North Spring Street) and will include a cul-de-sac. Wilhardt Street (presently located southeast of North Spring Street) will be extended northwesterly, across North Spring Street, to Baker Street. Other project elements include utility relocation and retaining wall construction as well as seismic, landscape and traffic signal enhancements.

This project will be constructed in two phases. The first phase (Phase I) will involve construction from Aurora Street (on the southwest) to the five point intersection (on the northeast). Phase II will involve construction of the Wilhardt Street extension.

The Levels of Service (LOS) of the following years (2015 and 2035) with and without the proposed project were calculated and are as follows:

Level of Service Analysis

	AM		PM	
	Westbound	Eastbound	Westbound	Eastbound
2015 No Project	LOS C	LOS A	LOS B	LOS D
2015 with Project	LOS C	LOS A	LOS B	LOS B
2035 No Project	LOS C	LOS A	LOS C	LOS D
2035 with Project	LOS C	LOS A	LOS C	LOS B

ATTACHMENT 3

WHY THE PROJECT IS NOT A PROJECT OF AIR QUALITY CONCERN UNDER 40 CFR 93.123(b)(1)

The following are the types of projects that are considered POAQC and the reasons (*in italics*) why the proposed North Spring Street Viaduct Widening and Rehabilitation Project does not meet any of the definitions:

1) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 ADT and 8% or more of such ADT is diesel truck traffic, or in practice 10,000 truck ADT or more regardless of total ADT; significant increase is defined in practice as a 10% increase in heavy duty truck traffic);

   Given the expected percentage of diesel vehicles along North Spring Street Viaduct, the project will not result in a significant increase in diesel vehicle traffic.

2) Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

   According to the traffic analysis summary, the project area will operate at a level of service (LOS) of C or better for all build scenarios. The project will not result in a sufficient increase in traffic due to diesel vehicles to change the LOS to D or lower.

3) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

   The proposed project is not a new bus or rail terminal or transfer point.

4) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

   The proposed project is not an expanded bus or rail terminal or transfer point.

5) Projects in or affecting locations, areas, or categories of sites which are identified in the $PM_{2.5}$ or PM_{10} implementation plan or implementation plan submission, as appropriate, as sites of possible violation.

   The project is not in, and does not affect, locations, areas or categories of sites that are identified in the 2007 AQMP as sites of possible violation.

In accordance with the EPA's Transportation Conformity Guidance, the Project is not considered a POAQC for PM_{10} and/or $PM_{2.5}$. Therefore, a PM hotspot analysis is not required.

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	✓ Mix backfill soil with water prior to moving ✓ Dedicate water truck or high capacity hose to backfilling equipment ✓ Empty loader bucket slowly so that no dust plumes are generated ✓ Minimize drop height from loader bucket
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	✓ Maintain live perennial vegetation where possible ✓ Apply water in sufficient quantity to prevent generation of dust plumes
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	✓ Use of high pressure air to clear forms may cause exceedance of Rule requirements
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	✓ Follow permit conditions for crushing equipment ✓ Pre-water material prior to loading into crusher ✓ Monitor crusher emissions opacity ✓ Apply water to crushed material to prevent dust plumes

Rule 403 (cont.) **(Amended June 3, 2005)**

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	✓ For large sites, pre-water with sprinklers or water trucks and allow time for penetration ✓ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts
Demolition – mechanical/manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris; and 06-4 Comply with AQMD Rule 1403.	✓ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	✓ Limit vehicular traffic and disturbances on soils where possible ✓ If interior block walls are planned, install as early as possible ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	✓ Grade each project phase separately, timed to coincide with construction phase ✓ Upwind fencing can prevent material movement on site ✓ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes

Rule 403 (cont.) **(Amended June 3, 2005)**

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Importing/exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least six inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and 09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	✓ Use tarps or other suitable enclosures on haul trucks ✓ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage ✓ Comply with track-out prevention/mitigation requirements ✓ Provide water while loading and unloading to reduce visible dust plumes
Landscaping	10-1 Stabilize soils, materials, slopes	✓ Apply water to materials to stabilize ✓ Maintain materials in a crusted condition ✓ Maintain effective cover over materials ✓ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ✓ Hydroseed prior to rain season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	✓ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs ✓ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs

Rule 403 (cont.) **(Amended June 3, 2005)**

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	✓ Dedicate water truck or high capacity hose to screening operation ✓ Drop material through the screen slowly and minimize drop height ✓ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	✓ Limit size of staging area ✓ Limit vehicle speeds to 15 miles per hour ✓ Limit number and size of staging area entrances/exists
Stockpiles/ Bulk Material Handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than eight feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	✓ Add or remove material from the downwind portion of the storage pile ✓ Maintain storage piles to avoid steep sides or faces

Rule 403 (cont.) **(Amended June 3, 2005)**

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure	Guidance
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	✓ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ✓ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	✓ Pre-watering of soils prior to trenching is an effective preventive measure. For deep trenching activities, pre-trench to 18 inches soak soils via the pre-trench and resuming trenching ✓ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds six inches (CVC 23114)	✓ Empty loader bucket such that no visible dust plumes are created ✓ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and 18-2 Cover haul vehicles prior to exiting the site.	✓ Haul waste material immediately off-site

Rule 403 (cont.) (Amended June 3, 2005)

TABLE 1
BEST AVAILABLE CONTROL MEASURES
(Applicable to All Construction Activity Sources)

Source Category	Control Measure		Guidance
Unpaved roads/parking lots	19-1	Stabilize soils to meet the applicable performance standards; and	✓ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements
	19-2	Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	
Vacant land	20-1	In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

Table 2
DUST CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY		CONTROL ACTIONS
Earth-moving (except construction cutting and filling areas, and mining operations)	(1a)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations each subsequent four-hour period of active operations; OR
	(1a-1)	For any earth-moving which is more than 100 feet from all property lines, conduct watering as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction.
Earth-moving: Construction fill areas:	(1b)	Maintain soil moisture content at a minimum of 12 percent, as determined by ASTM method D-2216, or other equivalent method approved by the Executive Officer, the California Air Resources Board, and the U.S. EPA. For areas which have an optimum moisture content for compaction of less than 12 percent, as determined by ASTM Method 1557 or other equivalent method approved by the Executive Officer and the California Air Resources Board and the U.S. EPA, complete the compaction process as expeditiously as possible after achieving at least 70 percent of the optimum soil moisture content. Two soil moisture evaluations must be conducted during the first three hours of active operations during a calendar day, and two such evaluations during each subsequent four-hour period of active operations.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Earth-moving: Construction cut areas and mining operations:	(1c)	Conduct watering as necessary to prevent visible emissions from extending more than 100 feet beyond the active cut or mining area unless the area is inaccessible to watering vehicles due to slope conditions or other safety factors.
Disturbed surface areas (except completed grading areas)	(2a/b)	Apply dust suppression in sufficient quantity and frequency to maintain a stabilized surface. Any areas which cannot be stabilized, as evidenced by wind driven fugitive dust must have an application of water at least twice per day to at least 80 percent of the unstabilized area.
Disturbed surface areas: Completed grading areas	(2c)	Apply chemical stabilizers within five working days of grading completion; OR
	(2d)	Take actions (3a) or (3c) specified for inactive disturbed surface areas.
Inactive disturbed surface areas	(3a)	Apply water to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind driven fugitive dust, excluding any areas which are inaccessible to watering vehicles due to excessive slope or other safety conditions; OR
	(3b)	Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR
	(3c)	Establish a vegetative ground cover within 21 days after active operations have ceased. Ground cover must be of sufficient density to expose less than 30 percent of unstabilized ground within 90 days of planting, and at all times thereafter; OR
	(3d)	Utilize any combination of control actions (3a), (3b), and (3c) such that, in total, these actions apply to all inactive disturbed surface areas.

Table 2 (Continued)

FUGITIVE DUST SOURCE CATEGORY	CONTROL ACTIONS	
Unpaved Roads	(4a)	Water all roads used for any vehicular traffic at least once per every two hours of active operations [3 times per normal 8 hour work day]; OR
	(4b)	Water all roads used for any vehicular traffic once daily and restrict vehicle speeds to 15 miles per hour; OR
	(4c)	Apply a chemical stabilizer to all unpaved road surfaces in sufficient quantity and frequency to maintain a stabilized surface.
Open storage piles	(5a)	Apply chemical stabilizers; OR
	(5b)	Apply water to at least 80 percent of the surface area of all open storage piles on a daily basis when there is evidence of wind driven fugitive dust; OR
	(5c)	Install temporary coverings; OR
	(5d)	Install a three-sided enclosure with walls with no more than 50 percent porosity which extend, at a minimum, to the top of the pile. This option may only be used at aggregate-related plants or at cement manufacturing facilities.
All Categories	(6a)	Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 2 may be used.

TABLE 3
CONTINGENCY CONTROL MEASURES FOR LARGE OPERATIONS

FUGITIVE DUST SOURCE CATEGORY	CONTROL MEASURES
Earth-moving	(1A) Cease all active operations; OR (2A) Apply water to soil not more than 15 minutes prior to moving such soil.
Disturbed surface areas	(0B) On the last day of active operations prior to a weekend, holiday, or any other period when active operations will not occur for not more than four consecutive days: apply water with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months; OR (1B) Apply chemical stabilizers prior to wind event; OR (2B) Apply water to all unstabilized disturbed areas 3 times per day. If there is any evidence of wind driven fugitive dust, watering frequency is increased to a minimum of four times per day; OR (3B) Take the actions specified in Table 2, Item (3c); OR (4B) Utilize any combination of control actions (1B), (2B), and (3B) such that, in total, these actions apply to all disturbed surface areas.
Unpaved roads	(1C) Apply chemical stabilizers prior to wind event; OR (2C) Apply water twice per hour during active operation; OR (3C) Stop all vehicular traffic.
Open storage piles	(1D) Apply water twice per hour; OR (2D) Install temporary coverings.
Paved road track-out	(1E) Cover all haul vehicles; OR (2E) Comply with the vehicle freeboard requirements of Section 23114 of the California Vehicle Code for both public and private roads.
All Categories	(1F) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the methods specified in Table 3 may be used.

Table 4
(Conservation Management Practices for Confined Animal Facilities)

SOURCE CATEGORY	CONSERVATION MANAGEMENT PRACTICES
Manure Handling **(Only applicable to Commercial Poultry Ranches)**	(1a) Cover manure prior to removing material off-site; AND (1b) Spread the manure before 11:00 AM and when wind conditions are less than 25 miles per hour; AND (1c) Utilize coning and drying manure management by removing manure at laying hen houses at least twice per year and maintain a base of no less than 6 inches of dry manure after clean out; or in lieu of complying with conservation management practice (1c), comply with conservation management practice (1d). (1d) Utilize frequent manure removal by removing the manure from laying hen houses at least every seven days and immediately thin bed dry the material.
Feedstock Handling	(2a) Utilize a sock or boot on the feed truck auger when filling feed storage bins.
Disturbed Surfaces	(3a) Maintain at least 70 percent vegetative cover on vacant portions of the facility; OR (3b) Utilize conservation tillage practices to manage the amount, orientation and distribution of crop and other plant residues on the soil surface year-round, while growing crops (if applicable) in narrow slots or tilled strips; OR (3c) Apply dust suppressants in sufficient concentrations and frequencies to maintain a stabilized surface.
Unpaved Roads	(4a) Restrict access to private unpaved roads either through signage or physical access restrictions and control vehicular speeds to no more than 15 miles per hour through worker notifications, signage, or any other necessary means; OR (4b) Cover frequently traveled unpaved roads with low silt content material (i.e., asphalt, concrete, recycled road base, or gravel to a minimum depth of four inches); OR (4c) Treat unpaved roads with water, mulch, chemical dust suppressants or other cover to maintain a stabilized surface.
Equipment Parking Areas	(5a) Apply dust suppressants in sufficient quantity and frequency to maintain a stabilized surface; OR (5b) Apply material with low silt content (i.e., asphalt, concrete, recycled road base, or gravel to a depth of four inches).

PROJECT: LA N SPRING ST VIADUCT WIDENING & REHABILITATION

TRAFFIC DATA	PK-HR VOLUME	NON PK-HR VOLUME	TRAVEL DISTANCE	PK-HR VMT	NON PK-HR VMT	AVG SPEED
EXISTING (YEAR 2008)	3038	9371	0.35	1063	3280	45
YEAR 2015	3256	10048	0.35	1140	3517	45
YEAR 2035	3448	12437	0.35	1207	4353	45

EMISSIONS

	EMISSIONS (US TONS/YR)	MTCO2/YR	US EPA ADJUSTMENT	MTCO2e/YR
EXISTING (YEAR 2008)	1.87	1.70	0.09	**1.79**
YEAR 2015	2.04	1.85	0.09	**1.94**
YEAR 2035	2.49	2.26	0.11	**2.37**

Emissions derived from CTEMFAC2007 for the SCAB portion of LA County, based on traffic volumes and speeds derived from the traffic analysis prepared for this project.

Existing conditions is based on Year 2008 traffic data derived from the traffic analysis prepared for this project and year 2008 mobile-source emission factors.

Air Quality Conformity Analysis

North Spring Street Viaduct
Widening and Rehabilitation Project
Los Angeles, CA

Caltrans Projects - EA No. 96510 (931701)
RTIP ID: LA0C8086
Los Angeles, CA
Caltrans District 7

Prepared By:

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May 2011

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COMMON ACRONYMS AND ABBREVIATIONS

ADT	Average Daily Traffic
AADT	Annual Average Daily Traffic
AQMP	Air Quality Management Plan
CAA	Clean Air Act
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CO	Carbon Monoxide
DE	Diesel Exhaust
DPM	Diesel Particulate Matter
DRRP	Diesel Risk Reduction Plan
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTIP	Federal Transportation Improvement Program
LOS	Level of Service
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO_2	nitrogen dioxide
O_3	ozone
Pb	Lead
PM	particulate matter
PM_{10}	particulate matter sized 10 microns or less
$PM_{2.5}$	particulate matter sized 2.5 microns or less
POAQC	Project of Air Quality Concern
ROG	Reactive organic gases
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SIP	State Implementation Plan
SO_2	sulfur dioxide
TCWG	Transportation Conformity Working Group
TIP	Transportation Improvement Plan
TEA-21	Transportation Equity Act for the 21st Century
TSP	Total Suspended Particulates
USC	United States Code
USDOT	U.S. Department of Transportation
VMT	vehicle miles traveled

Section 1. Introduction and Project Description

1.1. Introduction

This Air Quality Conformity Analysis contains the information that is required by FHWA to make an air quality conformity determination for the North Spring Street Viaduct Widening and Rehabilitation Project pursuant to Section 6005 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This analysis has been prepared to be consistent with FHWA's June 21, 2007 guidance on Project-Level Conformity Determinations and NEPA Assumption and Conformity Analysis Documentation checklist.

1.2. Project Description

1.2.1. Project Location & Background Information

The North Spring Street Viaduct (53C-0859) is elevated over the Los Angeles River and multiple railroad tracks in the City of Los Angeles, Los Angeles County, California (See ***Figures 1* and *2***). The viaduct consists of four vehicular travel lanes; two in the eastbound direction and two in the westbound direction. The segment of roadway within the project limits connects Lincoln Heights to Chinatown in the City of Los Angeles (see ***Figure 3***). The project area is situated northeast of downtown Los Angeles in an area that includes residential, commercial, industrial, and open-space (park) land uses. The project area straddles portions of the Central City North and Northeast Los Angeles Community Planning areas.

The City of Los Angeles (City), in cooperation with the State of California Department of Transportation (Caltrans), proposes to improve the viaduct and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast. The proposed project includes seismically upgrading the existing viaduct and improving pedestrian and bikeway facilities, and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

The City is the project proponent and the lead agency under CEQA. The Federal Highway Administration's (FHWA) responsibility for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to Section 6005 of SAFETEA-LU codified at 23 U.S.C. 327(a)(2)(A). Effective July 1, 2007, FHWA has assigned, and Caltrans has assumed, all the FHWA responsibilities under NEPA. The purpose of this program is to provide funding assistance for the repair, replacement, or rehabilitation of public highway bridges over waterways, other topographical barriers, other highways, or railroads when Caltrans (acting on behalf of FHWA) determines that a structure is important, but has structural deficiencies, physical deterioration, or functional obsolescence. State and local funding would be derived from a combination of Proposition 1B Highway-Railroad Crossing Safety Account (State) and Proposition C and Proposition G (City) sources.

Figure 1
Project Regional Location Map

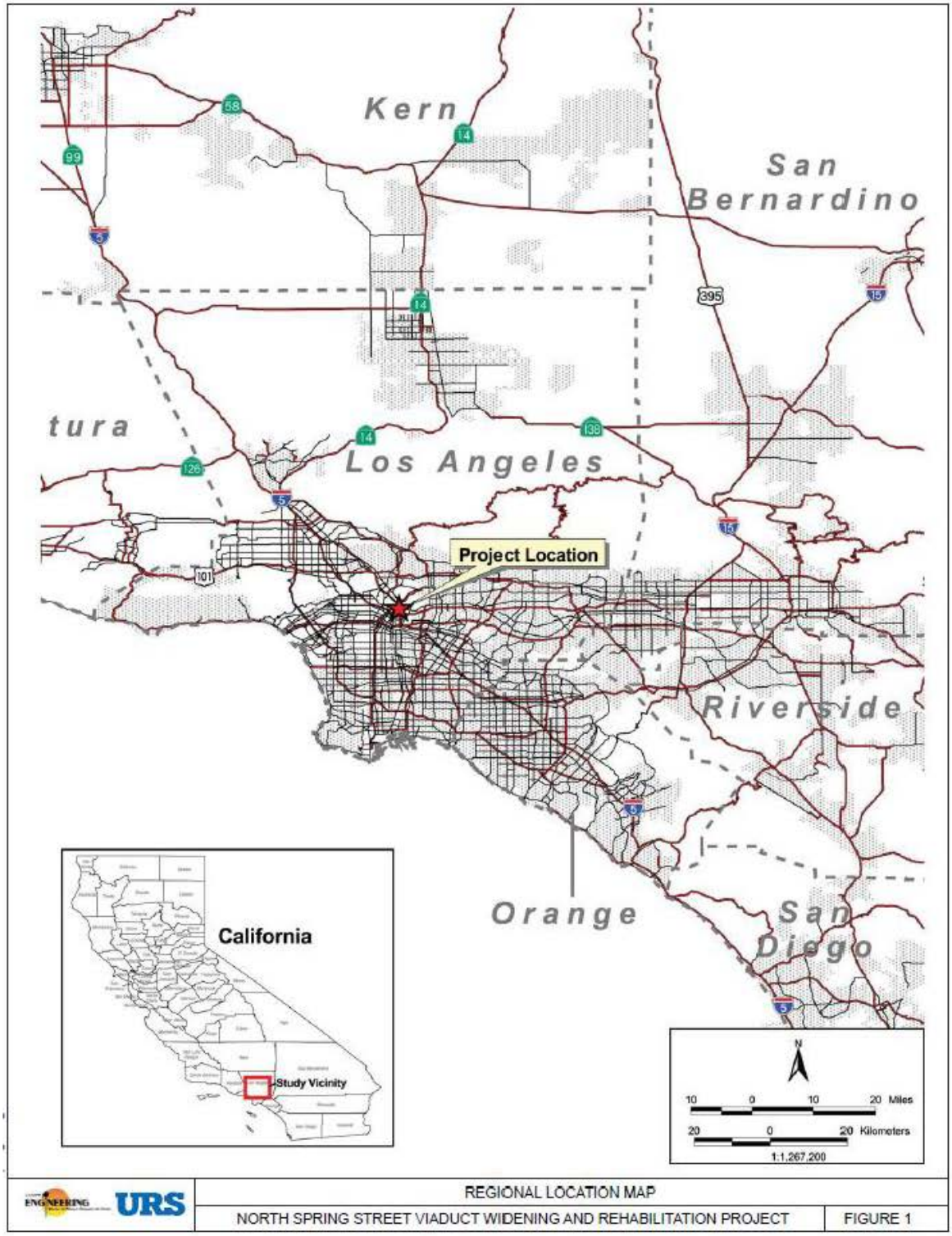


Figure 2
Project Vicinity Map

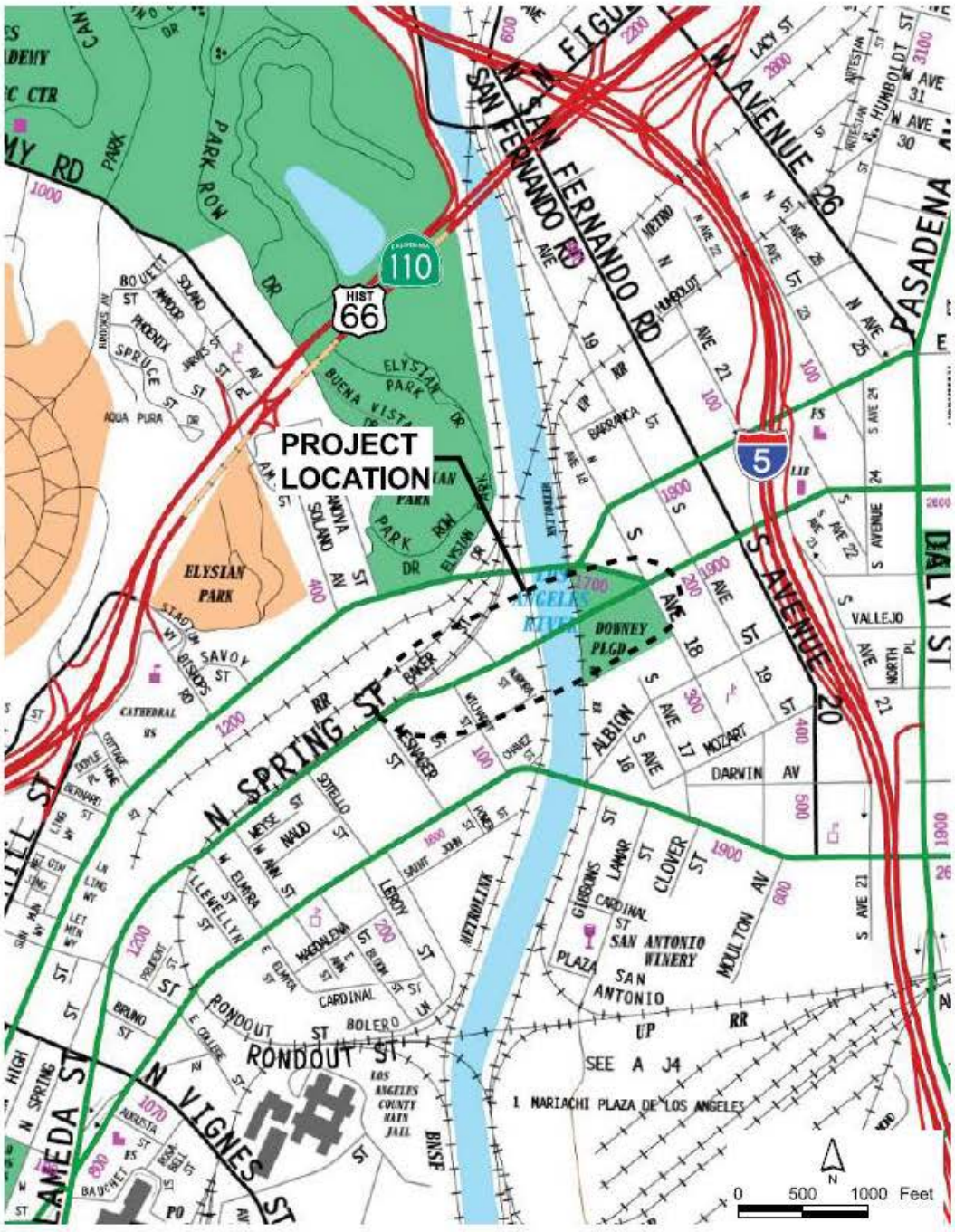
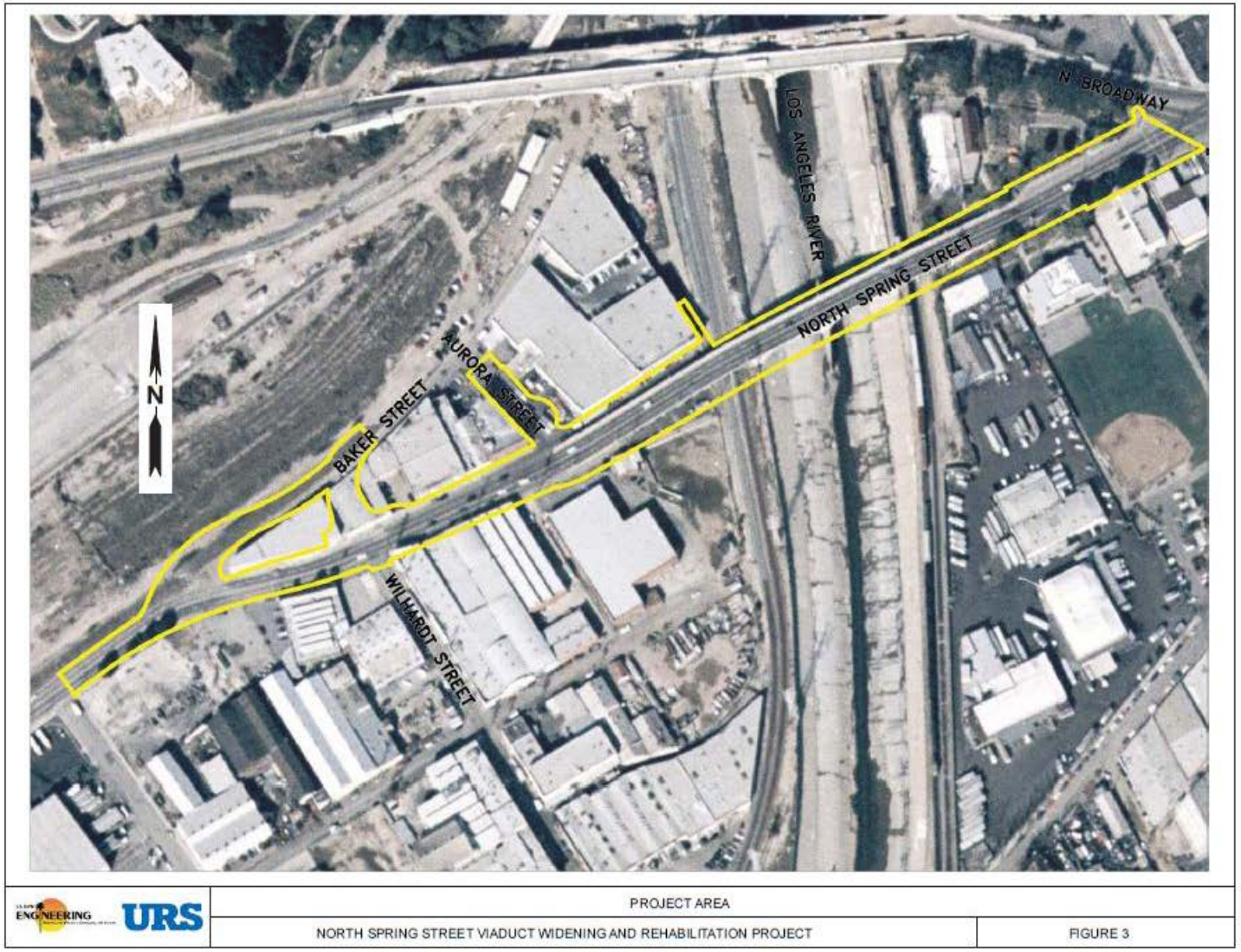


Figure 3
Project Area



1.2.2. Purpose and Need

1.2.2.1. Purpose

The purpose (objective) of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues in order to increase the viaduct's SR to a minimum of 80. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks. The project is intended to achieve the following objectives:

- Eliminate existing geometrical and design deficiencies associated with the viaduct and its approach roadways;
- Correct existing seismic vulnerability issues specific to the viaduct; and
- Improve pedestrian and bicycle travel through the project's study area and connections with regional bicycle routes and mass-transit facilities.

1.2.2.2. Need

Currently, bicyclists compete with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct and there is only one narrow sidewalk on the north side of the bridge to accommodate pedestrians. In July 2000, the City, in partnership with Caltrans, determined that the bridge is geometrically deficient due to:

- Inadequate lane widths;
- Lack of shoulders to accommodate the average daily traffic (ADT) volume;
- Loose cable restrainers; and

Additionally, Caltrans inspections in 2000 and 2007 indicated that the viaduct is vulnerable to potential structural collapse under a designated seismic event and the viaduct and its approach roadways are comprised of deteriorating pavement and sidewalks (The designated seismic event is based on recorded maximum credible earthquakes at controlling faults adjacent to the project site). These components are in need of repair in order to improve the movement of motorists, pedestrians, and bicyclists through the project area.

1.2.3. Project Description

The proposed project would be constructed in two phases. Phase 1 would include all of the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

The seismic retrofit work would eliminate potential structural collapse that could occur under a designated seismic event. The designated seismic event is based on recorded maximum credible earthquakes at controlling faults adjacent to the project area. This build alternative

would involve both the superstructure (i.e., structure elements above top of the piers) and substructure (i.e., structure elements below top of the piers, such as pier walls and foundations) zones of the viaduct.

Superstructure modifications would add steel pipe seat extenders encased in concrete diaphragm bolsters at expansion joints of west side approach spans. This addition would be placed across the viaduct expansion joints below the viaduct deck and allow the superstructure to slide away from the expansion joint under a designated seismic event without dropping off the existing nonstandard seats (i.e., bearing widths that support the superstructure).

The steel pipes would flank the expansion joints of pier walls under the west side approach spans and at the arch span abutments. The steel pipes would be installed in cored holes through the existing concrete diaphragms between the T-beams of the approach spans. Further, the steel pipes would be encased in new concrete diaphragms flush with the bottom of the T-beams and would not be visible from vantage points adjacent to the viaduct.

Substructure improvements would include:

- Encasing the existing columns under the west side approach spans with a composite fiber wrapping to increase shear capacity. The composite fiber wrapping would be covered with a flame-proof spread coating that matches the existing concrete texture and color. The composite fiber wrapping would be extended underground to the bottom of the columns by excavating the soils and removing and reconstructing the concrete base curbs around the columns;
- Reconstructing the concrete base curbs at the approach span columns that are to be fiber wrapped;
- Extending the seat width at the expansion joints of approach span abutments with a concrete bracket. This retrofit work would increase the support width of the substructure to prevent superstructure off-seating when the viaduct superstructure moves under a designated seismic event;
- Wrapping spandrel columns (i.e., the vertical columns on top of arch ribs in the triangular open sections that are on either side of the arch span) and a portion of the arch ribs and rib struts under the two arch spans (i.e., the horizontal beams on the underside of the viaduct between the arch ribs) over the Los Angeles River with composite fiber wrapping to increase shear capacity;
- Strengthening short spandrel columns at the apex area of the arch ribs with concrete in-fill walls aligning with faces of the spandrel columns; and
- Strengthening the spandrel column pedestals (i.e., bases of spandrel columns on top of arch ribs) by adding a one-foot wide concrete border to the down-slope side and lateral sides of the pedestals. The top of the concrete border would match with the top of the existing spandrel column pedestal.

Viaduct Improvements

Viaduct improvements include widening the existing viaduct and installing sidewalks, shoulders (to accommodate bicycle use), and railings on each side of the viaduct. This would also include reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

The viaduct would be widened by approximately 23 feet (to the outside rail) along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median. This would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the

approach roadway on the west end, the existing wing wall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-sided widening on the south side would either be similar to the existing Beaux Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under the proposed project would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent to the viaduct, extending the left-turn pocket on North Spring Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by the project, and would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

The project would include constructing a 4-way intersection at North Spring Street and Wilhardt Street after extending Wilhardt Street north to Baker Street. The Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. The proposed project would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

1.2.4. Capacity Increasing Components

The purpose of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks. The proposed project does not include capacity increasing components (e.g., additional lanes, new alignments, new ramps, etc).

1.2.5. Construction Period

Construction of the proposed build alternative is anticipated to last approximately 4.5 years, or less. The project is expected to open to traffic in 2015.

1.3. Air Quality Regulatory Framework

Table 1 shows that the proposed project is located in an area that is nonattainment for ozone, PM_{10}, and $PM_{2.5}$ and maintenance for carbon monoxide and nitrogen dioxide. This analysis focuses on these criteria pollutant(s). In addition, based on monitoring data obtained near a lead acid battery reclamation facility, Los Angeles County is currently designated nonattainment for the federal lead standard. With the exception of Los Angeles County, the remainder of the SCAB is designated attainment for the lead standards. The nonattainment

status for lead does not affect transportation conformity. The Basin is designated attainment or unclassified for the remaining federal standards (CARB 2011).

Table 1
Project Area Attainment Status

Criteria Pollutant	Federal Attainment Status
Ozone (O_3)	N (Extreme)
$PM_{2.5}$	N
PM_{10}	N (Serious)*
Carbon Monoxide (CO)	A/M
Nitrogen Dioxide (NO_2)	A/M
Sulfur Dioxide (SO_2)	A
Lead (Pb)**	N

N = Nonattainment
A = Attainment
U = Unclassified
M = Maintenance
** Federal PM10 attainment redesignation request submitted.*
***Nonattainment designation for lead is based on monitoring data from a new site near a lead acid battery reclamation facility in the Los Angeles County portion of the SCAB; remainder of the SCAB is Attainment.*
Source: SCAQMD 2011(a), SCAG September 2010. 2011 Federal Transportation Improvement Program;
US EPA. December 8, 2010. Electronic Code of Federal Regulations. website url:
http://ecfr.gpoaccess.gov/cgi/t/text/text-id?c=ecfr&rgn=div8&view=text&node=40:17.0.1.1.1.3.1.6&idno=40.

The ozone, $PM_{2.5}$, and PM_{10} nonattainment areas, as well as, the CO and NO_2 maintenance areas, include the portions of Los Angeles County, Orange County, Riverside County, and San Bernardino County located within the South Coast Air Basin (SCAB). As noted above, the area designated nonattainment for the federal lead standard is limited to the portion of Los Angeles County located within the SCAB and the remainder of the SCAB is designated attainment for the federal lead standard. The portion of Los Angeles County located within the SCAB, within which the proposed project is located, is described as follows:

- Beginning at the Los Angeles - San Bernardino County boundary and running west along the township line common to Township 3 North and Township 2 North, San Bernardino Base and Meridian;
- then north along the range line common to Range 8 West and Range 9 West;
- then west along the township line common to Township 4 North and Township 3 North;
- then north along the range line common to Range 12 West and Range 13 West to the southeast corner of Section 12, Township 5 North and Range 13 West;
- then west along the south boundaries of Sections 12, 11, 10, 9, 8, and 7, Township 5 North and Range 13 West to the boundary of the Angeles National Forest which is collinear with the range line common to Range 13 West and Range 14 West;
- then north and west along the Angeles National Forest boundary to the point of intersection with the township line common to Township 7 North and Township 6 North (point is at the northwest corner of Section 4 in Township 6 North and Range 14 West);
- then west along the township line common to Township 7 North and Township 6 North;
- then north along the range line common to Range 15 West and Range 16 West to the southeast corner of Section 13, Township 7 North and Range 16 West;
- then along the south boundaries of Sections 13, 14, 15, 16, 17, and 18, Township 7 North and Range 16 West;
- then north along the range line common to Range 16 West and Range 17 West to the north boundary of the Angeles National Forest (collinear with the township line common to Township 8 North and Township 7 North);

- then west along the Angeles National Forest boundary to the point of intersection with the south boundary of the Rancho La Liebre Land Grant;
- then west and north along this land grant boundary to the Los Angeles-Kern County boundary.

Section 2. Regional Conformity

The proposed project is identified as Project ID #LA0C8086 and was included in the regional emissions analysis conducted by the South Coast Association of Governments (SCAG) for the conforming *2008 Regional Transportation Plan (RTP), Amendment #4*, and in the *Regional Transportation Improvement Program (RTIP), Amendment #08-34, and the 2011 Federal Transportation Improvement Program (FTIP)*. SCAG adopted the 2008 RTP Amendment #4 and the corresponding conformity determinations on November 4, 2010. Federal approval of the RTP Amendment #4 conformity determination was issued on December 8, 2010. The proposed project was also included in the *2011 Federal Transportation Improvement Program* (FTIP), which was adopted by SCAG on September 2, 2010. Federal approval of the 2011 FTIP was issued on December 14, 2010.

The proposed project description was recently revised. The revised proposed project is described as: "North Spring St. over Los Angeles River, .4 miles west of I-5. Rehabilitate and widen 4 lane bridge (no added lanes) add sidewalks, upgrade bridge railings (53C0859)." The revised proposed project was included in the recent *2011 FTIP, Amendment 11-03.* The 2011 FTIP, Amendment 11-03 was found to be consistent with the 2008 RTP, as currently amended, and Federal approval of *2011 FTIP Amendment 11-03* was issued on April 4, 2011. Therefore, the proposed project is determined to be consistent with the 2008 RTP (Ayala 2008). Relevant excerpts from *2011 FTIP Amendment 11-03* are included in **Appendix A** of this report.

Section 3. Project-Level Conformity

3.1. Carbon Monoxide Hot-Spot Analysis

The California Project-Level Carbon Monoxide Protocol (*CO Protocol*) was used to analyze CO impacts for the North Spring Street Viaduct Widening and Rehabilitation Project. The ambient air quality effects of traffic emissions were evaluated qualitatively according to the CO Protocol. The project screens out at Level 3 of the flow chart at Figure 3 in the CO Protocol, and therefore will not have the potential for causing or worsening violation of the National Ambient Air Quality Standards for CO. As a result, total CO concentrations would not cause or contribute to any new localized violations of the federal 1-hour or 8-hour CO ambient standards. The NEPA document for this project does not identify specific mitigation, minimization, or avoidance measures for CO. A written commitment to implement such control measures is therefore not required. The approved RTP and TIP for the project area has no CO mitigation or control measures that relate to the project's construction or operation. Therefore, a written commitment to implement CO control measures is not required. The CO Protocol analysis and supporting documentation is included in **Appendix B**.

3.2. $PM_{2.5}$/PM_{10} Hot-Spot Analysis

Qualitative particulate matter (PM) hot-spot analysis is required under the EPA Transportation Conformity rule for Projects of Air Quality Concern (POAQC), as described in EPA's Final Rule of

March 10, 2006 (U.S. EPA Guidance of March 29, 2006). Projects that are not POAQC do not require detailed PM hot-spot analysis.

According to the EPA Transportation Conformity Guidance (final Rule), March 10 2006, the following types of projects are considered POAQC:

1) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 Annual Average Daily Traffic (AADT) and 8% or more of such AADT is diesel truck traffic, or in practice 10,000 truck AADT or more regardless of total AADT; significant increase is defined in practice as a 10% increase in heavy duty truck traffic);
2) Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
3) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;
4) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; or
5) Projects in or affecting locations, areas, or categories of sites which are identified in the PM2.5 or PM10 implementation plan or implementation plan submission, as appropriate, as sites of possible violation.

The proposed project is not considered a project of air quality concern for PM_{10} and/or $PM_{2.5}$ (POAQC) because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance.

Average-daily volumes for total vehicles and trucks are summarized in **Table 2**, for the primarily affected roadway segment of N. Spring Street, between Wilhardt Street and N. Broadway. The proposed improvements to the North Spring Street Viaduct Widening and Rehabilitation Project would not increase capacity within the project limit from the No-Build to the Build scenarios. However, traffic volume would increase proportionally to the regional VMT increase from the existing conditions to the design year. The existing 2008 AADT volume is 28,588 vehicles. The opening year AADT with the project is 30,650 vehicles. The design year AADT volume with the project is 35,998 vehicles. The diesel fueled truck percentage within the project limits is 7.2 percent of the AADT for the existing and opening years and 6.6% for the design year. Both the AADT and the percentage of trucks are less than their respective thresholds of 125,000 vehicles and 8 percent trucks.

Table 2
Average Daily Traffic Volumes

Roadway Segment	Existing		Opening Year 2015				Design Year 2035			
			No-Build		Build[1]		No-Build		Build[1]	
	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT	Total AADT	Truck AADT
N. Spring St., Wilhardt St. to N. Broadway	28,588	2,067	30,650	2,216	30,650	2,216	35,998	2,381	35,998	2,381

1. Represents build alternative.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

In comparison to No-Build conditions, the proposed project would not result in an increase in opening year 2015 or design year 2035 total vehicle or truck volumes. Furthermore, as noted in **Table 3**, the proposed project would improve predicted p.m. peak-hour conditions for the eastbound segment of N. Spring Street, between Wilhardt Street and N. Broadway, under both opening year 2015 and design year 2035 conditions. In comparison to existing conditions, the predicted LOS for this roadway segment would improve from an existing LOS C to an LOS B, for both opening year 2015 and design year 2035 conditions, with project implementation. In comparison to No-Build conditions, the proposed project would not result in a change in the predicted LOS for a.m. peak-hour conditions, nor would the project result in a predicted change in LOS for the westbound segment of this roadway. Moreover, the proposed project is not a bus or rail terminal.

Table 3
Summary of Level of Service

Intersection	Existing LOS		Year 2015				Year 2035			
			No-Build LOS		Build LOS[1]		No-Build LOS		Build LOS[1]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N. Spring St., Wilhardt St. to N. Broadway, Westbound	C	B	C	B	C	B	C	C	C	C
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	A	C	A	D	A	B	A	D	A	B

1. Represents build alternative.

Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

As indicated in this guidance, pursuant to 40 CFR 93.123(b)(i) and (ii), any new and expanded highway project that does not involve a significant number or increase in the number of diesel vehicles is not a project of air quality concern and consequently does not require a PM10 or $PM_{2.5}$ hotspot analysis. Also, through interagency consultation review requirements, the proposed project was reviewed by the SCAG Transportation Conformity Working Group (TCWG) during its January 26, 2010 meeting. TCWG found the project not to be a project of air quality concern. Therefore, $PM_{2.5}$ and PM_{10} hotspot analyses is not required. A copy of the $PM_{2.5}$ and PM_{10} Hotspot Interagency Review Form and the January 26, 2010 TCWG decision are presented in **Appendix C**. These documents can also be found at http://www.scag.ca.gov/tcwg/tcwg012610.htm.

3.3. Construction-Related Hot-Spot Emissions

As construction of the project is expected to last 4.5 years, construction-related emissions were not considered in the hot-spot analysis.

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Appendix A. Additional Documentation Related to Regional Conformity

Regional Emissions Analysis Conducted for Conforming RTP

The regional emissions analysis found that regional emissions will not exceed the SIP's emission budgets for mobile sources in the build year, a horizon year at least 20 years from when conformity analysis started, and additional years meeting conformity regulation requirements for periodic analysis. The regional emissions analysis was based on the latest population and employment projections for the Southern California Association of Governments (SCAG) region. The SCAG region includes a six-county region that contains four air basins (administered by five air districts), which includes the following:

- The South Coast Air Basin (SCAB) covers the urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
- The Ventura County portion of the South Central Coast Air Basin (SCCAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:
- The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
- The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
- The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- The SSAB covers all of Imperial County and the eastern portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:
- The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
- The SCAQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

The regional emissions analysis was adopted by SCAG at the time the conformity analysis was started on May 8, 2008. These assumptions are less than five years old. The modeling was conducted using current and future population, employment, traffic, and congestion estimates. The traffic data, including the fleet mix data, were based on the most recently available vehicle registration data included in the EMFAC2007 model. The EMFAC2007 model, developed by the California Air Resources Board, is the most recent emissions model approved for use in California by the U.S. EPA.

Public and Interagency Consultation Process for TIP

The federal TIP was developed in accordance with SCAG policies for community input and interagency consultation procedures. These procedures ensure that the public has

adequate opportunity to be informed of the federal TIP development process and encourages public participation and comment. The 2011 FTIP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group serves as a forum for interagency consultation. The Draft 2011 FTIP was released for a 30-day public review period. In addition, three public hearings were held on the Draft 2011 FTIP on July 14th, 21st, and 22nd 2010. The draft document was published on the web and hard copies of the draft documents were distributed to many libraries across the SCAG region. No comments were received on the Draft 2011 FTP that were directly related to the conformity tests and methodologies. Federal approval of the 2011 FTIP was issued on December 14, 2010.

2011 Federal Transportation Improvement Program
Amendment #11-03
Los Angeles County
Comparison Report
(in $000's)

Agency: LOS ANGELES, CITY OF

							Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:	5,204	400	49,488				55,092	55,092						

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8063	LA0C8063A	0	1	NCR36	0			61,241

Description: AC Conversion. RIVERSIDE DR. VIADUCT REPLACEMENT. REPLACEMENT OF EXISTING 2-LANE BRIDGE WITH 2 THROUGH LANES BRIDGE FLARING 4 LANES AT SAN FERNANDO ROAD WITH NEW ROUNDABOUT. BIKE LANE ADDED COMBINED W ITH 53C-1932 - WILL RESULT IN INCR. CIRCULATION. PPNO 3105 (53C-0160)

Fund	Fiscal Year	ENG	ROW	CON	Fund Total
	Prior			8,410	8,410
Fund SubTotal LOC-AC				8,410	8,410

Agency: LOS ANGELES, CITY OF

							Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:			8,410				8,410	8,410						

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8063	LA0C8063A	3	1	NCR36	0			61,241

Description: AC Conversion. RIVERSIDE DR. VIADUCT REPLACEMENT. REPLACEMENT OF EXISTING 2-LANE BRIDGE WITH 2 THROUGH LANES BRIDGE FLARING 4 LANES AT SAN FERNANDO ROAD WITH NEW ROUNDABOUT. BIKE LANE ADDED COMBINED W ITH 53C-1932 - WILL RESULT IN INCR. CIRCULATION. PPNO 3105 (53C-0160)

Fund	Fiscal Year	ENG	ROW	CON	Fund Total
	Prior			8,410	8,410
Fund SubTotal LOC-AC				8,410	8,410

Agency: LOS ANGELES, CITY OF

							Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:			8,410				8,410	8,410						

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8086	LA0C8086	0	6	CAR60	0			48,012

Description: NORTH SPRING ST BRIDGE WIDENING & REHABILITATION. INCLUDES WIDENING THE STRUCTURE & THE WEST APPROACH FROM 4 TO 6 LANES, BIKE ROUTES WILL BE MADE PART OF THE SHOULDERS (53C0859).

Fund	Fiscal Year	ENG	ROW	CON	Fund Total
	Prior	826	115		941
	10/11			3,602	3,602
Fund SubTotal CITY		826	115	3,602	4,543
	Prior	2,812	885		3,697
	14/15			27,796	27,796
Fund SubTotal HBRR-L		2,812	885	27,796	31,493
	Prior	1,000			1,000
	10/11		1,862	6,236	8,098
Fund SubTotal STPL-R		1,000	1,862	6,236	9,098

Agency: LOS ANGELES, CITY OF

							Project Total	Prior	FY10/11	FY11/12	FY12/13	FY13/14	FY14/15	FY15/16
Fund Totals:	4,638	2,862	37,636				45,136	5,638	11,700				27,796	

Co.	Sys	RTPID	Project ID	Amd	Ver	Program	Rt	PMB	PMA	Total Project Cost
LA	L	LA0C8086	LA0C8086	3	5	CAR60	0			79,546

Description: NORTH SPRING ST. OVER LOS ANGELES RIVER .4 MILES WEST OF I-5. REHABILITATE AND WIDEN 4 LANE BRIDGE (NO ADDED LANES) ADD SIDEWALKS UPGRADE BRIDGE RAILINGS (53C0859).

Fund	Fiscal Year	ENG	ROW	CON	Fund Total
	Prior	703			703
	10/11	547			547
	11/12		115	3,831	3,946
Fund SubTotal CITY		1,250	115	3,831	5,196
	Prior	2,812			2,812
	10/11	2,188			2,188
	11/12		885		885
Fund SubTotal HBRR-L		5,000	885		5,885

U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (fax)

April 4, 2011

In Reply Refer To:
HDA-CA

Ms. Cindy McKim, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsett, Division of Transportation Programming

Dear Ms. McKim:

SUBJECT: SCAG 2010/11 – 2013/14 FTIP/FSTIP AMENDMENT NO. 11-03 AND CONFORMITY DETERMINATION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have completed our reviews of Amendment No. 11-03 to the Southern California Association of Governments' (SCAG) 2010/11 – 2013/14 Federal Transportation Improvement Program (FTIP) that was submitted by your letter dated March 3, 2011. As detailed in your letter's enclosure, this amendment requests to add seventy-three (73) new individual project listings, to modify ninety-four (94) individual and eight (8) grouped project listings previously approved for inclusion in the 2010/11 – 2013/14 Federal Statewide Transportation Improvement Program (FSTIP), and to remove twenty-two (22) individual project listings previously approved for inclusion in SCAG's FTIP and California's FSTIP.

We have determined that the addec project listings and modifications, as part of SCAG's FTIP Amendment No. 11-03, do not require a new regional emissions analysis because each of the projects was found to conform as part of a previous analysis. Acceptance of this amendment is pursuant to a joint FHWA and FTA air quality conformity determination for the amended SCAG FTIP, which is required by the U.S. Environmental Protection Agency's (EPA) transportation conformity rule – via 40 Code of Federal Regulations (CFR) Part 51 and 40 CFR § 93.122(g) – and the FHWA/FTA Metropolitan Planning Regulations – 23 CFR § 450. This finding has been coordinated with Region IX of the EPA in accordance with the procedures outlined in the *National Memorandum of Understanding (MOU) between the Department of Transportation (DOT) and EPA on Transportation Conformity*, dated April 25, 2000. Accordingly, we find that the SCAG 2010/11 – 2013/14 FTIP, including Amendment No. 11-03, conforms to the applicable State Implementation Plan (SIP) for air quality.

Pursuant to the July 15, 2004 *MOU, between the FHWA – California Division and FTA – Region IX*, and based on our review of information submitted with the State's proposed 2010/11 – 2013/14 FSTIP, which includes revenues, proposed project funding information to demonstrate financial constraint, and statewide and metropolitan planning process documentation, we accept these FSTIP modifications proposed for the SCAG region in accordance with the Final Rule on Statewide and Metropolitan Transportation Planning that was published in the February 14, 2007 Federal Register. We have

determined that the amended SCAG FTIP, including Amendment No. 11-03, is financially constrained as required by the Federal surface transportation programs authorizing legislation and statewide planning, metropolitan planning, and programming regulations. SCAG's FTIP was developed through a continuing, cooperative, and comprehensive transportation planning process in accordance with the metropolitan transportation planning provisions of 23 United States Code (U.S.C.) § 134 and 49 U.S.C. Chapter 53. Any project or project phase, however, listed in SCAG's FTIP that is not included in SCAG's Regional Transportation Plan (RTP) is not approved for inclusion in the FSTIP pursuant to 23 CFR § 450.216(k) and § 450.324(g).

Project listings and/or project phases that indicate no funds are proposed for obligation during the four-year SCAG FTIP period cannot be advanced to implementation without an action by the FHWA and FTA on the FSTIP pursuant to 23 CFR §§ 450.216(l) and 450.328(e). In addition, project or project phase funding included in SCAG's FTIP proposed for obligation outside the fiscally constrained portion of the FTIP is accepted by the FHWA and FTA as "informational" in accordance with 23 CFR §§ 450.216(a) and 450.324(a).

We are approving the 2010/11 – 2013/14 FSTIP with the understanding that the eligibility of individual projects for funding is subject to the applicant's satisfaction of all administrative and statutory requirements. This joint FHWA and FTA approval of the FSTIP does not constitute an eligibility determination for the federal funds proposed for obligation on the listed projects. If you have any questions or need additional information concerning our FSTIP approval for this SCAG FTIP amendment, please contact Michael Morris of the FHWA California Division office at (916) 498-5887, or by email at michael.morris@dot.gov; or Ted Matley of the FTA Region IX office at (415) 744-2590, or by email at ted.matley@dot.gov.

Sincerely,

For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Leslie T. Rogers
Regional Administrator
Federal Transit Administration

cc: (e-mail)
Hasan Ikhrata, SCAG
Rich Macias, SCAG
Rosemary Ayala, SCAG
Ted Matley, FTA Region IX
Abhijit J. Bagde, Caltrans Programming (abhijit_bagde@dot.ca.gov)
Muhaned Aljabiry, Caltrans (muhaned_aljabiry@dot.ca.gov)
Karina O'Connor, EPA Region IX
Lisa Hanf, EPA Region IX
Aimee Kratovil, FHWA-CA
Michael Morris, FHWA-CA

cc:
SCAG 2010/11 FTIP Binder

MM/km

From: Rosemary Ayala [AYALA@scag.ca.gov]
To: 'Kurt Legleiter'
Cc:
Subject: RE: FTIP question

Kurt,

This project is consistent with the currently approved 2008 RTP and does not impact SCAG's conformity determination.

Rosemary Ayala
Manager Federal Transportation Improvement Program
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017
(213) 236-1927 (telephone)
(213) 236-1963 (fax)
ayala@scag.ca.gov

"Don't miss the SCAG Regional Conference and General Assembly, May 5 – 6, 2011, at the La Quinta Resort & Club! Register now at www.scag.ca.gov/ga2011."

Appendix B. Carbon Monoxide Hot-Spot Analysis Modeling Procedures

The *Transportation Project-Level Carbon Monoxide Protocol, UCD-ITS-97-21* (CO Protocol), University of California, Davis, December 1997, provides procedures and guidelines for use by agencies to evaluate the potential local level CO impacts of a transportation project. The CO Protocol provides decision flow charts designed to assist the lead agency in evaluating requirements that specifically apply to a proposed action. An evaluation of each flow chart inquiry as they pertain to the proposed project is discussed, as follows (refer to highlighted decision path in **Figure B-1**):

Section 3

3.1.1. Is the proposed project exempt from all emission analyses?

No. The proposed project is not exempt from all emission analyses as it does not meet the criteria for projects exempt from all emissions analyses listed in the CO Protocol. In addition, the air quality analyses of projects included in the RTP and RTIP do not include the analyses of local CO impacts, which therefore must be addressed on a project level.

3.1.2. Is the proposed project exempt from regional emission analyses?

Yes. The proposed project is exempt from regional emission analyses as it does meet the criteria for projects exempt from regional emission analyses listed in the CO Protocol.

If *Yes*, proceed to *Section 4*.

Section 4

Level 1. Is the project in a CO nonattainment area?

No.

If No, was the area redesignated as "attainment" after the 1990 Clean Air Act?

Yes. In March 2005, the SCAQMD adopted a CO Redesignation Request and Maintenance Plan. The *2005 CO Maintenance Plan* meets the requirements of the CAA by demonstrating that the SCAB has attained the CO standard, meets the criteria for applying US EPA's Clean Data Policy, shows continuing CO emissions reductions, includes contingency measures, and shows that federal CO standards will be maintained through at least 2015. In February 2006, the CARB adopted the *2005 South Coast CO Redesignation and Maintenance Plan* as a SIP revision and submitted the SIP revisions to the US EPA for approval (CARB, February 24, 2006. Executive Order G-125-332). The SCAB was designated as "attainment" for CO effective June 11, 2007.

If Yes, has "continued attainment" been verified with the local Air District, if appropriate?

Yes. In accordance with US EPA guidance, the SCAQMD periodically reviews the assumptions and data for attainment inventory and demonstration. The SCAQMD has reevaluated the 2005 *CO Maintenance Plan* as part of the AQMP process in 2007 and 2010. In accordance with US EPA guidance, a revision to the CO Maintenance Plan for the subsequent ten year maintenance planning period will be submitted to the US EPA in 2013. In addition the verification actions identified above, the SCAQMD also analyzes the CO air quality data collected on a daily basis to ensure continued maintenance of the CO standards (SCAQMD 2005).

If *Yes*, *Proceed to Level 7*.

Figure B-1
Project-Level CO Conformity Decision Flow Chart

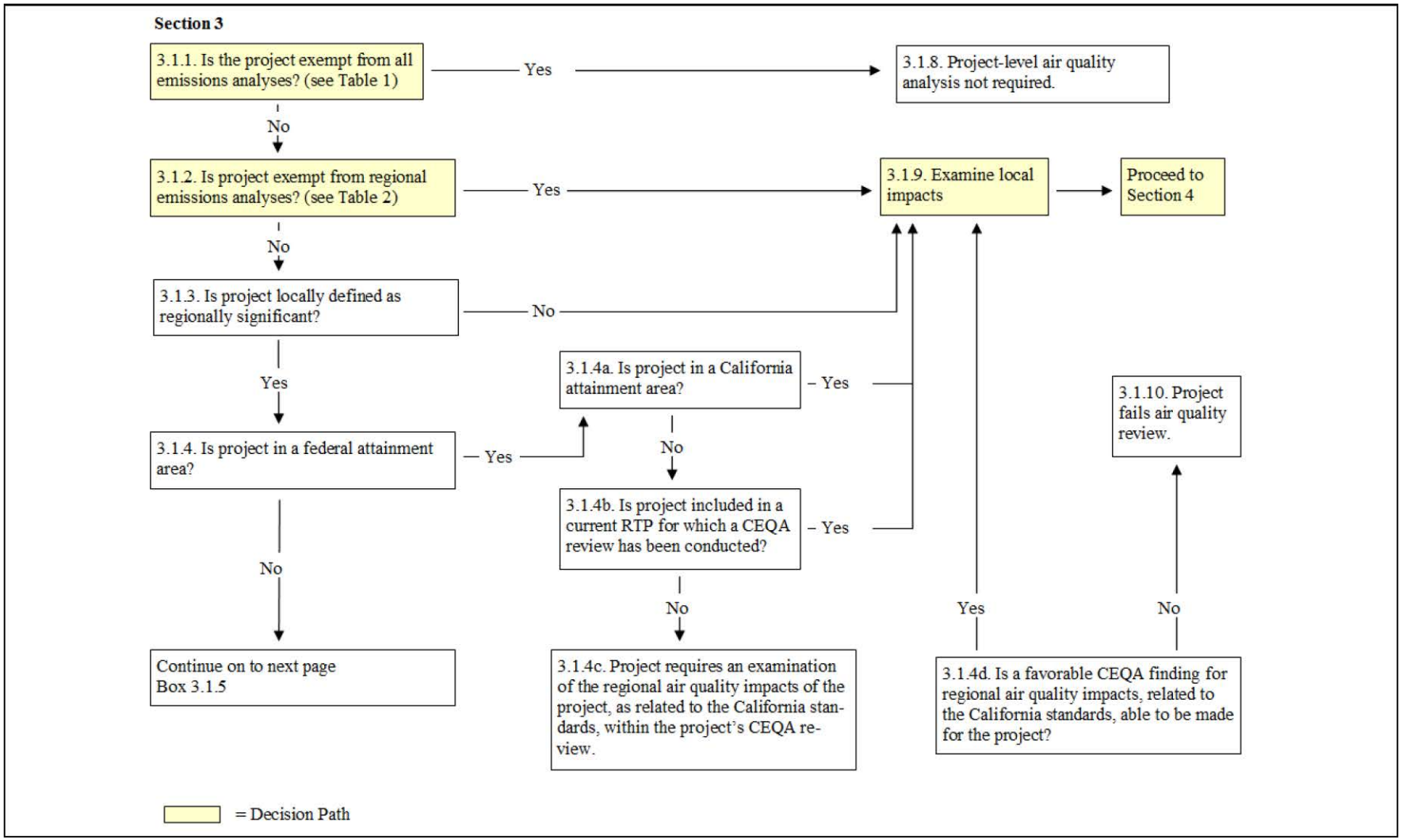


Figure B-1
Project-Level CO Conformity Decision Flow Chart (cont.)

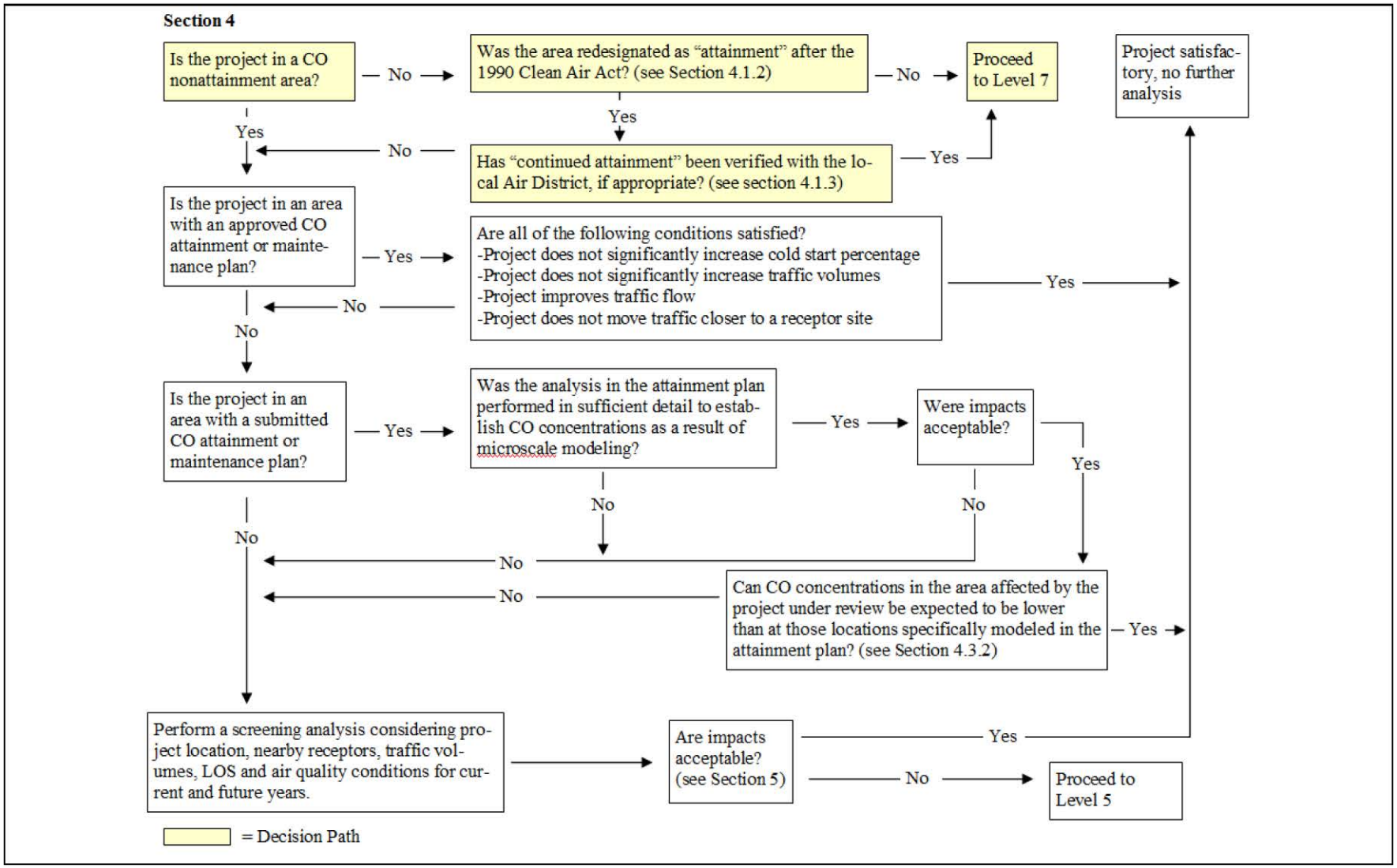
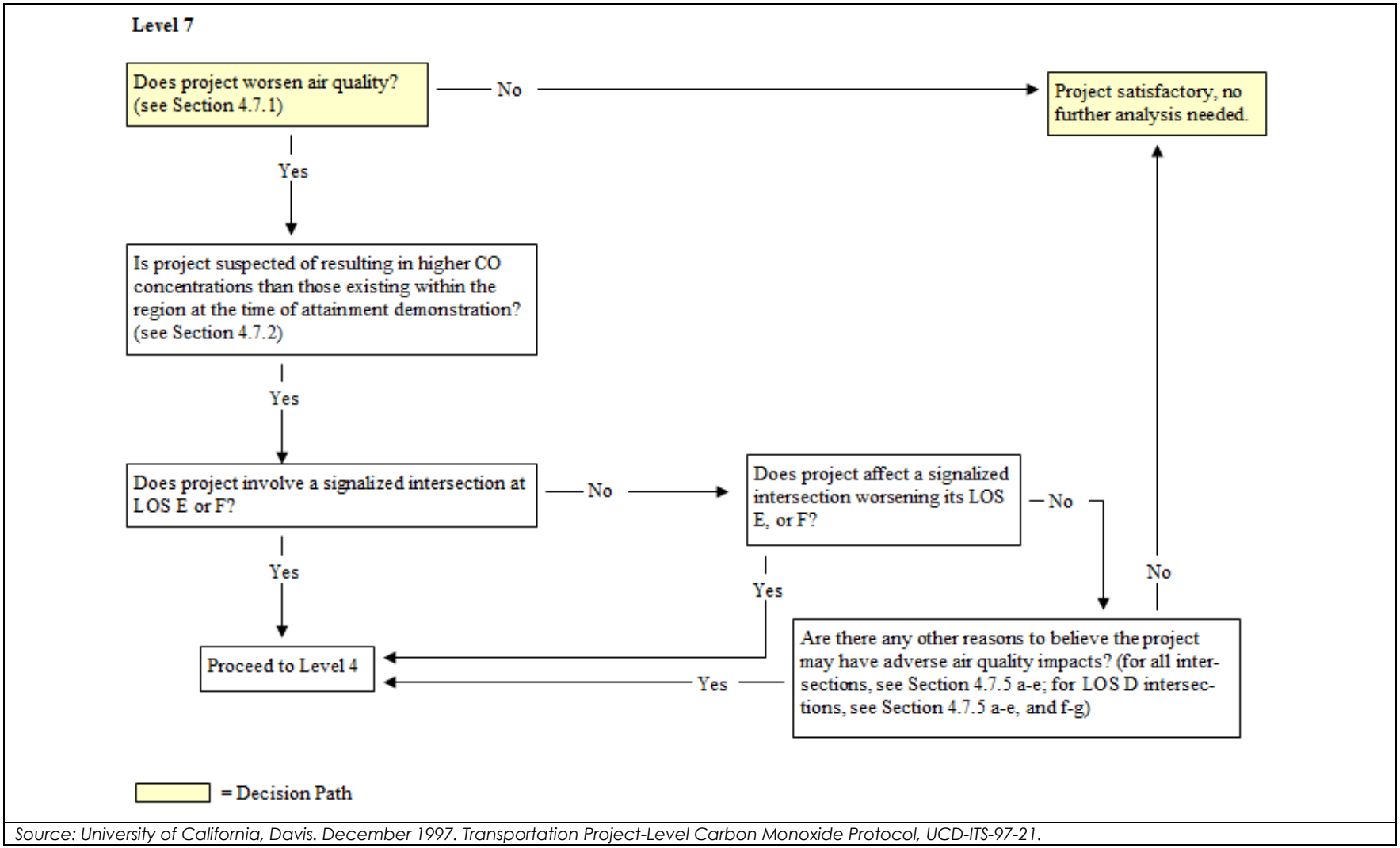


Figure B-1
Project-Level CO Conformity Decision Flow Chart (cont.)



Source: University of California, Davis. December 1997. Transportation Project-Level Carbon Monoxide Protocol, UCD-ITS-97-21.

If Yes, has "continued attainment" been verified with the local Air District, if appropriate?

Yes. In accordance with US EPA guidance, the SCAQMD periodically reviews the assumptions and data for attainment inventory and demonstration. The SCAQMD has reevaluated the 2005 *CO Maintenance Plan* as part of the AQMP process in 2007 and 2010. In accordance with US EPA guidance, a revision to the CO Maintenance Plan for the subsequent ten year maintenance planning period will be submitted to the US EPA in 2013. In addition the verification actions identified above, the SCAQMD also analyzes the CO air quality data collected on a daily basis to ensure continued maintenance of the CO standards (SCAQMD 2005).

If *Yes*, *Proceed to Level 7*.

Level 7. Does project worsen air quality (based on the following criteria)?

- The project significantly increases the percentage of vehicles operating in cold start mode. Increasing the number of vehicles operating in cold start mode by as little as 2% should be considered potentially significant.

  No. The proposed project would not result in a change in traffic operations, nor would the proposed project result in the development of new land uses could potentially change the percentage of vehicles operating in cold start mode.

- The project significantly increases traffic volumes, increases in traffic volumes in excess of 5% should be considered potentially significant. Increasing the traffic volume by less than 5% may still be potentially significant if there is also a reduction in average speeds.

  No. As noted in **Table B-1**, no change in peak-hour traffic volumes would occur along primarily affected roadway segments as a result of the proposed project. As a result, implementation of the proposed project would not significantly increase traffic volumes.

- The project worsens traffic flow. For uninterrupted roadway segments, a reduction in average speeds (within a range of 3 to 50 mph) should be regarded as worsening traffic flow. For intersection segments, a reduction in average speed or an increase in average delay should be considered as worsening traffic flow.

  No. Based on the traffic analysis prepared for the proposed project, implementation of the proposed project would not result in a change in vehicle speeds on the primarily affected roadway segment of N. Spring Street, between Wilhardt Street and N. Broadway. Average vehicle speeds are summarized in **Table B-2**.

  In addition, as noted in **Table B-3**, implementation of the proposed project would result in improved levels of service for the eastbound segment of N. Spring St., between Wilhardt Street and N. Broadway. In comparison to No-Build conditions, the proposed project would improve predicted p.m. peak-hour conditions for both opening year 2015 and design year 2035 from an LOS D to an LOS B. By comparison, this same roadway segment currently operates at LOS C. In comparison to No-Build conditions, the proposed project would not result in a change in the predicted LOS for a.m. peak-hour conditions, or for the westbound segment of this roadway.

Table B-1
Total Vehicle Peak-hour Traffic Volumes

Roadway Segment	Existing		Opening Year 2015				Design Year 2035			
			No-Build		Build[1]		No-Build		Build[1]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N. Spring St., Wilhardt St. to N. Broadway, Westbound	1,587	1,451	1,701	1,555	1,701	1,555	1,712	1,736	1,712	1,736
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	419	2183	449	2,341	449	2,341	461	2,371	461	2,371

1. Represents build alternative.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

Table B-2
Roadway Segment Average Speeds

Roadway Segment	Mean Speed (mph)				
	Existing	Opening Year (2015)		Buildout Year (2035)	
		No Build	Build[1]	No Build	Build[1]
N. Spring St., Wilhardt St. to N. Broadway, Westbound	45	45	45	45	45
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	45	45	45	45	45

1. Represents build alternative.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

Table B-3
Summary of Level of Service

Intersection	Existing LOS		Year 2015				Year 2035			
			No-Build LOS		Build LOS[1]		No-Build LOS		Build LOS[1]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
N. Spring St., Wilhardt St. to N. Broadway, Westbound	C	B	C	B	C	B	C	C	C	C
N. Spring St., Wilhardt St. to N. Broadway, Eastbound	A	C	A	D	A	B	A	D	A	B

1. Represents build alternative.
Source: URS Corporation. 2008. North Spring Street Viaduct Widening and Rehabilitation Project, Traffic Analysis Summary.

If *No*, Are there any other reasons to believe the project may have adverse air quality impacts?

No. The proposed project is located in an attainment area for federal and state CO standards, and the existing CO concentrations in the project area are substantially below the ambient air quality standards. Additionally, the proposed project would result in improvements in predicted p.m. peak-hour LOS for the eastbound segment of N. Broadway, would not affect the percentages of vehicles operating in cold start mode, and would not affect vehicle fleet percentages on area roadways. For these reasons, further analysis of localized mobile-source CO concentrations is not required.

Appendix C. PM Interagency Consultation

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

RTIP ID# *(required)* LA0C8086

TCWG Consideration Date : 2010/01/26

Project Description *(clearly describe project)*

Note: This project is not a Project of Air Quality Concern under 40 CFR 93.123(b)(1). Therefore, a PM hotspot analysis is not required. This project will not result in significant increase in diesel vehicle traffic. In addition, the project area will operate at a Level of Service (LOS) of C or better. See Attachment 3 for additional reasons and detailed explanations.

The proposed North Spring Street Viaduct Widening and Rehabilitation Project is located in the City of Los Angeles (Los Angeles County), approximately 1.5 miles northeast of downtown. The project limits begin at Wilhardt Street (on the southwest), then run northeasterly on North Spring Street (over the Los Angeles River) to the five point intersection of North Spring Street, Avenue 18 and North Broadway (on the northeast). Please see the attached Figure 1 and 2. The project includes work on North Spring Street, Wilhardt Street, Aurora Street and the Downey Recreation Center. Within the limits of the project, North Spring Street is designated as a class II major highway and is striped throughout most of the proposed project's reach for four-lane (two in each direction) vehicular use.

Specific project elements consist of widening the existing North Spring Street Viaduct approximately 20 feet on each side. The number of lanes will remain the same as existing (i.e. two lanes in each direction) except bicycle lanes will be added on both sides of the roadway and the short existing third eastbound lane at the 5-point intersection will be lengthened to 600 feet. The existing left turn pocket at this end will also be lengthened.

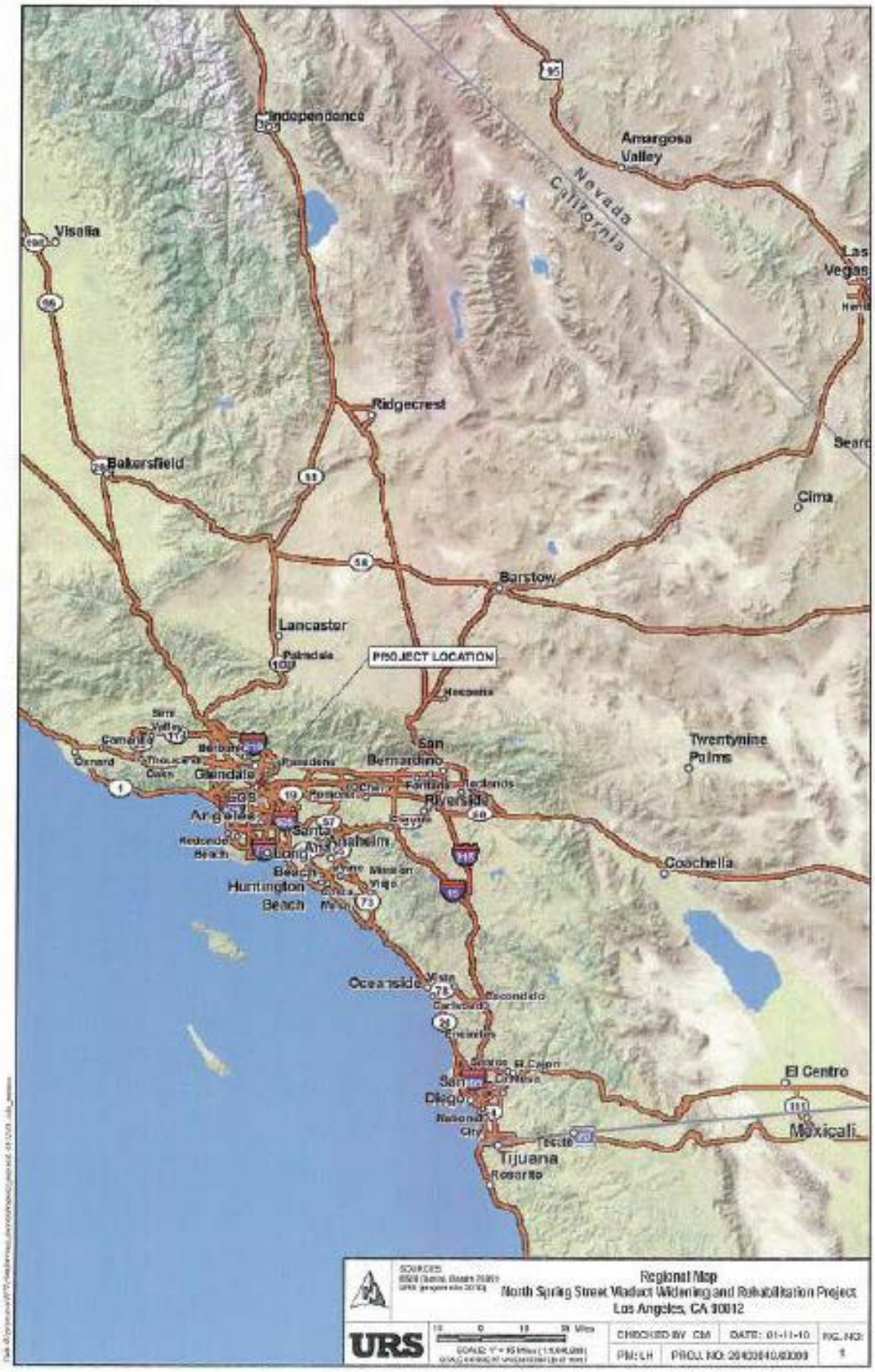
This project will also involve closing Aurora Street (where it presently joins North Spring Street) and will include a cul-de-sac. Wilhardt Street (presently located southeast of North Spring Street) will be extended northwesterly, across North Spring Street, to Baker Street. Other project elements include utility relocation and retaining wall construction as well as seismic landscape and traffic signal enhancements.

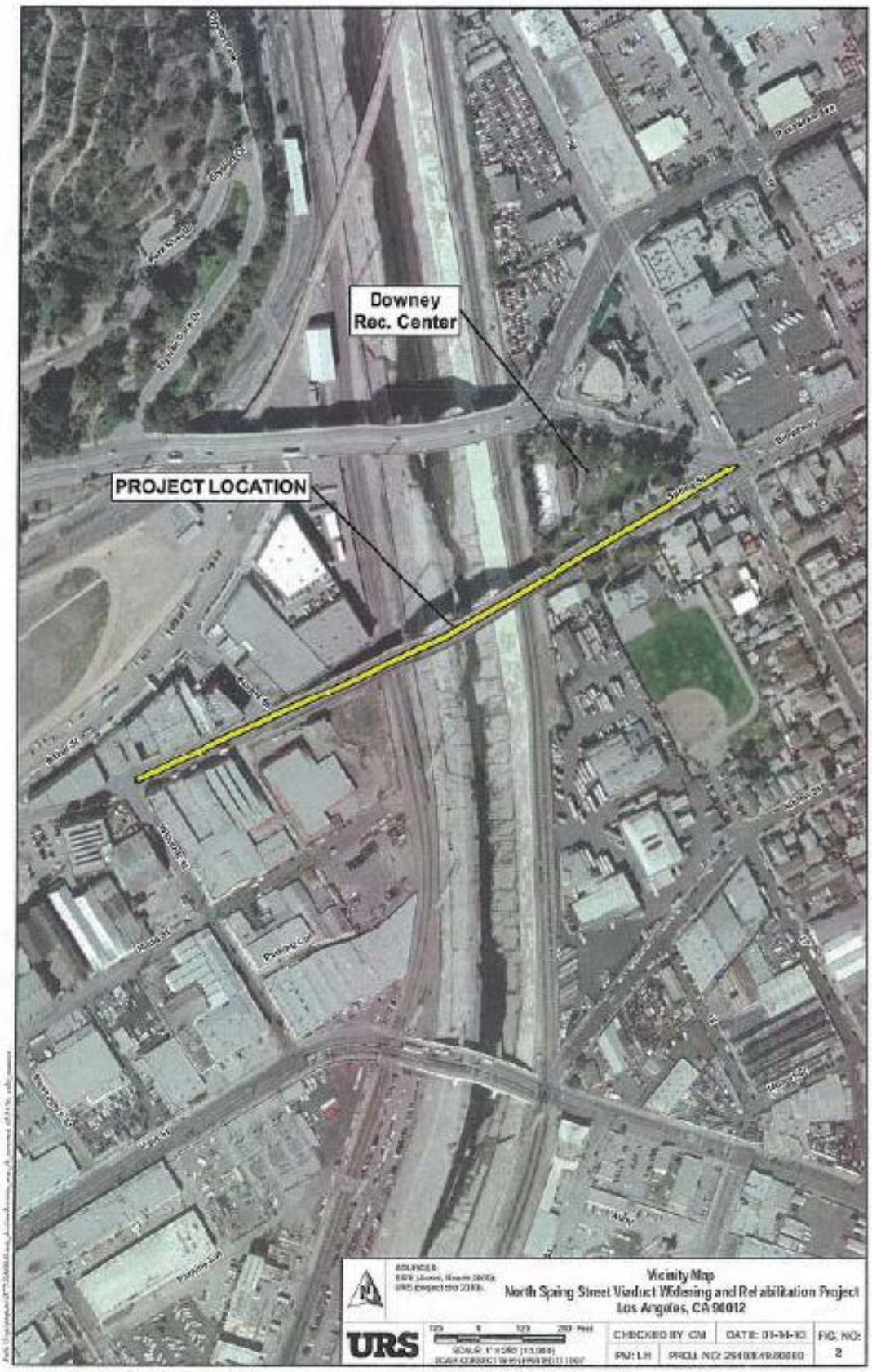
This project will be constructed in two phases. The first phase (Phase I) will involve construction from Aurora Street (on the southwest) to the five point intersection (on the northeast). Phase II will involve construction of the Wilhardt Street extension.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing regionally significant street.

County	**Narrative Location/Route & Postmiles:** The proposed North Spring Street Viaduct Widening and Rehabilitation Project is located in the City of Los Angeles (Los Angeles County), approximately 1.5 miles northeast of downtown. The project limits begin at Wilhardt Street (on the southwest), then run northeasterly on North Spring Street (over the Los Angeles River) to the five point intersection of North Spring Street, Avenue 18 and North Broadway (on the northeast). Please see the attached Figure 1 and 2. **Caltrans Projects – EA#** 96510 (931701)
LA county	

Lead Agency: City of Los Angeles for CEQA and State of California Department of Transportation for NEPA


Independence
Amargosa Valley
Nevada
California
Visalia
Las Vegas
Ridgecrest
Bakersfield
Cima
Barstow
Lancaster
Palmdale
PROJECT LOCATION
Hesperia
San Bernardino
Twentynine Palms
Riverside
Los Angeles
Santa Ana
Anaheim
Long Beach
Huntington Beach
Coachella
Oceanside
Vista
Escondido
Carlsbad
Encinitas
San Diego
El Centro
Mexicali
Tijuana
Rosarito
Regional Map
North Spring Street Viaduct Widening and Rehabilitation Project
Los Angeles, CA 90012
URS
CHECKED BY: CM
DATE: 01-11-10
PM: LH
PROJ. NO: 26420840.60000
FIG. NO: 1



Vicinity Map
North Spring Street Viaduct Widening and Rehabilitation Project
Los Angeles, CA 90012

URS

CHECKED BY: CM | DATE: 01-14-10 | FIG. NO: 2

PM: LH | PROJ. NO: 26400849.00000

Attachment 1

North Spring Street Viaduct between Willhardt Street & South Avenue 18 (N Broadway)

AM	W/B										E/B										AVG DAILY TRAFFIC	AVG DAILY TRUCK
	passenger cars					trucks					passenger cars				trucks							
	pk period	pk hr dur	pk hr	ADT		pk period	pk hr dur	pk hr	% trucks	ADT	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT			
2015			1,701	13,304				39	2%	923			449	15,130			59	13%	1,292		28,434	2,216
2035	4009.55	2.88	1,712	15,885	153.25	2.88	53	3%	882	1829.58	3.97	461	17,733	285.51	3.97	67	15%	1,499		33,618	2,381	

PM	W/B										E/B										AVG DAILY TRAFFIC	AVG DAILY TRUCK
	passenger cars					trucks					passenger cars				trucks							
	pk period	pk hr dur	pk hr	ADT		pk period	pk hr dur	pk hr	% trucks	ADT	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT			
2015			1,555	13,304				60	4%	923			2,341	15,130			82	3%	1,292		28,434	2,216
2035	5000.38	2.88	1,736	15,885	196.75	2.88	68	4%	882	9413.04	3.97	2,371	17,733	379.89	3.97	96	4%	1,499		33,618	2,381	

Notes:

1. Opening Year Data from Compound Growth Factor (1% annually)
2. Horizon Year Data from RTP 2008 forecast model

Attachment 2

North Spring Street Viaduct Widening and Rehabilitation Project
Traffic Analysis Summary - Revised

An analysis of current and future traffic conditions for North Spring Street Viaduct over Los Angeles River has been completed. The traffic analysis was performed through the use of established traffic engineering techniques. Traffic counts were obtained from the latest SCAG 2008 RTP model.

The purpose of the study was to determine the impact the viaduct widening would have on traffic operation. The analysis was performed using HCS 2000 to determine the level of service (LOS) of the viaduct for current conditions (2008) and four future scenarios: 2015 and 2035 – No Project and 2015 and 2035 – With Project. The existing traffic volume was projected to year 2015 (Opening Year) and 2035 (Horizon Year) using the City's recommended Ambient Growth of 1% per year using the same model. Other projects affecting the area were assumed already included in the model.

Specific project elements consist of widening the existing North Spring Street Viaduct approximately 20 feet on each side. The number of lanes will remain the same as existing (i.e. two lanes in each direction) except bicycle lanes will be added on both sides of the roadway and the short existing third eastbound lane at the 5-point intersection will be lengthened to 620 feet. The existing left turn pocket at this end will also be lengthened.

This project will also involve closing Aurora Street (where it presently joins North Spring Street) and will include a cul-de-sac. Wilhardt Street (presently located southeast of North Spring Street) will be extended northwesterly, across North Spring Street, to Baker Street. Other project elements include utility relocation and retaining wall construction as well as seismic, landscape and traffic signal enhancements.

This project will be constructed in two phases. The first phase (Phase I) will involve construction from Aurora Street (on the southwest) to the five point intersection (on the northeast). Phase II will involve construction of the Wilhardt Street extension.

The Levels of Service (LOS) of the following years (2015 and 2035) with and without the proposed project were calculated and are as follows:

Level of Service Analysis

	AM		PM	
	Westbound	Eastbound	Westbound	Eastbound
2015 No Project	LOS C	LOS A	LOS B	LOS D
2015 with Project	LOS C	LOS A	LOS B	LOS B
2035 No Project	LOS C	LOS A	LOS C	LOS D
2035 with Project	LOS C	LOS A	LOS C	LOS B

ATTACHMENT 3

WHY THE PROJECT IS NOT A PROJECT OF AIR QUALITY CONCERN UNDER 40 CFR 93.123(b)(1)

The following are the types of projects that are considered POAQC and the reasons (*in italics*) why the proposed North Spring Street Viaduct Widening and Rehabilitation Project does not meet any of the definitions:

1) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles (significant number is defined as greater than 125,000 ADT and 8% or more of such ADT is diesel truck traffic, or in practice 10,000 truck ADT or more regardless of total ADT; significant increase is defined in practice as a 10% increase in heavy duty truck traffic);

   Given the expected percentage of diesel vehicles along North Spring Street Viaduct, the project will not result in a significant increase in diesel vehicle traffic.

2) Projects affecting intersections that are at a Level of Service D, E, F, with a significant number of diesel vehicles, or that will change to Level of Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;

   According to the traffic analysis summary, the project area will operate at a level of service (LOS) of C or better for all build scenarios. The project will not result in a sufficient increase in traffic due to diesel vehicles to change the LOS to D or lower.

3) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location;

   The proposed project is not a new bus or rail terminal or transfer point.

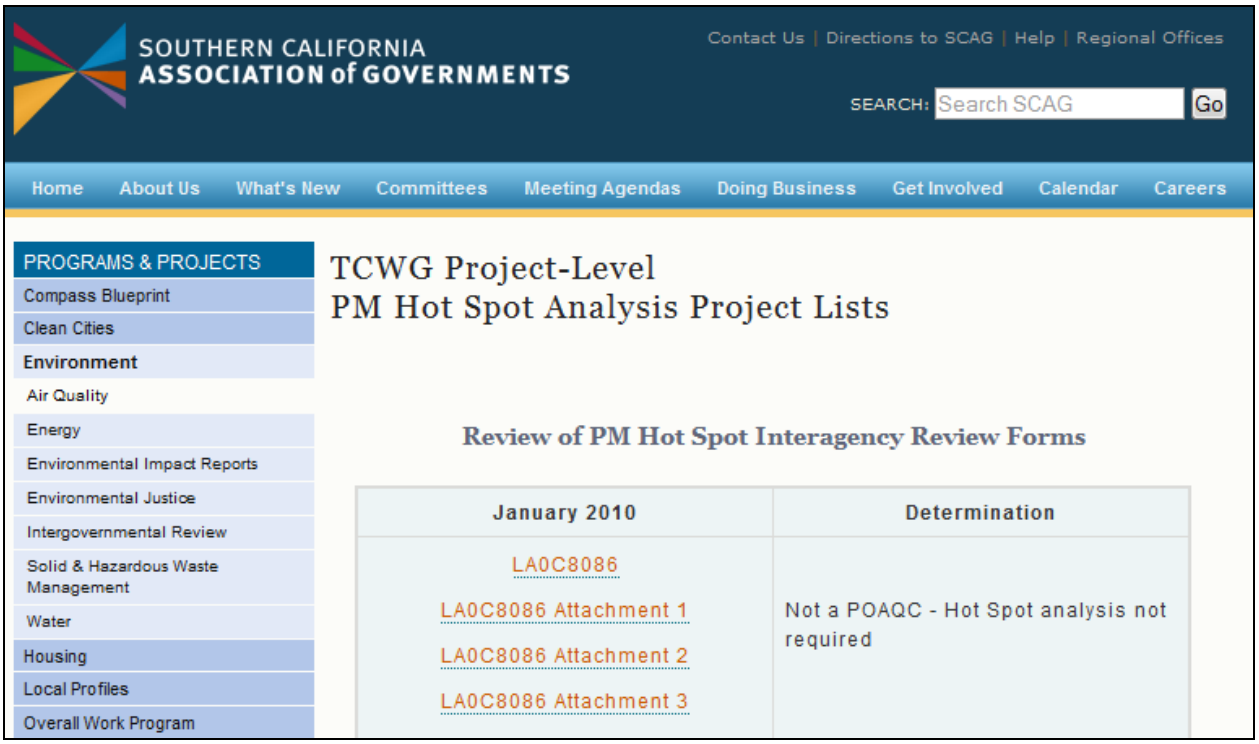
4) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location;

   The proposed project is not an expanded bus or rail terminal or transfer point.

5) Projects in or affecting locations, areas, or categories of sites which are identified in the $PM_{2.5}$ or PM_{10} implementation plan or implementation plan submission, as appropriate, as sites of possible violation.

   The project is not in, and does not affect, locations, areas or categories of sites that are identified in the 2007 AQMP as sites of possible violation.

In accordance with the EPA's Transportation Conformity Guidance, the Project is not considered a POAQC for PM_{10} and/or $PM_{2.5}$. Therefore, a PM hotspot analysis is not required.



Source: Southern California Association of Governments. Accessed: May 27, 2011. Website url: http://www.scag.ca.gov/tcwg/projectlist/january10.htm.

Appendix G. Archaeological Survey Report

Archaeological Survey Reports are considered confidential material by the State of California because they contain information on the identification and location of archaeological resources and is therefore not available for public distribution.

Appendix H. Historic Property Survey Report

HISTORIC PROPERTY SURVEY REPORT

1. UNDERTAKING DESCRIPTION AND LOCATION						
District	County	Route *(Local Agency)*	Kilo Posts *(Project prefix)*	Post Miles *(Project No.)*	Charge Unit *(Agreement)*	Expenditure Authorization *(Location)*
7	Los Angeles	City of Los Angeles	BHLS	5006 (219)	N/A	North Spring Street, Avenue 18 to Mesnager Street

Project Description: (*Insert project description below; refer reader to location and vicinity maps in HPSR)*

To improve the Serviceability and Functional Obsolescence Rating of the North Spring Street Bridge (Bridge No. 53C-0859), the proposed project would widen the existing 50-foot-wide bridge by approximately 20 feet on each side resulting in a 90-foot-wide by 1,000-foot-long structure extending northeasterly from Aurora Street on the west to approximately 500 feet west of South Avenue 18 in the City of Los Angeles. One eastbound traffic lane would be added to the existing four-lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Broadway Street, North Spring Street, and South Avenue 18. The proposed improvements, as further described below, are referred to hereinafter as the "Project."

The Project would also:

- Close the existing intersection of Aurora Street and North Spring Street;
- Close the existing triangular merger of Baker Street into North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street;
- Install wider sidewalks and bicycle lanes on each (north/south) side of the roadway;
- Create a striped center median varying in width between 5 and 9 feet from approximately North Spring Street's intersection with South Avenue 18 westerly approximately to its intersection with Aurora Street;
- Seismically retrofit the existing bridge to meet current bridge design standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
- Improve bridge railings, and approach and transition guardrails.

The proposed Project would require right-of-way (ROW) acquisition. Specifically, private properties likely to be affected include those located on the north side of North Spring Street and immediately east of the existing intersection of North Spring Street and Baker Street. To accommodate the proposed bridge widening, it also is anticipated that an existing stairway located on the north side of North Spring Street on the Downey Recreation Center property would be relocated to maintain access to park facilities. Staging areas would be the responsibility of the construction contactor and are not part of the undertaking discussed herein. The area of potential effects (APE) for the Project encompasses all current and

proposed ROW on North Spring Street at the Los Angeles River Crossing (see Figure 1 – Project Location Map; Figure 2 – Project Vicinity Map; and Figure 3 – Area of Potential Effects (APE) Map). The Archaeological APE encompasses all current and proposed ROW on North Spring Street at the Los Angeles River.

2. AREA OF POTENTIAL EFFECTS

The Architectural and Archaeological APE for the Project was established in consultation with the California Department of Transportation (Caltrans) and the City of Los Angeles in April 2005. Moreover, establishment of the APE was guided through direction provided in Attachment 3 of the Programmatic Agreement, and its implementing regulations [e.g., 36 Code of Federal Regulations 800.4(a)(2-4), 800.4(b), and 800.16(d)], executed in 2003 between, among others, the Federal Highway Administration, Caltrans, and the California State Historic Preservation Officer.

The Architectural APE includes the North Spring Street Bridge (Bridge No. 53C-0859); portions of North Spring Street east and west of the bridge; the length of Aurora Street; an existing access road located along the east side of the buildings located on the west bank of the Los Angeles River; and a relatively small area located west of the bridge that would include the extension of Wilhardt Street northward to connect to the existing Baker Street alignment. The Architectural APE also includes the portion of Baker Street that would be removed between the proposed Wilhardt Street extension and its existing intersection with North Spring Street. The Architectural APE is shown as a heavy green line on the APE Map included as Exhibit B.3 of Appendix B, and was established based upon the proposed Project features and their potential to affect buildings, structures, or objects in parcels adjoining the work area. Where the Project area would be contained within the existing ROW or curb lines, the Architectural APE is consistent with the existing ROW and does not include adjacent parcels.

The Archaeological APE for the proposed Project is generally consistent with the Architectural APE, but is confined to areas that would be subject to ground-disturbing activities associated with the proposed improvements. This includes all current and proposed ROW as described above. The Archaeological APE is shown as a heavy red line on the APE Map included as Exhibit B.3 of Appendix B.

3. CONSULTING PARTIES / PUBLIC PARTICIPATION

(For the following, check the appropriate line, list names, dates, and locations and results of contacts, as appropriate. List organizations/persons contacted and attach correspondence and summarize verbal comments received as appropriate.)

X Local Government *(Head of local government, Preservation Office / Planning Department)*

- Mr. Joe Miller, City of Los Angeles Parks Department

X Native American Tribes, Groups and Individuals

- LA City/ County Native American Indian Community
- Ms. Angela Louise Lassos-Sanchez
- Mr. Craig Torres
- Mr. Jim Velasques

- Mr. Alfred L Valenzuela
- Island Gabrielino Group (Mr. John Jeffredo)
- Mr. John Valenzuela
- Ti'At Society (Ms. Cindi Alvitre)
- Gabrieleno/Tongva Tribal Council (Chairperson Anthony Morales)
- Mr. Samuel Dunlap
- Mr. Robert Dorame
- Gabrieleno/Tongva Tribal Council of the Gabrieleno/ Tongva Nation

An example of the letter sent to Native American Representatives, as well as a copy of the map that accompanied each letter, is included as Exhibit A.5 of Appendix A (Archaeological Survey Report). United States Postal Service delivery confirmation was used when the letters were mailed. Each letter was tracked by URS Corporation and confirmed to have been delivered.

One response to the letter was received. This response was received, via telephone, from Chairperson Anthony Morales of the Gabrieleno/Tongva Tribal Council. Chairperson Morales noted that although the Project area is industrialized and disturbed, there could be cultural materials buried beneath the surface. As such, he recommended archaeological and Native American monitoring of ground-disturbing construction activity.

URS Corporation attempted to contact the remaining letter recipients via telephone to confirm that they did not have any comments, questions, or concerns regarding the Project. Most were not contacted directly, but whenever possible, messages were left asking that the individuals or organizations contact URS Corporation via telephone if they had any input regarding the Project. Several of the contacts were contacted directly. Mr. Samuel Dunlap recommended archaeological monitoring of earth-moving construction, but did not feel that Native American monitoring was necessary. Mr. Jim Velasques was contacted directly, but had no comments, questions, or concerns regarding the Project. A representative of the Gabrieleno/ Tongva Tribal Council of the Gabrieleno/ Tongva Nation (Ms. Donna Sanchez) was contacted directly, and she had no comments, questions, or concerns regarding the Project. Records of correspondence with Native American groups are included in Exhibit A.5 of Appendix A.

X Native American Heritage Commission

- A records search of the Sacred Lands File maintained by the California Native American Heritage Commission (NAHC) was conducted on May 06, 2001. According to the NAHC, no sites within their Sacred Lands Files are located within the immediate Project area. The NAHC provided a list of 11 Native American individuals and organizations; letters and maps were sent by URS Corporation to these contacts on May 16, 2002. The letters were sent to inform the individuals and organizations about the Project; to inquire if they knew of any unrecorded Native American cultural resources or other areas of concern within or adjacent to the Project APE; and to solicit comments, questions, or concerns with regard to the Project. A map depicting the Project Archaeological APE was included with each letter.

X Local Historical Society / Historic Preservation Group *(also if applicable, city archives, etc.)*

- Ms. Linda Dishman, Executive Director, Los Angeles Conservancy
- Mr. Edgar Garcia, Preservation Planner, Office of Historic Resources, Department of City Planning
- Ms. Eddy Feldman, President, Los Angeles City Historical Society
- Ms. Denise S. Spooner, Executive Director, Historical Society of Southern California

Copies of letters of correspondence mailed to each of the above-referenced individuals are included in Exhibit B.6 of Appendix B (Historic Resources Evaluation Report).

_ Public Information Meetings *(list locations, dates below and attach copies of notices)*

HISTORIC PROPERTY SURVEY REPORT

4. SUMMARY OF IDENTIFICATION EFFORTS

X	National Register of Historic Places	Month & Year: 1979-2002 & supplements
X	California Register of Historical Resources	Year: 1992 & supplemental information to date
X	California Inventory of Historic Resources	Year: 1976
X	California Historical Landmarks	Year: 1995 & supplemental information to date
X	California Points of Historical Interest	Year: 1992 & supplemental information to date
_	State Historic Resources Commission	Year: 1980-present, minutes from quarterly meetings
X	Caltrans Historic Highway Bridge Inventory	Year: 2003 & supplemental information to date
_	Archaeological Site Records [*List names of Institutions & date below*]	

-

X Other sources consulted *[e.g., historical societies, city archives, etc. List names and dates below]*

- Sanborn Fire Insurance Maps: 1888, 1894, & 1906
- Historic USGS topographic maps: Pasadena, 1896 (1:62,500); Pasadena, 1900
- Santa Monica Mountains Recreation and Conservation Authority (MRCA)-Alex Wesson, URS Corporation, Archaeologist, contacted Ms. Cara McLane on June 10, 2002.
- Mr. Lewis MacAdams of the Friends of the Los Angeles River was contacted on June 5, 2002.
- On June 10, 2002, Mr. Wesson contacted a local informant named Mr. J. Kent Inasy who possessed intimate knowledge of the Project area.

X **Results:** *(provide a brief summary of records search and research results, as well as inventory findings)*

- The results of the literature reviews and records searches indicated that there are no archaeological sites within the Project APE. Archaeological sites within 0.5 mile of the Project area include P-19-002828 (historic archaeological site associated with early 20th century kitchen at an industrial refinery located 650 meters south of the Project APE); P-19-003100 (historic artifact scatter possibly associated with the Southern Pacific Railroad (SPRR) Company's River Station Pacific Depot and Hotel located 50 meters north of the Project APE); P-19-003101 (historic artifact scatter located 50 meters north of the Project APE, and also possibly associated with the SPRR's River Station Pacific Depot and Hotel); P-19-003102 (brick wall feature with associated historic artifacts located 375 meters west of the Project APE); and P-19-003103 (a portion of the historic "Zanja Madre" water conveyance system located 650 meters west of the Project APE).
- The California Historical Resources Information System (CHRIS) records search identified five previous archaeological surveys in, or immediately adjacent to, the Project area. This includes LA2950; LA4042; LA4044; LA4218; and LA4389 [see Appendix A for details).
- The CHRIS search also revealed one site on the list of the California Points of Historical Interest (1992). This was the San Antonio Winery, the buildings of which date to 1917.
- The California Historical Landmarks (CHL, 1990) revealed one site: CHL No. 655 (P-19-174919), known as the "Portola Trail Campsite (No. 1)."
- The CHRIS review of the National Register of Historic Places revealed no listings for the Project area.
- A review of the California Historic Resources Inventory showed 33 properties that were evaluated for historical significance, which are discussed in detail in Appendix B.
- A review of the City of Los Angeles Cultural Monuments revealed six properties within 0.5 mile of the Project area (see Appendix A for details).

HISTORIC PROPERTY SURVEY REPORT

5. PROPERTIES IDENTIFIED

(Check the appropriate category, list properties, or refer reader to appropriate technical study attached, according to their National Register status. Provide, as appropriate, complete address, period and level of significance, criteria, map reference, and any existing state or local designation. Do not include properties that are not within the APE. Attach previous SHPO determinations, as applicable.)

_ **No cultural resources** in project APE.

_ *[Name]*, *[Indicate whether person is Caltrans or consultant architectural historian or archaeologist]*, who meets the Professionally Qualified Staff Standards in Section 106 Programmatic Agreement (Section 106 PA) Attachment 1 as a(n) *[Indicate applicable PQS level]*, has determined that the only other properties present within the APE meet the criteria for Section 106 PA Attachment 4 (**Properties Exempt from Evaluation**).

_ **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory. Appropriate pages from the Caltrans Historic Bridge Inventory are attached. The historic bridge in question is the North Spring Street Bridge which is the subject of this project.

_ Properties **previously determined not eligible** *(include date of determination)*:

-

X On behalf of **FHWA**, **Caltrans** has **determined** the following properties are **not eligible**:

- The following three properties (i.e., light industrial type buildings) located immediately east of the intersection of North Spring Street and Baker Street: 1635-1639 North Spring Street; 1701 North Spring Street; and 1709 North Spring Street. Refer to Appendix B for more details.

_ Caltrans, on behalf of FHWA, has determined that the following **archaeological sites** shall be considered eligible for the National Register without conducting subsurface testing or surface collection within the APE, for which the **establishment of an ESA** will protect the sites from any potential effects, in accordance with Section 106 PA Stipulation VIII.C. See attached documentation.

-

X Properties **previously listed or determined eligible** *(include date of listing or determination)*:

- North Spring Street Bridge (Bridge 53C-0859) – Determined eligible for listing on the National Register of Historic Places. Refer to Appendix B for more details.

_ On behalf of FHWA, Caltrans has determined the following properties are **eligible**:

-

_ **State-owned** historical buildings and structures **to be added to the Master List**, per PRC §5024(d):

-

_ **State-owned** buildings and structures that are **not eligible** for the National Register or as a State Historical Landmark:

-

6. LIST OF ATTACHED DOCUMENTATION

(Provide the author/date and peer reviewer/date of the technical report)

X Project Location and Vicinity Maps, and APE Map by URS Corporation, June 2005. Peer reviewed by Vance Bente, RPA on June 2, 2005.

X California Historic Bridge Inventory sheet (see Appendix B, Exhibit B.5)

X Historical Resources Evaluation Report (Appendix B)

- Authored by JRP Historical Consulting Services in June 2005, revised in January 2006, and peer reviewed by Vance Bente, RPA on January 31, 2006.

X Archaeological Survey Report (Appendix A)

- Authored by URS Corporation in June 2005, revised January 2006, and peer reviewed by Vance Bente, RPA on January 31, 2006.

_ Archaeological Evaluation Report (CARIDAP, XPI, PII, PIII)

-

_ Other *(Specify below)*

-

7. FINDINGS – HPSR to File

(Check all that apply. Do not transmit to SHPO; file copy to CCSO)

_ **No properties requiring evaluation** are present within the project's APE.

_ Properties **previously determined not eligible** in consultation with the SHPO, or formally determined not eligible by the Keeper of the National Register are present within the project's APE. Copy of SHPO/Keeper correspondence is attached.

_ Properties **previously determined eligible** in consultation with the SHPO, or formally determined eligible by the Keeper of the National Register are present within the project's APE, but **will not be affected** by the undertaking. Copy of SHPO/Keeper correspondence is attached.

_ Under the authority of FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

8. FINDINGS – HPSR to SHPO

(Check all that apply. Transmit to SHPO, copy to FHWA and CCSO)

X Under the authority of FHWA, Caltrans has determined that there are properties evaluated as a result of the project that are **not eligible** for inclusion the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.

_ Under the authority of FHWA, Caltrans has determined that **t**here are properties evaluated as a result of the project that are **eligible** for inclusion in the National Register within the project's APE. Under Section 106 PA Stipulation VIII.C, Caltrans requests SHPO's concurrence in this determination.

_ Under the authority of FHWA, Caltrans has determined a Finding of **No Historic Properties Affected**, according to Section 106 PA Stipulation IX.A and 36 CFR 800.4(d)(1), is appropriate for this undertaking.

_ Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions - ESAs**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. *(Include description of ESAs and enforcement measures below; attach ESA Action Plan as appropriate.)*

-

_ Under the authority of FHWA, Caltrans has determined a **Finding of No Adverse Effect with Standard Conditions – Rehabilitation**, according to Section 106 PA Stipulation X.B(2) and 36 CFR 800.5(b), is appropriate for this undertaking. *[Name]*, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as Principal Architectural Historian, and has the appropriate education and experience, has reviewed the rehabilitation documentation and determined that the rehabilitation meets the Secretary of the Interior's Standards for the Treatment of Historic Properties. *(Include description of rehabilitation below or indicate below the title of the HPSR attachment that contains the description.)*

-

HISTORIC PROPERTY SURVEY REPORT

Findings for State-Owned Properties

- Caltrans has determined that there are **state-owned buildings and structures** within the project limits that meet **National Register and/or the State Historical Landmarks eligibility criteria** and requests that SHPO add such resources to the Master List of Historical Resources pursuant to PRC §5024(d).
- Caltrans has determined that this project will have **no effect/no adverse effect** to **state-owned archaeological sites, objects, districts, landscapes** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). *(Indicate reference to Standard Conditions – ESA above, or include description of proposed treatments, ESAs, protective covenants, etc., below or indicate below which HPSR attachment contains the description.)*

  •
- Caltrans has determined that this project will have **no effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f).
- Caltrans has determined that this project will have n**o adverse effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. *[Name of Caltrans PQS]*, *[applicable PQS discipline/level]* has reviewed the documentation and determined that it meets the Secretary of the Interior's Standards for the Treatment of Historic Properties. Caltrans is providing notice and summary to SHPO pursuant to PRC §5024.5. *(Indicate reference to Standard Conditions – Rehabilitation above, or include description of proposed repairs, rehabilitation, ESAs, protective covenants, etc., below or indicate below, which HPSR attachment contains the description.)*

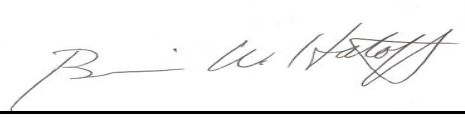
  •
- Caltrans has determined that this project will have an **adverse effect** to **state-owned archaeological sites, objects, districts, landscapes** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO pursuant to PRC §5024(f). *(Include below a description of alternatives considered and proposed mitigation measures, or indicate below which HPSR attachment contains the description.)*

  •
- Caltrans has determined that this project will have an **adverse effect** on **state-owned buildings and structures** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria. Caltrans is providing notice and summary to SHPO pursuant to PRC §5024.5. *(Include below a description of alternatives considered and proposed mitigation measures, or indicate below which HPSR attachment contains the description.)*

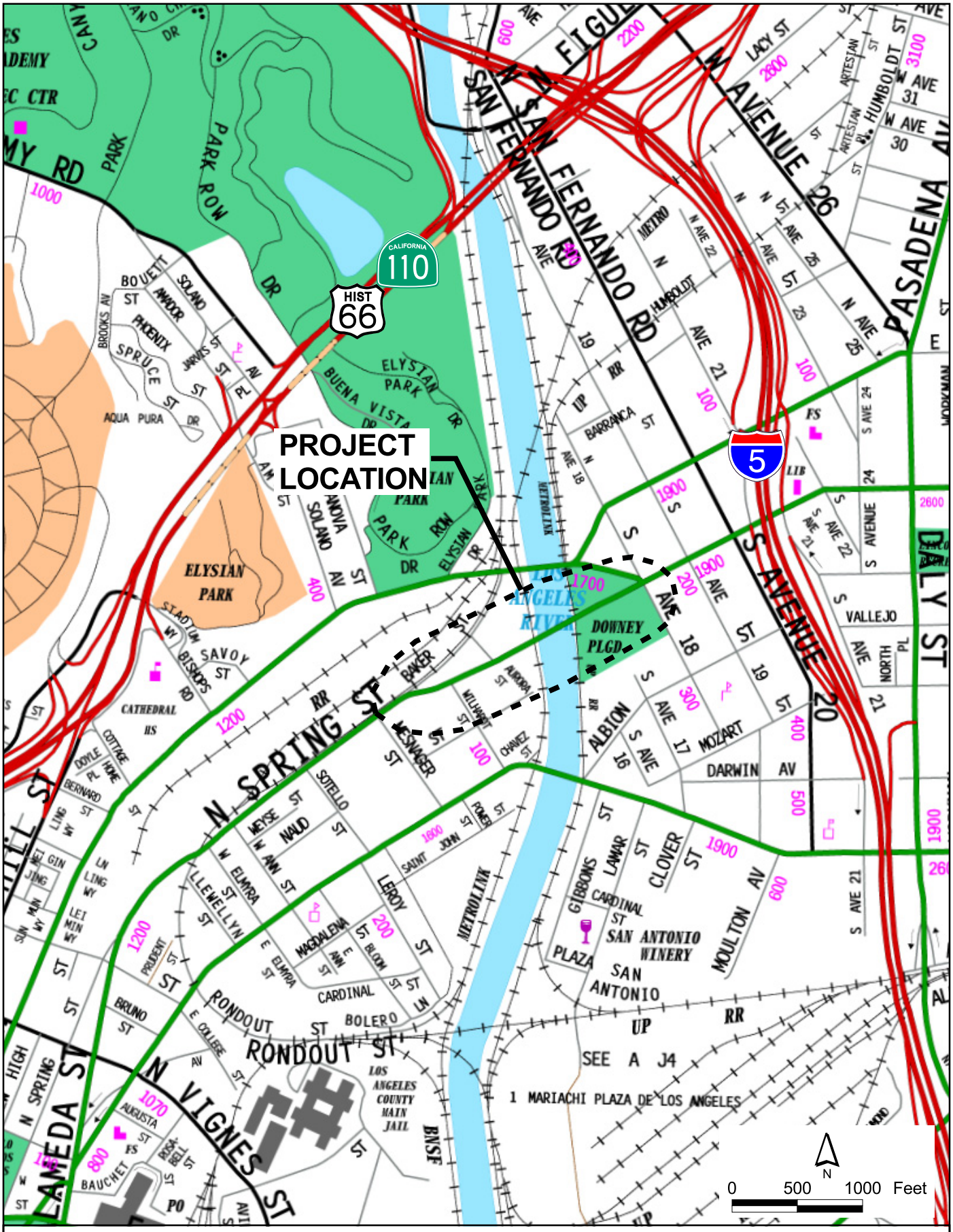
  •
- For **state-owned qualified historical buildings and properties** within the project limits, Caltrans has **applied the California Historical Building Code** (CHBC) to relevant sections of the current code(s) and/or standards and, if applicable, has consulted with the State Historical Building Safety Board (SHBSB) through its Executive Director pursuant to Health and Safety Code Section 18961 and its implementing regulations at California Code of Regulations Title 24 Part 8 Section8-103.2. [*Indicate below whether use of current code(s) and standards adversely affected character-defining features of the property and describe the alternative solutions under the CHBC, or indicate below which HPSR attachment contains the description. If applicable, attach copies of correspondence with the SHBSB or its Executive Director.)*

HISTORIC PROPERTY SURVEY REPORT

9. HPSR PREPARATION AND DEPARTMENT APPROVAL

Prepared by *(sign on line)*: District 07 Caltrans PQS/Generalist:		Date
Prepared by: *(sign on line)*		7/21/06
Consultant / discipline:	Brian Hatoff, Principal Archaeologist	Date
Affiliation	URS Corporation	
Reviewed for approval by: *(sign on line)*		
District 07 Caltrans PQS discipline/level:		Date
Approved by: *(sign on line)*		
District___ EBC:		Date

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	PROJECT LOCATION	FIGURE 1



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	FIGURE 2

AREA OF POTENTIAL EFFECTS

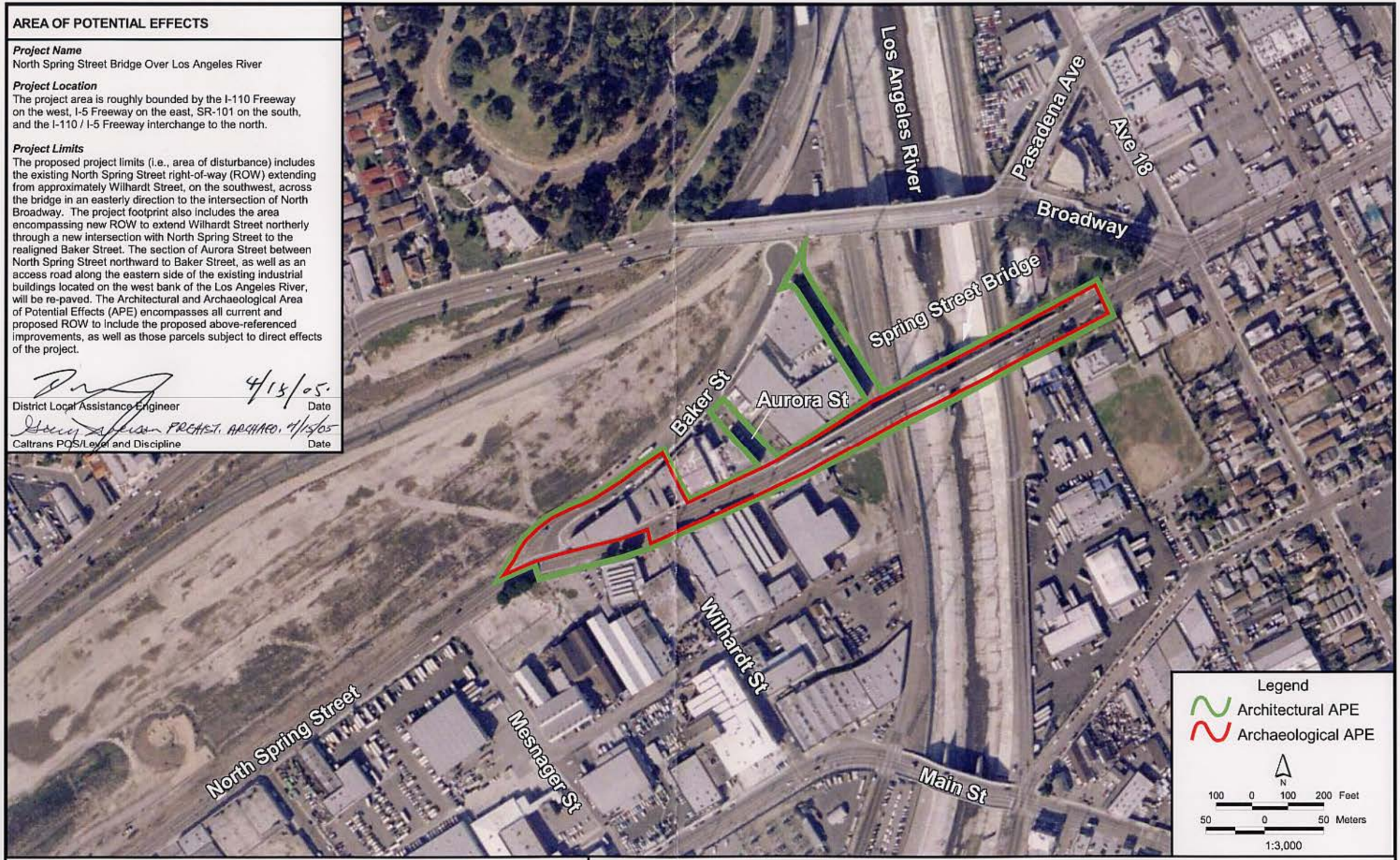
Project Name
North Spring Street Bridge Over Los Angeles River

Project Location
The project area is roughly bounded by the I-110 Freeway on the west, I-5 Freeway on the east, SR-101 on the south, and the I-110 / I-5 Freeway interchange to the north.

Project Limits
The proposed project limits (i.e., area of disturbance) includes the existing North Spring Street right-of-way (ROW) extending from approximately Wilhardt Street, on the southwest, across the bridge in an easterly direction to the intersection of North Broadway. The project footprint also includes the area encompassing new ROW to extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street. The section of Aurora Street between North Spring Street northward to Baker Street, as well as an access road along the eastern side of the existing industrial buildings located on the west bank of the Los Angeles River, will be re-paved. The Architectural and Archaeological Area of Potential Effects (APE) encompasses all current and proposed ROW to include the proposed above-referenced improvements, as well as those parcels subject to direct effects of the project.

4/15/05.
District Local Assistance Engineer — Date

Caltrans PQS/Level and Discipline — Date



North Spring Street Bridge over Los Angeles River

Area of Potential Effect (APE) for Archaeological and Historic Architectural Resources

FIGURE 3

Appendix I. Historic Resources Evaluation Report

HISTORIC RESOURCES EVALUATION REPORT

North Spring Street Bridge Widening & Rehabilitation Project

EA 931701

BHLS-5006(219)

Bridge No. 53C-0859

Prepared for

City of Los Angeles Bureau of Engineering
&
California Department of Transportation
District 7

Prepared by

JRP Historical Consulting

In association with

URS Corporation

July 2006

Cover Page Photograph Source and Description: Los Angeles Public Library, California Vertical File. 2002. Historic Photograph Collection. View looking at the Downey Avenue Bridge (now known as the North Spring Street Bridge) as seen from the Buena Vista Viaduct (now known as the North Broadway Bridge). Photograph date ca. 1920.

HISTORIC RESOURCES EVALUATION REPORT

North Spring Street Bridge Widening & Rehabilitation Project

In the

City of Los Angeles, Los Angeles County, California

EA 931701

Prepared for:

California Department of Transportation, District 7
Division of Environmental Planning
Central Area Projects/Cultural Resources Services
100 S. Main Street
Los Angeles, CA 90012

Prepared by:

Rand Herbert, Principal, MAT
JRP Historical Consulting Services
1490 Drew Avenue, Suite 110
Davis, CA 95616

Approved by:

Gary Iverson
Heritage Resources Coordinator
Caltrans, District 7

Claudia A. Harbert
Caltrans PQS - Principal
Architectural Historian
Caltrans, District 7

July 2006

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Exhibits

Exhibit B.1 Project Location Map
Exhibit B.2 Project Vicinity Map
Exhibit B.3 Area of Potential Effect (APE) for Archaeological and Historic Architectural Resources
Exhibit B.4 DPR 523 Forms
Exhibit B.5 Caltrans Historic Bridge List
Exhibit B.6 Records of Correspondence and Coordination

Acronyms

APE	Area of Potential Effects
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
NRHP	National Register of Historic Places
ROW	Right-of-Way
SPRR	Southern Pacific Railroad

SUMMARY OF FINDINGS

This Historic Resources Evaluation Report has been prepared to document identification, recordation, and evaluation efforts for historical archaeological resources, built environment resources, such as buildings, structures, objects, districts, and linear features. This document is intended to comply with applicable sections of the National Historic Preservation Act and the implementing regulations of the Advisory Council on Historic Preservation as these pertain to federally funded undertakings and their impacts on historic properties. The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The undertaking evaluated by this report involves widening and seismic retrofit of the existing North Spring Street Bridge (Bridge No. 53C-0859) and modifications to the North Spring Street and Baker Street roadways in the vicinity of the bridge. Investigation, undertaken to support preparation of this report, revealed the existence of four pre-1957 buildings and structures including the North Spring Street Bridge itself, and a group of three industrial buildings located along the north side of North Spring Street, west of the bridge. California Department of Parks and Recreation (DPR) 523 forms documenting these three historic-period buildings are included in Exhibit B.4. The bridge was evaluated by the California Department of Transportation (Caltrans) in 1985 and again in 2004 as part of the statewide historic bridge survey, and determined to be eligible for listing on the National Register of Historic Places (NRHP).[1] A copy of the Caltrans' "Historical Significance Local Agency Bridges" page, listing the bridge under evaluation, is included as Exhibit B.5 of this report.

Finally, this report concludes that none of the previously unevaluated properties within the area of potential effects (APE) appear to meet the criteria for listing on the NRHP. The historic period properties within the APE also have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. None of the evaluated resources were found to be eligible for the purposes of CEQA.

[1] The bridge was reevaluated in 2003-2004 by Caltrans as part of a statewide survey of concrete arch bridges. The results of that reevaluation are not yet final.

1.0 PROJECT DESCRIPTION

The City of Los Angeles and Caltrans propose to widen the North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and effect its removal from the Highway Bridge Rehabilitation and Replacement Eligible Bridge List. The proposed Project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the city and East Los Angeles/Lincoln Heights (see Exhibit B.1 – Project Location Map, and Exhibit B.2 – Project Vicinity Map). The proposed Project would widen the existing 50-foot-wide bridge by approximately 20 feet on each side, resulting in a 90-foot-wide by 1,000-foot-long structure extending northeasterly from Aurora Street on the west to approximately 500 feet west of South Avenue 18 in the City and County of Los Angeles. One eastbound traffic lane would be added to the existing four-lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

The project would also:

- Close the existing intersection of Aurora Street and North Spring Street;
- Close the existing triangular merger of Baker Street into North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street;
- Install wider sidewalks and bicycle lanes on each (north/south) side of the roadway;
- Create a striped center median varying in width between 5 and 9 feet from approximately North Spring Street's intersection with South Avenue 18 westerly across the bridge to its intersection with Aurora Street;
- Seismically retrofit of the existing bridge to meet current bridge design standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
- Improve bridge railings, and approach and transition guardrails.

The Project would require right-of-way (ROW) acquisition. Specifically, private properties likely to be affected include those located on the north side of North Spring Street and immediately east of the existing intersection of North Spring Street and Baker Street; this would likely include the flat-iron style building at this location. To accommodate the proposed widening of the bridge, it also is anticipated that an existing stairway located on the north side of North Spring Street on the Downey Recreation Center property would be relocated adjacent to the existing designated roadway ROW to maintain access to park facilities. Staging areas would be the responsibility the construction contractor and are not part of the undertaking discussed herein. The APE for the Project encompasses all current and proposed ROW on North Spring Street at the Los Angeles River Crossing [see Exhibit B.3 – APE for Archaeological and Historic Architectural Resources Map].

2.0 RESEARCH METHODS

The APE for this Project was defined by Caltrans and the City of Los Angeles in April 2005. The Architectural APE includes the North Spring Street Bridge (53C-0859), portions of North Spring Street east and west of the bridge, and a small area located west of the bridge where a connector to Baker Street is to be constructed. The Architectural APE is shown as a heavy green line on the APE map included as Exhibit B.3.

In accordance with regulations promulgated by the State Office of Historic Preservation, the survey population properties were inspected in the field, recorded, and photographed. They are described in detail on the DPR 523 forms included as Exhibit B.4. The project team, prior to undertaking field work, reviewed NRHP and California Register of Historical Resources (CRHR) listings, and lists of California Historic Landmarks and Points of Historic Interest to ascertain if any properties within the APE were listed. None were. In addition, the investigators conducted general research, regarding the historic context for the subject resources, and site-specific research on each of the surveyed properties at the Los Angeles Public Library; Los Angeles Building Department; Shields Library at the University of California, Davis; and California State Library, Sacramento. Investigators also consulted the Caltrans Historic Bridge Survey, California Historic Resources Inventory, and City of Los Angeles Historic Cultural Monuments Inventory to determine if any properties had been previously surveyed or evaluated.

The historic themes researched for the purposes of establishing an evaluative context for the resources within the APE include the following:

- Development of Los Angeles in the mid-19th century;
- Development of industrial areas in urban eastern Los Angeles in the mid- to late 19th and early 20th century; and
- Development of transportation patterns in Los Angeles, and construction of bridges for railroads and vehicles over the Los Angeles River.

As a part of the proposed Project, and research conducted herein, contacts were made with knowledgeable individuals, interested parties, and organizations. Specifically, the following contacts were made:

- Downey Recreation Center personnel regarding date of property-related facilities and rock walls /retaining walls;
- Joe Miller, City of Los Angeles Parks Department, regarding rock walls at the Downey Recreation Center;
- Diane Kane, Caltrans District 7 Architectural Historian, regarding evaluations of commercial buildings in City of Los Angeles;
- City of Los Angeles, Department of Public Works, Bureau of Engineering regarding North Spring Street Bridge construction and design related issues;
- Linda Dishman, Executive Director, Los Angeles Conservancy;
- Isabel Rosas, Executive Assistant II, City of Los Angeles Cultural Heritage Commission;
- Eddy Feldman, President, City of Los Angeles Historical Society; and
- Denise S. Spooner, Executive Director, Historical Society of Southern California.

Copies of applicable correspondence documenting the above-described contacts are included in Exhibit B.6 (Records of Correspondence and Coordination).

3.0 HISTORICAL OVERVIEW

When California joined the Union in September of 1850, Los Angeles was already a 70-year-old city with a growing American population.[2] Nothing about its history to that point indicated that the largely agricultural town would emerge as one of the United States' most important urban areas, and undergo one of the largest transformations of rural to urban landscapes in the nation's history. The area studied for this Project lies to the east of the early town center. The resources within the APE are related to the period during which the railroad arrived in Los Angeles and industrial expansion accelerated during the late nineteenth century.

3.1 INTRODUCTION: THE EARLY SETTLEMENT OF LOS ANGELES

The citizens of Los Angeles officially incorporated their city under the new state in 1850, the same year the federal census enumerated a population of 1,610. Los Angeles at the time was a quiet agricultural town with little infrastructure to support industry. Vineyards, orchards, and cattle and sheep ranches were commonly found in Los Angeles, and more than 90% of the City's area was rural, with the center of town confined to a relatively dense core. The map of the city prepared by Lt. E.O.C. Ord depicts the central area of the city, and shows the area immediately south of the Project APE as comprised of agricultural fields; the map does not extend to the Project area. This central core did not extend for more than two miles from the City center before 1885, and the most dense urban concentration was located within a mile, as shown on the 1871 map (Figure 1). The town was typified by narrow streets, but as Los Angeles grew, the citizens supported construction of relatively wide roadways. Other items of infrastructure became important to the growth of Los Angeles, such as a reliable water supply and adequate sanitation. During the first decades of Los Angeles' existence as an American city, it retained its Spanish and Mexican character and adobe style architecture dominated the small town.

Figure 1. Early View of Los Angeles, circa 1871.

[2] Andrew Rolle, *Los Angeles: From Pueblo to City of the Future,* (*Sacramento*, California: MTL, 1995), 23.

While remaining primarily agricultural, the predominant market crop exported from Los Angeles changed from cattle to citrus in the 1870s as a byproduct of railroad development. The transcontinental railroad opened California to the nation's markets in 1869. By 1876 the Southern Pacific Railroad Company (SPRR) linked Los Angeles to the rest of the state and nation with a line running over the Tehachapi Mountains, providing an outlet for the nascent citrus industry to new markets. The SPRR completed a second, more direct line into the Los Angeles basin the next year. The Atchison Topeka and Santa Fe Railroad reached Los Angeles over a southern route in 1885. The ensuing competition between rail lines brought on a rate war and cheap fares, which attracted a flood of mid-westerners eager to obtain land and experience the healthy climate. This influx of a new, middle class, largely Anglo-American population changed the predominately rural area into a growing commercial, industrial, and technologically developing urban center surrounded by suburban development. Federal census statistics of the time starkly illustrate the rapid growth experienced by the City and County. In 1880, the City of Los Angeles counted a population of 11,183, and by 1890 it had quintupled to 50,395. During the same period, the population of the County more than tripled from 33,381 in 1880, to 101,454 in 1890.[3]

With this new growth came improvements to the City's infrastructure. In the 1880s, the citizens dedicated over 200 miles of new streets in Los Angeles. Residential development began to reflect an American pattern of placement of buildings and streets. Recently-arrived residents built neighborhoods in the City and began to spread into the surrounding areas. The first subdivision in Los Angeles was East Los Angeles, later called Lincoln Heights. Subdivided in 1873 by Dr. John Strolher Griffin, his nephew, Hancock Johnston, and John Gates Downey, former state governor, East Los Angeles did not really develop until after a reliable transportation route across the Los Angeles River was established.[4] Griffin, a physician, real estate speculator, and rancher, purchased 2,000 acres of land on the east side of the river from the City center in 1863 at 50 cents per acre. Once he secured a water source for the land, he and Johnston built homes on their property. Figure 2 shows the early plat of East Los Angeles.

[3] Fogelson, *The Fragmented Metropolis*, 78; US Census Bureau data for Los Angeles city and county, as cited in Los Angeles Almanac, www.losangelesalmanac.com/topics/Population/po02.htm, accessed June 30, 2002.

[4] Leslie Heumann, "Lincoln Heights History" from a brochure produced by the Los Angeles Conservancy and the Lincoln Heights Neighborhood and Preservation Association, 1999, unnumbered.

Figure 2. Map of East Los Angeles, 1871 (the area of the APE is in the left center of the image).

In 1874, Griffin, Johnston, and Downey advertised 35 acres of 65 foot by 100 foot lots at costs ranging from $100 to $150; they advertised "Splendid Homesteads for All!"[5] By the 1880s, maps show residential development on the eastern side of the river was well established in two areas, Boyle Heights and East Los Angeles. The pace of development in this area was sluggish and it remained largely rural until the real estate boom of 1880s[6]. Until the arrival of the interurban electric railway in the 1890s and its expansion in the early 1900s, the areas east of the river continued to be considered "out in the country" by residents west of the river. The outlying areas were linked to Los Angeles by wooden bridges that regularly washed away in the winter. It was not until the inter-urban railways provided reliable transportation to and from the industrial areas, where many of its residents worked, that Lincoln Heights became more popular with industrial and commercial workers as well.

After 1885, the rising demand for property, as the result of population growth and arrival of industry and the transcontinental railroads, changed the landscape of Los Angeles, which was by then dominated by homes, offices, stores, and factories, streets, sidewalks, and railways. Lincoln Heights in many ways represented the beginning of suburban development in Los Angeles.[7] By 1910, Lincoln Heights was nearly fully developed and the progression of architectural types was similar to many other communities in Southern California. Residential construction consisted of mainly wood frame single-family residences, many of which had sheds and other outbuildings set on large lots with more modest dwellings lining the periphery of the community.[8]

Initially settled by citizens of means, Lincoln Heights had grand residences in the center of the community, with large examples of Queen Anne and Colonial Revival style buildings. Two urban open

[5] Heumann, "Lincoln Heights History," 1999, unnumbered.
[6] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894, 1906.
[7] Fogelson. *The Fragmented Metropolis*, 141.
[8] Sanborn Fire Insurance Maps. 1906.

spaces were included in Lincoln Heights and the largest of these, Lincoln Park, was developed early in the history of the neighborhood. What is now the Downey Recreation Center, located adjacent to the east end of the Project APE, was at this time City land and boasted open playing grounds and fields from as early as the 1890s.[9] As the neighborhood became attractive to immigrants and blue-collar workers, smaller shotgun houses and bungalows became more common. Workers were able to find housing close to the industries on the west side of the river and in other areas well to the south of the APE.

3.2 FLOOD CONTROL AND BRIDGES

Regular flooding of the Los Angeles River presented problems for those residents who lived in East Los Angeles, and although the electric trolleys provided a reliable means of transportation, flood flows often washed out viaducts and bridges. Los Angeles was prone to floods from the river. Before the U.S. Army Corps of Engineers channelized the Los Angeles River in the 1950s, the city experienced 60 significant floods, including that one experienced in circa 1886 (Figure 3). A combination of factors created the dangerous flood zones around the river before it was controlled, and development along the banks of the river exacerbated the flood danger. A major flood in 1914 severely damaged the County and City infrastructure, with a total of 35 bridges washed out; the railroads were forced to suspend their operations.[10] In response to the continual threat of floods, Los Angeles County created a flood control district in 1914 that started several decades of efforts to contain the river. Over the next decades, successive floods added to the store of information required to design features such as levees, check dams, and channel linings. The U.S. Army Corps of Engineers was ordered by Congress to become involved in the 1930s, and worked with the flood control district to provide the channel protection and flood control works that protect the City and portions of the APE today.[11]

[9] Sanborn Fire Insurance Maps, 1888, 1894.

[10] John Russell McCarthy, "A Little River that Caused So Much Trouble," *California History Nugget*, Volume VII, No. 3, October 1939, 90-91.

[11] Gumprecht, Blake. *The Los Angeles River: Its Life, Death and Possible Rebirth*, 131; Anthony F. Turhollow, *A History of the Los Angeles District, U.S. Army Corps of Engineers, 1898-1965*. (U.S. Army Corps of Engineers District, Los Angeles, 1975), see Chapter V, "From Shore Protection to Flood Control," 144-209. The map on page 172 shows that channelization in the area of the APE had been completed by September 1956.

Figure 3. Downey Avenue Bridge washed out after a flood, circa 1886.

During the early decades of the 20th century came improvements to other transportation infrastructure. The City constructed many of the famous concrete bridges over the Los Angeles River during this period, some of which connected East Los Angeles to areas of the City to the west. Pasadena and Downey Avenue (later North Spring Street) were two of the arteries that connected East Los Angeles and the City in the late 1880s.[12] Wooden bridges and iron viaducts carried foot and wagon traffic over the river. By the early 1900s, Pasadena and North Broadway merged to cross on a single viaduct that ran over the river and skirted the northern perimeter of the railyard located just west of the APE. In 1910, the City constructed the oldest of the concrete bridges, the Buena Vista Viaduct, now known as North Broadway Bridge. By that time, it appears that what is now North Spring Street ran through an industrial district and crossed the river on an iron viaduct. The City built the current North Spring Street Bridge in 1928 (Figure 4). It was designed in an arched style complementary to the older Buena Vista Viaduct located just upstream.[13] Several more concrete bridges were constructed south of the North Spring Street Bridge, and their combined effect was to provide a reliable connection for East Los Angeles to the City's downtown area.

[12] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894, 1906 and Map of Los Angeles Electric Car Routes, 1933.

[13] Stephen D. Mikesell, *Historic Highway Bridges of California*, produced by the California Department of Transportation, 1990, 98.

Figure 4. A view across Broadway to the Spring Street Bridge, circa late 1920s.

3.3 THE ARRIVAL OF THE RAILROAD AND INDUSTRIAL DEVELOPMENT IN LOS ANGELES

As Los Angeles continued to expand, businesses were separated from homes, although retailers still continued to build near residential areas. Industrial businesses began to seek out cheaper parcels in outlying or under-utilized areas, and followed what was a common pattern of urban planning popular in late 19th century characterized by land use segregation. In Los Angeles, those parcels were located near the Los Angeles River and areas in close proximity to the railroad.[14] The railroad built its line south from San Francisco along the eastern edge of the San Fernando Valley parallel to the east bank of the Los Angeles River until it crossed the river upstream from the its confluence with the Arroyo Seco. The SPRR built a railyard and shops south of the Elysian Park in "the Cornfield"; this pattern of development is depicted on Figure 5. Other large railyards were built on the opposite side of the river near Mission Street, and the largest yards were near Alameda Street, now part of the Alameda Corridor. As the City began to segregate land uses, industrial districts developed around the railyards because they provided easy access to shipping.

The industrial district located within the APE developed after the arrival of the railroad. Originally part of a rural agricultural district south of what was known as "the Cornfield," this area developed into a small manufacturing district once the SPRR built its freight depot and switching yard. The SPRR arrived in Los Angeles in 1876, after the City of Los Angeles gave the SPRR a commanding position over shipping in and out of Los Angeles, including ownership of the Los Angeles & San Pedro Railroad.[15] This area was characterized by dwellings and tenements when the SPRR first arrived, with a zanja and an iron viaduct that carried wagon, electric railroad, and foot traffic over the Los Angeles River. Slowly, the dwellings and tenements disappeared from this area and were replaced with manufacturing, warehousing, and other industrial companies. The zanja that ran through the area was removed by 1894. The earliest industries in

[14] Fogelson, *The Fragmented Metropolis*, 138.

[15] Myra L. Frank, "EIR for the Alameda Corridor," prepared for Alameda Corridor Transportation Authority, August 1992, page 1-14.

the district were the Mesnager Winery and Distillery, Los Angeles Wool Pulling Factory, and E.C. Neidt's Soap Works, all established by 1888.[16] By 1894, the New York Suspender Factory, California Ice Company, Los Angeles Electric Railway Company, Puente's Oil Company Plant, Standard Oil, and George Hasson Fruit Packing Company constructed buildings in the district and contributed to the growth of the district.[17] These industries reflected the types of early businesses in Los Angeles, such as a garment industry, viticulture and distilleries, orchards, and livestock.

Figure 5. Industrial District within which is located the APE, circa 1909, with general area of the APE circled and arrows added.

Around the country, rivers provided a means to transport industrial goods, supplied a source of energy, and provided a convenient way to dispose of industrial waste. The flow of the Los Angeles River, however, was too small and irregular to allow any useful pattern of navigation. By the time industry established itself in Los Angeles, the river had been almost entirely drained of its normal surface flow, so it never was fully developed as a source of power.[18] The normal paucity of water in the river also prevented it from becoming a dumping ground for waste because there was too little water to wash effluents downstream or to dilute them. In Los Angeles, industrial development occurred next to the river because that is where the railroads were built.

[16] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.

[17] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.

[18] Blake Gumprecht. *The Los Angeles River: Its Life, Death and Possible Rebirth*, (Baltimore and London: John Hopkins University Press, 1999), 111.

Figure 6. Commercial Building on Junction Block, North Spring Street Map Reference Number 4.

Industry in Los Angeles at first grew slowly and lagged behind population growth, but it was at the same time spurred by the region's expanding population. Early manufacturing was devoted mainly to providing for local needs and included soap, confections, as well as other household goods. Many of these types of businesses were located in the small district located along North Spring Street in the vicinity of the APE. The oldest buildings within the APE date from this expansion, and many of these buildings are located on what was called "Junction Block," which was almost completely developed by the early 1900s. Junction Block is visible within the circle on Figure 5, and an example of one of the buildings on the block can be seen on Figure 6 above. With the growth of Los Angeles as a manufacturing city, economic leadership shifted from San Francisco, the largest manufacturing city in California at the time. Los Angeles continued to increase its output of goods and, with an oil boom, found a new source of industry.

3.4 EXPANSION OF LOS ANGELES AND THE DECENTRALIZATION OF THE CITY

After Los Angeles became established as a center for industry, there was again another shift in the attitudes of urban planning. Urbanization had a profound impact on the landscape of Los Angeles in the 1920s and 1930s. Slowly, the rural nature of Los Angeles faded and a steady rise in immigration and business created a demand for residential and commercial property.[19] Agricultural land was used to accommodate these new suburbs. Viticulture and agricultural related businesses departed from the industrial district within and near the APE and were replaced with heavier industries such as machining, metal fabrication, oil processing, and distribution warehouses; these changes can be seen on Figure 7.

[19] Fogelson, *The Fragmented Metropolis,* 139

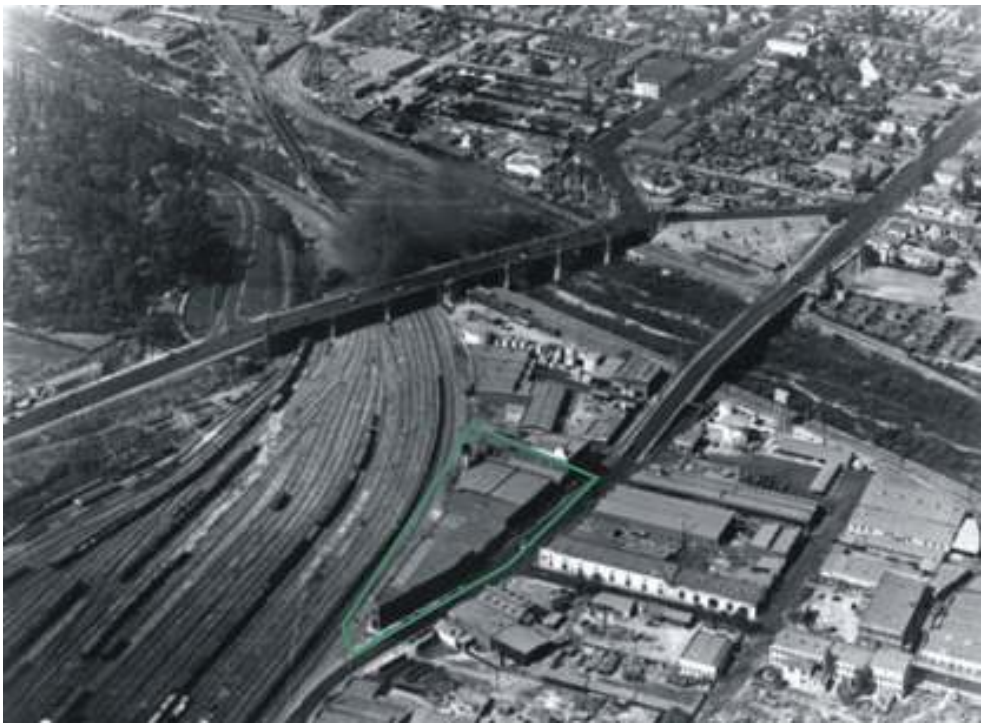

Figure 7. The industrial district which is located in the APE, ca. 1928.

As the new leader in manufacturing, Los Angeles was pushed into the forefront for relocation of several large industries. The aircraft industry relocated to Southern California from the East Coast as early as the 1920s and began to boom with the aid of government programs and the beginning of World War II. It became one of the principal industries that established large industrial complexes throughout Los Angeles, and encouraged the development of smaller companies that produced parts for the industry. Oil also continued to play a large role in the Los Angeles economy as well as the automobile industry. The Goodyear Company and Ford both built large plants in Los Angeles after World War II. These and countless other large industries fueled by ample labor, the wealth of capital in the region, and the mild climate, provided the necessary elements to set Los Angeles in the forefront of California industrial production.

Personal mobility and the triumph of the automobile was one of the largest factors in the continuing development of Los Angeles. Inter-urban electric railways were heavily used as early as 1910, and shared roadways with increasing numbers of automobiles.[20] Ridership of the railways declined and they began to falter economically. As the automobile became the overwhelming choice for personal transportation, ridership of the railways declined and they began to falter economically; as a result, Los Angeles became incredibly dispersed. Personal mobility and the failure of the electric railway led many businesses to leave downtown as the traffic congestion and lack of parking convinced people to avoid the downtown area and patronize outlying businesses. By 1920, Wilshire Boulevard had become a major six-lane thoroughfare, foreshadowing how important the network of roads in Los Angeles would become, as well as how automobiles would characterize Los Angeles.

[20] Fogelson, *The Fragmented Metropolis: Los Angeles 1850-1930, 152.*

The triumph of the automobile also facilitated the decentralization of industry and the urbanization and suburbanization of outlying areas. The County highway and City street system allowed merchants to move goods by truck, making them independent of the railroad for transportation. Widespread automobile ownership and remote, relatively inexpensive housing available to the work force led suburbs to grow. The expansion of utilities and infrastructure also made the decentralization of industry easier. Municipal and regional districts provided inexpensive water and power throughout the City. Suburban expansion provided a local labor force and new opportunities for industries to develop in outlying areas on less expensive land. Throughout the postwar years, the area within the APE retained these two developmental themes – commercial and residential development east of the river, and industrial uses west of the river.

3.5 CONCLUSIONS

The resources within the APE date back to the late nineteenth century. The area where they are situated initially developed as an agricultural zone, but with the arrival of the railroad the APE and its environs developed into a mixed commercial and industrial area west of the Los Angeles River, and a mixed commercial and residential area east of the river. Scattered among the older buildings in the vicinity of the North Spring Street Bridge are examples of new construction, particularly on the west side of the river, that carry on the theme of industrial use in the area.

4.0 FIELD METHODS

Following delineation of the APE, a field reconnaissance survey of the area was conducted to account for all the buildings and structures found within the APE. The reconnaissance survey screened existing structures to identify structures appearing to be more than 45 years of age and requiring additional study. Additional background research on these buildings was conducted by examination of a commercial database[21] and a review of historic area maps to confirm dates of construction. Three properties were identified within the APE and constitute the survey population for this report.

Field work was completed by the following personnel on the respective dates:

- Rand Herbert – May 26, 2002; and
- Amanda Blosser – June 24-25, 2002; October 17, 2002; and July 14-15, 2003.

The qualifications of the individuals listed above are summarized in Section 8.0 (Preparers' Qualifications) of this report.

[21] First American Real Estate Solutions

5.0 DESCRIPTION OF CULTURAL RESOURCES

The architectural APE consists of a small pocket of industrial buildings located west of the North Spring Street Bridge, adjacent to the SPRR railyard. Generally, this area on the west side of the Los Angeles River is composed of light industrial and commercial buildings and warehouses that were constructed beginning in the late nineteenth century in close proximity to the SPRR railyard. Warehouses and small manufacturing companies' buildings dating from the late nineteenth century through the 1980s line both sides of North Spring Street, with scattered construction throughout the rest of the area. There are no cultural landscapes as defined by NRHP guidance located within the APE. An additional resource within the APE is North Spring Street Bridge constructed in 1928, and subsequently widened in 1939. Furthermore, in 1993 the bridge's railing was repaired and sections replaced. During this same effort, the electroliers were replaced in kind. This particular bridge is a one of 12 bridges along the Los Angeles River that are eligible for listing on the NRHP. Although the bridge has been modified, it retains sufficient integrity to convey its NRHP status.

6.0 FINDINGS AND CONCLUSIONS

This report was prepared to comply with applicable sections of the National Historic Preservation Act and the implementing regulations of the Advisory Council on Historic Preservation as these pertain to federally funded undertakings and their impacts on historic properties. The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The North Spring Street Bridge is the only resource within the APE that has previously been determined eligible for listing on the NRHP. The remaining three resources evaluated for this project do not appear to be eligible for the NRHP or CRHR, nor do they appear to be historical resources for the purposes of CEQA. Tables 1, 2, and 3, which follow, summarize the results of this report for all of the historic resources within the APE.

6.1 PROPERTIES LISTED ON THE NATIONAL REGISTER OF HISTORIC PLACES

There are no NRHP listed historic properties within the APE.

6.2 PROPERTIES PREVIOUSLY DETERMINED ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Table 1 below describes the properties previously determined to be eligible for the NRHP.

Table 1. Properties Eligible for the National Register of Historic Places

Name	Address	City	OHP Status Code	Map Ref No.
Bridge 53C-0859	North Spring Street Bridge	Los Angeles	2	1

6.3 PROPERTIES PREVIOUSLY DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

There are no properties within the APE that were previously determined not to be eligible for the NRHP.

6.4 PROPERTIES DETERMINED ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES AS A RESULT OF THE CURRENT STUDY

The current study found none of the evaluated properties within the APE to be eligible for the NRHP.

6.5 PROPERTIES FOR WHICH FURTHER STUDY IS NEEDED BECAUSE EVALUATION WAS NOT POSSIBLE

There are no resources within the APE that need further study.

6.6 RESOURCES THAT ARE HISTORICAL RESOURCES FOR THE PURPOSES OF CEQA

Table 2 below describes the resources identified in this report as being historical for purposes of evaluation under CEQA.

Table 2. CEQA Historical Resources

Name	Address	City	OHP Status Code	Map Ref No.
Bridge 53C-0859	North Spring Street Bridge	Los Angeles	2	1

6.7 PROPERTIES DETERMINED NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES AS A RESULT OF THE CURRENT STUDY

This study determined that the resources listed in Table 3 are not eligible for listing on the NRHP. Further, it has been determined that the below-referenced resources are not historical resources per CEQA Guidelines, Section15064.5, because they do not meet the CRHR criteria outlined in Section 5024.1 of the California Public Resources Code.

Table 3. CEQA Historical Resources

Name	Address	City	OHP Status Code	Map Ref No.
	1709 North Spring Street	Los Angeles	6	2
	1701 North Spring Street	Los Angeles	6	3
New York Suspender Factory	1635-1639 North Spring Street	Los Angeles	6	4

7.0 REFERENCES

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8.0 PREPARERS QUALIFICATIONS

JRP principal Rand Herbert (MAT in History, University of California, Davis, 1977) directed the research and conducted the field work. Mr. Herbert has more than 25 years of experience working as a consulting historian and architectural historian on a wide variety of historical research and cultural resources management projects, as a researcher, writer, and project manager.

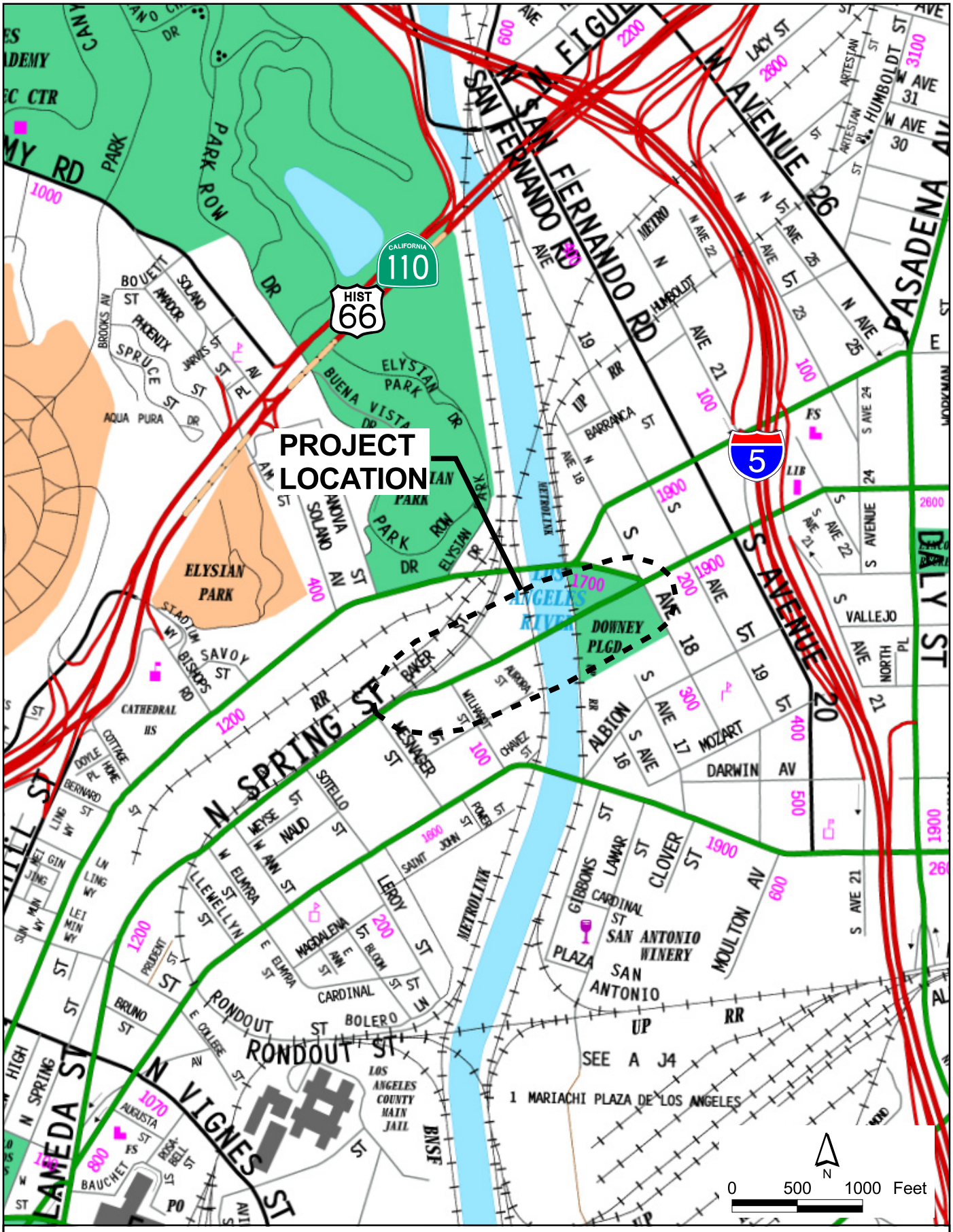
Staff Historian Amanda Blosser (MS in Historic Preservation, Texas Tech University) assisted with research, preparation of the report, and form preparation / site evaluations. She joined staff of JRP as an architectural historian and historic preservation specialist in 2001.

Research Assistant Cindy Toffelmier (MA Public History, California State University, Sacramento) worked on form preparation, helped conduct research, and assisted with various production aspects of the report.

Exhibit B.1
Project Location Map

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	PROJECT LOCATION MAP	EXHIBIT B.1

Exhibit B.2
Project Vicinity Map



PROJECT VICINITY MAP

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	EXHIBIT B.2

Exhibit B.3
Area of Potential Effect (APE) for Archaeological and Historic Architectural Resources

AREA OF POTENTIAL EFFECTS

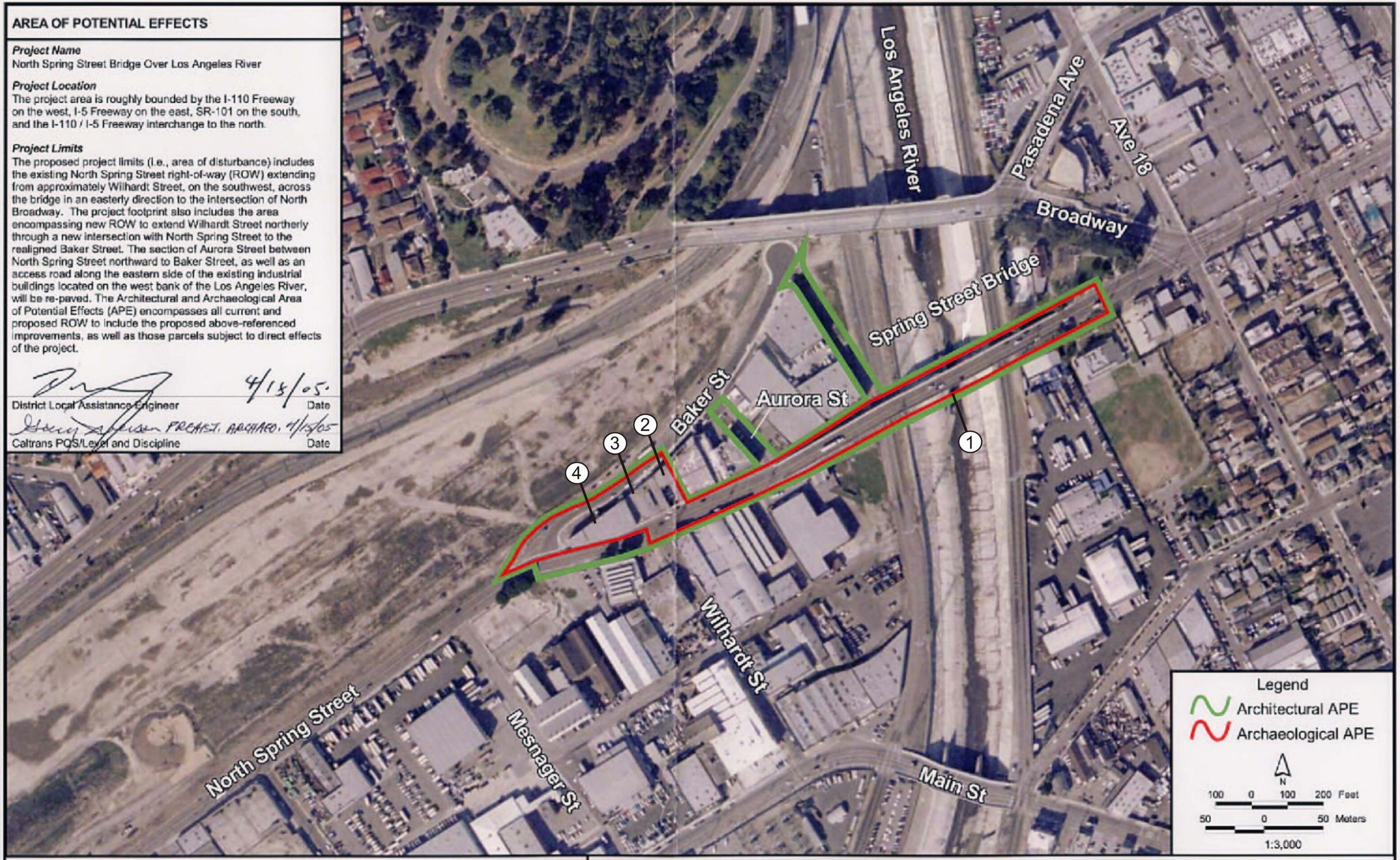
Project Name
North Spring Street Bridge Over Los Angeles River

Project Location
The project area is roughly bounded by the I-110 Freeway on the west, I-5 Freeway on the east, SR-101 on the south, and the I-110 / I-5 Freeway interchange to the north.

Project Limits
The proposed project limits (i.e., area of disturbance) includes the existing North Spring Street right-of-way (ROW) extending from approximately Wilhardt Street, on the southwest, across the bridge in an easterly direction to the intersection of North Broadway. The project footprint also includes the area encompassing new ROW to extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street. The section of Aurora Street between North Spring Street northward to Baker Street, as well as an access road along the eastern side of the existing industrial buildings located on the west bank of the Los Angeles River, will be re-paved. The Architectural and Archaeological Area of Potential Effects (APE) encompasses all current and proposed ROW to include the proposed above-referenced improvements, as well as those parcels subject to direct effects of the project.

4/15/05
District Local Assistance Engineer — Date

PROJECT ARCHAEO. 4/15/05
Caltrans PQS/Level and Discipline — Date



North Spring Street Bridge over Los Angeles River

Area of Potential Effect (APE) for Archaeological and Historic Architectural Resources

Exhibit B.3

Exhibit B.4
DPR 523 Forms

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference # 2

P1. Other Identifier: _____

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Los Angeles **Date** 1953 **T**___; **R** ___; __ ¼ **of Sec** ___; _____ **B.M.**

c. Address 1709 North Spring Street City Los Angeles Zip 90012

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 5409-002-027

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This two-story brick building appears to have undergone heavy alteration. The building originally sat at the lot line with one story office at the corner of the building. The section of the building facing North Spring Street has been removed and the building is now set back from the street with a security wall. There are aluminum slider windows at the second story and the roof is flat. This building is comprised of brick and concrete block masonry construction. The security wall did not allow recordation the first level as the view was obscured.

***P3b. Resource Attributes:** (List attributes and codes) (HP8) Industrial Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph # 1, camera facing north, May 27, 2002

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1895, Los Angeles assessor records

***P7. Owner and Address:**
Tony and Al Hoa Han
437 Holt Avenue,
Pomona, CA 90012

***P8. Recorded by:** (Name, affiliation, address)
Rand Herbert
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

***P9. Date Recorded:** May 27, 2002

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, HRER North Spring Street Bridge, July 2006

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6

***Resource Name or #** (Assigned by recorder) Map Reference # 2

B1. Historic Name: _____

B2. Common Name: 1709 North Spring Street

B3. Original Use: Industrial B4. Present Use: Industrial

***B5. Architectural Style:** none

***B6. Construction History:** (Construction date, alteration, and date of alterations) 1895, 1950s

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** none

B9. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** n/a **Area** n/a

Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This building does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Located on the Junction Block, the building was originally constructed in 1895 but has been heavily altered.[1] These changes included the removal of the front portion of the building. Junction Block is located at the intersection of Baker (then San Fernando) and North Spring Street in the industrial district in Los Angeles and is made up of several buildings.[2] The building was constructed as a flour mill, the Porta Costa Mill, and was used as a two story warehouse with a one story office in the front southwest corner. On the adjacent parcel, the milling company had a two-story warehouse on the north side of the parcel. (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**

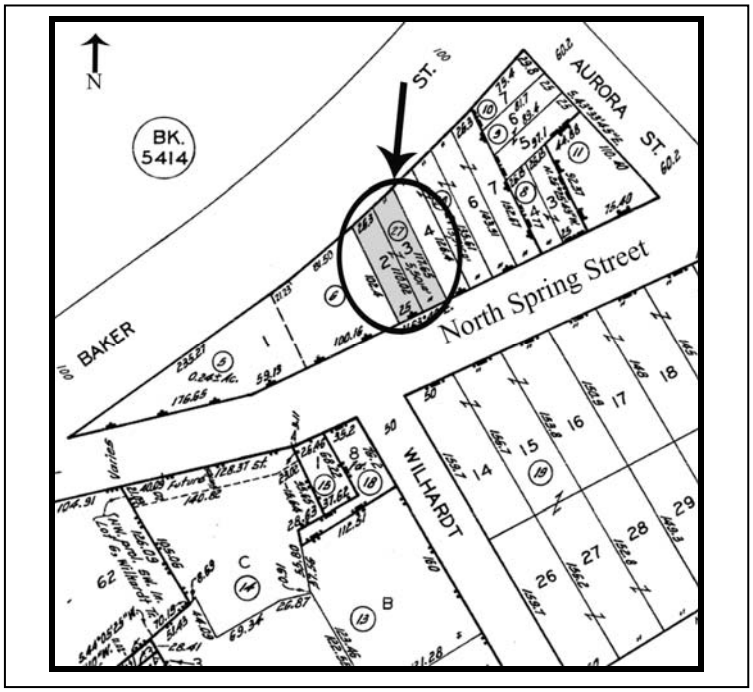
See footnotes, B10 Significance.

B13. Remarks:

***B14. Evaluator:** Amanda Blosser

***Date of Evaluation:** June 21, 2002

(This space reserved for official comments.)



[1] The City of Los Angeles Department of Building and Safety permit records do not date prior to 1905 and so this building will not have a permit on file.

[2] Los Angeles County Assessor parcel maps, Book 5409, page 2.

B10. Significance (continued):

Originally part of a rural agricultural district south of what was known as the Cornfield, this area developed into a small industrial / manufacturing district once the Southern Pacific Railroad freight deport and switching yard were built on lands immediately adjacent to the north and west. The Southern Pacific arrived in Los Angeles in 1876, after the City of Los Angeles gave the Southern Pacific almost complete control over all shipping in and out of Los Angeles, including ownership of the Los Angeles & San Pedro Railroad.[3] This area was characterized by dwellings and tenements when the Southern Pacific first arrived, with a zanja and an iron viaduct river crossing that allowed wagon, cable and foot traffic. The dwellings and tenements gradually disappeared from this area and were replaced with manufacturing, warehousing, and other industrial companies. The zanja that ran through the area was removed by 1894. The earliest industries in the district were the Mesnager Winery and Distillery, Los Angeles Wool Pulling Factory, and E.C. Neidt's Soap Works, all of which were established by 1888.[4] By 1894, the New York Suspender factory, the California Ice Company, the Los Angeles Electric Railway Company, Puente's Oil Company Plant, Standard Oil, and George Hasson Fruit Packing Company constructed buildings in the district and contributed to the growth of the industrial district.[5] These industries reflected the types of early business in Los Angeles, such as a garment industry, viticulture and distilleries, orchards, and livestock.

As Los Angeles began to expand, this small industrial district reflected a new pattern of urban planning in which businesses were separated from homes. Retailers still continued to build near residential areas but business in the industrial sector began to seek out cheaper parcels elsewhere. In Los Angeles, those parcels were located near the Los Angeles River and areas in close proximity to the railroad.[6] The railroad built its line south from San Francisco along the eastern edge of the San Fernando Valley parallel to the east bank of the Los Angeles River until it crossed the river upstream from its confluence with Arroyo Seco. The Southern Pacific built a railyard, freight, and shops south of the Elysian Park in the Cornfield, and had another large work yard on the opposite of the river near Mission Street and the river, and the largest yard and shops near Alameda Street, part of what is now known as the Alameda Corridor. Industrial districts developed around these railyards, because they provided easy access to shipping, and as the city began to segregate land uses.

Like many other cities, industrial development in Los Angeles followed the course of its river, although in Southern California other reasons prevented the river from becoming useful to the industries.[7] In many parts of the country, rivers provided a means to transport industrial goods and supplied a source of energy, and provided a convenient way to dispose of industrial waste.[8] The flow of the Los Angeles River, however, was too insignificant and irregular to allow navigation. By the time industry established itself in Los Angeles, the river had been drained of its normal surface flow and power generation really never developed. The lack of water in the river prevented it from becoming a dumping ground for waste because there was too little water to wash effluents downstream or to dilute them. In Los Angeles, industrial development occurred next to the river because

[3] Myra L. Frank, "EIR for the Alameda Corridor, " prepared for Alameda Corridor Transportation Authority, August 1992, page 1-14.
[4] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[5] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[6] Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles 1850-1930*, (Cambridge, Mass: Harvard University Press, 1967), 138.
[7] Blake Gumprecht, *The Los Angeles River: Its Life, Death, and Possible Rebirth*, (Baltimore: The Johns Hopkins University Press, 1999), 111.
[8] Blake Gumprecht, *The Los Angeles River*, 111.

that is where the railroads were built. They were most likely built there because the river was prone to flooding and less desirable for other uses, and thus was a more open corridor into the city.

Under Criterion A, this building does not appear to be significant within the context of industrial development in Los Angeles. Instead, it appears to represent a typical pattern in the development mentioned above. Under Criterion B, there do not appear to be any historically significant persons associated with this building. Under Criterion C, this building does not appear to be a significant example of a type, period, or method of construction. There are several flour mills left in the industrial areas, the most notable is the Capitol Flour Mill located on the edge of Chinatown on North Spring Street. These buildings were typical examples of commercial construction at the turn of the century and were constructed of brick with a decorative façade reflecting the current architectural features, such as corbelled cornice, decorative lintels and sills, and arched window and door openings. This building does not appear to have historic or architectural significance and does not appear to meet the criteria for listing in the National Register. In addition, this building retains little of its historic integrity and has little architectural detail left from its original style. Furthermore, this property has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property does not appear to meet the criteria for listing in the California Register of Historic Resources.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) Map Reference # 3

P1. Other Identifier: _____

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Los Angeles **Date** 1953 **T**___; **R** ___; __ ¼ **of Sec** ___; _____ **B.M.**

c. Address 1701 North Spring Street City Los Angeles Zip 90012-1916

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 5409-002-006

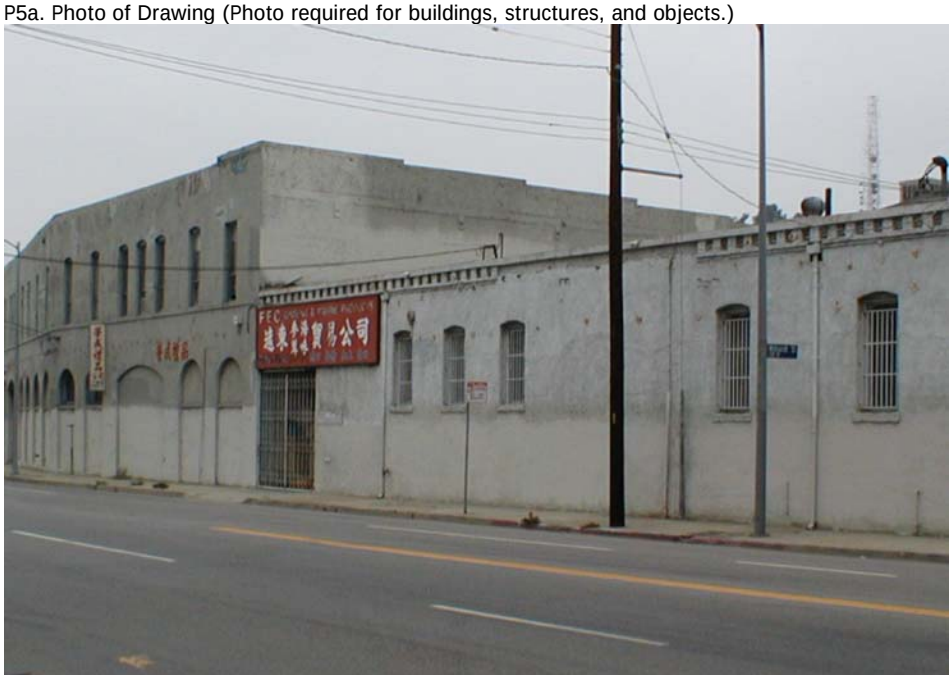
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This one-story building sits on a 0.20 acre parcel and was built circa 1895. Adjacent to the corner building, this building sits on a concrete foundation and has a flat roof. The roof is covered with rolled composition and has a modest cornice with dentils. The street façade is plastered with stucco and has six arched windows with added security grills. A modern freight door with an accordion gate has been added and the center of the façade appears to have been altered. A portion of the dentil molding is missing and it appears that at least one window or doorway was infilled beneath the missing molding.

***P3b. Resource Attributes:** (List attributes and codes) (HP8) Industrial Building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photograph # 1, camera facing northwest, May 27, 2002

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1895, Los Angeles assessor records

***P7. Owner and Address:**
David and Lam Hung Giang
853 North Maple Ave,
Montebello, CA 90640-2425

***P8. Recorded by:** (Name, affiliation, address)
Rand Herbert
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

***P9. Date Recorded:** May 27, 2002

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, HRER North Spring Street Bridge, July 2006

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6

***Resource Name or #** (Assigned by recorder) Map Reference # 3

B1. Historic Name: _____

B2. Common Name: 1701 North Spring Street

B3. Original Use: Industrial B4. Present Use: Industrial

***B5. Architectural Style:** one part commercial block

***B6. Construction History:** (Construction date, alteration, and date of alterations) 1895

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** none

B9. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** n/a **Area** n/a

Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

This building does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Part of the Junction Block this building was constructed circa 1895, adjacent to the building on the corner. Junction Block is located at the intersection of Baker and North Spring Street in the industrial district in Los Angeles and is made up of several buildings.[1] Sanborn Fire Insurance maps do not show an occupant for this building and research at the City of Los Angeles Department of Building and Safety did not indicate who constructed this building. There were no original building permits on file for this building. It is possible that the Raphael Plate Glass Company, who owned the building at the corner, could have built it as they expanded. Subsequent permits indicate that there were several modifications to the interior in the 1940s such as construction of a mezzanine and construction of a storage closet.[2] (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes) _____

***B12. References:**

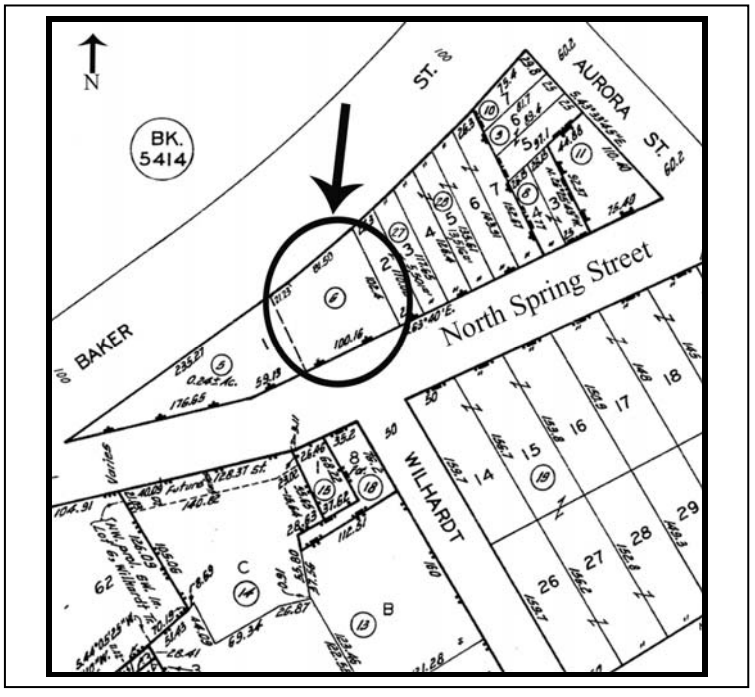
See footnotes, B10, Significance.

B13. Remarks:

***B14. Evaluator:** Amanda Blosser

***Date of Evaluation:** June 21, 2002

(This space reserved for official comments.)



[1] Los Angeles County Assessor parcel maps, Book 5409, page 2.
[2] City of Los Angeles Department of Building and Safety, Permit No. 1211, 1942.

B10. Significance (continued):

Originally part of a rural agricultural district south of what was known as the Cornfield, this area developed into a small industrial / manufacturing district once the Southern Pacific Railroad freight deport and switching yard were built on lands immediately adjacent to the north and west. The Southern Pacific arrived in Los Angeles in 1876, after the City of Los Angeles gave the Southern Pacific almost complete control over all shipping in and out of Los Angeles, including ownership of the Los Angeles & San Pedro Railroad.[3] This area was characterized by dwellings and tenements when the Southern Pacific first arrived, with a zanja and an iron viaduct river crossing that allowed wagon, cable and foot traffic. The dwellings and tenements gradually disappeared from this area and were replaced with manufacturing, warehousing, and other industrial companies. The zanja that ran through the area was removed by 1894. The earliest industries in the district were the Mesnager Winery and Distillery, Los Angeles Wool Pulling Factory, and E.C. Neidt's Soap Works, all of which were established by 1888.[4] By 1894, the New York Suspender factory, the California Ice Company, the Los Angeles Electric Railway Company, Puente's Oil Company Plant, Standard Oil, and George Hasson Fruit Packing Company constructed buildings in the district and contributed to the growth of the industrial district.[5] These industries reflected the types of early business in Los Angeles, such as a garment industry, viticulture and distilleries, orchards, and livestock.

As Los Angeles began to expand, this small industrial district reflected a new pattern of urban planning in which businesses were separated from homes. Retailers still continued to build near residential areas but business in the industrial sector began to seek out cheaper parcels elsewhere. In Los Angeles, those parcels were located near the Los Angeles River and areas in close proximity to the railroad.[6] The railroad built its line south from San Francisco along the eastern edge of the San Fernando Valley parallel to the east bank of the Los Angeles River until it crossed the river upstream from its confluence with Arroyo Seco. The Southern Pacific built a railyard, freight, and shops south of the Elysian Park in the Cornfield, and had another large work yard on the opposite of the river near Mission Street and the river, and the largest yard and shops near Alameda Street, part of the Alameda Corridor. Industrial districts developed around these railyards, because they provided easy access to shipping, and as the city began to segregate land uses.

Like many other cities, industrial development in Los Angeles followed the course of its river, although in Southern California other reasons prevented the river from becoming useful to the industries.[7] In many parts of the country, rivers provided a means to transport industrial goods and supplied a source of energy, and provided a convenient way to dispose of industrial waste.[8] The flow of the Los Angeles River, however, was too insignificant and irregular to allow navigation. By the time industry established itself in Los Angeles, the river had been drained of its normal surface flow and power generation really never developed. The lack of water in the river prevented it from becoming a dumping ground for waste because there was too little water to wash effluents downstream or to dilute them. In Los Angeles, industrial development occurred next to the river because

[3] Myra L. Frank, "EIR for the Alameda Corridor, " prepared for Alameda Corridor Transportation Authority, August 1992, page 1-14.
[4] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[5] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[6] Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles 1850-1930*, (Cambridge, Mass: Harvard University Press, 1967), 138.
[7] Blake Gumprecht, *The Los Angeles River: Its Life, Death, and Possible Rebirth*, (Baltimore: The Johns Hopkins University Press, 1999), 111.
[8] Blake Gumprecht, *The Los Angeles River*, 111.

that is where the railroads were built. They were most likely built there because the river was prone to flooding and less desirable for other uses, and thus was a more open corridor into the city.

Under Criterion A, this building does not appear to be significant within the context of industrial development in Los Angeles. Originally a residential area characterized by multi-family residences and tenements, the area developed into an industrial area once the city began to segregate land uses. As a result, this area appears to represent a typical pattern in the development mentioned above. Under Criterion B, there does not appear to be any historical significant persons associated with this building. Under Criterion C, this building does not appear to be a significant example of a type, period, or method of construction. Built adjacent to the triangular building at 1635-1639 North Spring Street, this type of one story modest commercial construction was typical of commercial construction of the late 1890s. Thus, this property does not appear to meet the significance criteria for listing in the National Register. In addition, the building may lack some historic integrity to its construction date, including the addition of a door and alteration of the façade (visible in Photograph 1). Some character defining features of this type of commercial construction may have been lost overtime. Furthermore, this property has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property does not appear to meet the criteria for listing in the California Register of Historic Resources.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Map Reference # 4

P1. Other Identifier: _____

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Los Angeles

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad** Los Angeles **Date** 1953 **T** ___; **R** ___; ___ ¼ **of Sec** ___; _____ **B.M.**

c. Address 1635-1639 North Spring Street City Los Angeles Zip 90012-1926

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN: 5409-002-005

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Located at the corner of Baker and North Spring Street, this building is situated on a triangular parcel of .23 acres. Constructed circa 1890, it conforms the shape of the lot and is triangular in shape. Often mistakenly referred to as a "Flat Iron" style building, this particular example is a masonry structure clad in stucco, two stories in height. It sits on a concrete foundation and has a flat roof. Fenestration consists of arched one-over-one double hung sashes on the second floor, and infilled arched openings on the first floor. Some of the openings have been filled with roll-up freight doors and single leaf doors and a few of the arched divided lites still remain (See Photograph 2).

***P3b. Resource Attributes:** (List attributes and codes) (HP8) Industrial Building

***P4, Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: (View, date, accession #) Photograph # 1, camera facing east, May 27, 2002

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
circa 1890, Los Angeles assessor records

***P7. Owner and Address:**
Harry Forman
10718 McCune Ave,
Los Angeles, CA 90034

***P8. Recorded by:** (Name, affiliation, address)
Rand Herbert
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

***P9. Date Recorded:** May 27, 2002

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services, HRER North Spring Street Bridge, February 2003

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

B1. Historic Name: New York Suspender Factory
B2. Common Name: 1635-1639 North Spring Street
B3. Original Use: Industrial B4. Present Use: Warehouse
*B5. Architectural Style: Two part commercial block
*B6. Construction History: (Construction date, alteration, and date of alterations) circa 1890

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
*B8. Related Features: none

B9. Architect: unknown b. Builder: unknown
*B10. Significance: Theme n/a Area n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Located at the corner of what was called Junction Block, this building does not appear to meet the criteria for listing in the National Register of Historic Places, nor does it appear to be a historical resource for the purposes of CEQA. Junction Block is located at the intersection of Baker (then San Fernando) and North Spring Street (Olympia Street on the west side of the river) in the industrial district in Los Angeles and is made up of several buildings.[1] The New York Suspender Factory first occupied the second floor of this building, but research did not indicate whether they constructed the building.[2] By 1906, the Raphael Glass took over the entire building and continued expansion into the adjacent building. They remained at this site until after 1951. The building is currently used as a warehouse for TWD Trading Company. (See continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

See Footnotes, B10, Significance.

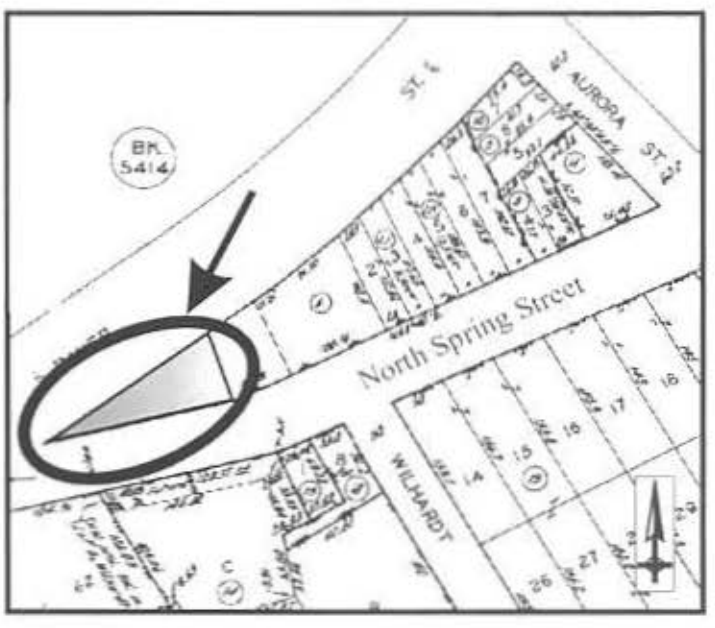
B13. Remarks:

*B14. Evaluator: Amanda Blosser

*Date of Evaluation: June 21, 2002

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



[1] Los Angeles County Assessor parcel maps, Book 5409, page 2.
[2] The permit on file with the City of Los Angeles Department of Building and Safety start at 1905 so there is no permit on file for this building.

B10. Significance (continued):

Originally part of a rural agricultural district south of what was known as the Cornfield, this area developed into a small industrial / manufacturing district once the Southern Pacific Railroad freight deport and switching yard were built on lands immediately adjacent to the north and west. The Southern Pacific arrived in Los Angeles in 1876, after the City of Los Angeles gave the Southern Pacific almost complete over all shipping in and out of Los Angeles, including ownership of the Los Angeles & San Pedro Railroad.[3] This area was characterized by dwellings and tenements when the Southern Pacific first arrived, with a zanja and an iron viaduct that allowed wagon, cable and foot traffic. The dwellings and tenements gradually disappeared from this area and were replaced with manufacturing, warehousing, and other industrial companies. The zanja that ran through the area was removed by 1894. The earliest industries in the district were the Mesnager Winery and Distillery, Los Angeles Wool Pulling Factory, and E.C. Neidt's Soap Works, all of which were established by 1888.[4] By 1894, the New York Suspender factory, the California Ice Company, the Los Angeles Electric Railway Company, Puente's Oil Company Plant, Standard Oil, and George Hasson Fruit Packing Company constructed buildings in the district and contributed to the growth of the industrial district.[5] These industries reflected the types of early business in Los Angeles, such as a garment industry, viticulture and distilleries, orchards, and livestock.

As Los Angeles began to expand, this small industrial district reflected a new pattern of urban planning in which businesses were separated from homes. Retailers still continued to built near residential areas but business in the industrial sector began to seek out cheaper parcels elsewhere. In Los Angeles, those parcels were located near the Los Angeles River and areas in close proximity to the railroad.[6] The railroad built its line south from San Francisco along the eastern edge of the San Fernando Valley parallel to the east bank of the Los Angeles River until it crossed the river upstream from its confluence with Arroyo Seco. The Southern Pacific built a railyard, freight, and shops south of the Elysian Park in the Cornfield, and had another large work yard on the opposite of the river near Mission Street and the river, and the largest yard and shops near Alameda Street, part of the Alameda Corridor. Industrial districts developed around these railyards, because they provided easy access to shipping, and as the city began to segregate land uses.

Like many other cities, industrial development in Los Angeles followed the course of its river, although in Southern California other reasons prevented the river from becoming useful to the industries.[7] In many parts of the country, rivers provided a means to transport industrial goods and supplied a source of energy, and provided a convenient way to dispose of industrial waste.[8] The flow of the Los Angeles River, however, was too insignificant and irregular to allow navigation. By the time industry established itself in Los Angeles, the river had been drained of its normal surface flow and power generation really never developed. The lack of water in the river prevented it from becoming a dumping ground for waste because there was too little water to wash effluents downstream or to dilute them. In Los Angeles, industrial development occurred next to the river because

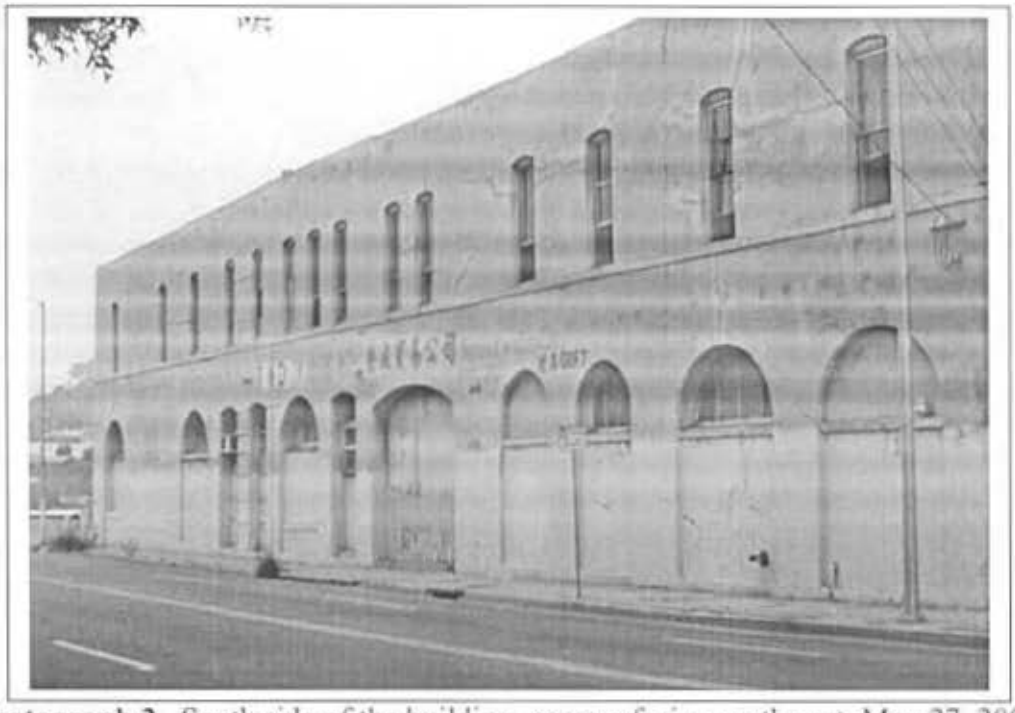
[3] Myra L. Frank, "EIR for the Alameda Corridor, " prepared for Alameda Corridor Transportation Authority, August 1992, page 1-14.
[4] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[5] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[6] Robert M. Fogelson, *The Fragmented Metropolis: Los Angeles 1850-1930*, (Cambridge, Mass: Harvard University Press, 1967), 138.
[7] Blake Gumprecht, *The Los Angeles River: Its Life, Death, and Possible Rebirth*, (Baltimore: The Johns Hopkins University Press, 1999), 111
[8] Blake Gumprecht, *The Los Angeles River*, 111.

that is where the railroads were built. They were most likely built there because the river was prone to flooding and less desirable for other uses, and thus was a more open corridor into the city.

Under Criterion A, this building does not appear to be significant within the context of industrial development in Los Angeles. Originally a residential area characterized by multi-family residences and tenements, the area developed into an industrial area once the city began to segregate land uses. As a result, this area appears to represent a typical pattern in the development mentioned above. Under Criterion B, there do not appear to be any historically significant people associated with this building. Under Criterion C, this building does not appear to be a significant example of a type, period, or method of construction. It is a common type of commercial construction, a simple example of the type of building that became popular solution to building on a triangular lot and does not appear to be a significant example of this type of construction which is well documented.[9] Because it is heavily altered, the building retains little of its integrity and has little architectural detail left from its original construction. Therefore, this building does not appear to meet the criteria for listing in the National Register. Furthermore, this property has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property does not appear to meet the criteria for listing in the California Register of Historic Resources.

[9] The name Flatiron came to mean a triangular shaped building when standing at the apex appeared flat thick volume. The name was first given to the Fuller Building in New York designed by Charles Burnham in 1903. This building was one of the earlier skyscrapers and a new response to the triangular shape lot.

Photographs (continued):



Photograph 2. South side of the building, camera facing northwest, May 27, 2002.

Exhibit B.5
Caltrans Historic Bridge List

Historical Significance - Local Agency Bridges — Los Angeles County

Bridge Number	District	Structure Name	Location	Historical Significance	Year Built	Year Wid/Ext
53C0853	07	PUENTE CREEK BRIDGE	0.8 MI W AZUSA AVE	5 Not eligible for NRHP	1974	
53C0854	07	ALHAMBRA WASH	3/8 MI E SAN GABRIEL BLVD	5 Not eligible for NRHP	1974	
53C0855	07	SANTA CLARA RIV (SO FK)	0.5 MI S/O LYONS AVE	5 Not eligible for NRHP	1971	
53C0857	07	IMPERIAL HWY UP	1/4 MI W SHOEMAKER AVE	5 Not eligible for NRHP	1977	
53C0858	07	NORMANDIE AVE DRAIN	1/2 MI S OF SEPULVEDA BL	5 Not eligible for NRHP	1971	
53C0859	07	LOS ANGELES RIVER	0.4 MI WEST OF I-5	2 Br eligible for NRHP	1928	1939
53C0860	07	FLNT CYN CHNL & EQUEST T	1000' W OF 210 FREEWAY	5 Not eligible for NRHP	1924	
53C0861	07	S FK SANTA CLARA RIV	1MI S OF LYONS AVE	5 Not eligible for NRHP	-1	
53C0862	07	LINDERO CYN CHANNEL	1000' W KANAN RD	5 Not eligible for NRHP	1972	
53C0863	07	AT & SF RR	1/4 MI N PASADENA FRWY	5 Not eligible for NRHP	1972	
53C0864	07	MARTIN L KING JR AVE OH	0.7 MI N/O PACIFIC C HWY	5 Not eligible for NRHP	1957	
53C0865	07	TORRANCE LATERAL	1/4 MI N/O TORRANCE BLVD	5 Not eligible for NRHP	1960	
53C0867	07	LOS ANGELES RIVER	200' N BANDINI BLVD	5 Not eligible for NRHP	1928	1987
53C0868	07	LOS ANGELES RIVER	0.2 MI W SOTO ST	5 Not eligible for NRHP	-1	
53C0870	07	AMARGOSA DRAIN	500' E/O ANTELOPE VLY FWY	5 Not eligible for NRHP	1972	
53C0871	07	AMARGOSA DRAIN	200' E/O ANTELOPE VLY FWY	5 Not eligible for NRHP	1972	
53C0872	07	AMARGOSA DRAIN	300' E/O ANTELOPE VLY FWY	5 Not eligible for NRHP	1972	
53C0873	07	HACIENDA BLVD UP	1/4 MI N VALLEY BLVD	5 Not eligible for NRHP	1977	
53C0874	07	AMARGOSA DRAIN	200' E/O ANTELOPE VLY FWY	5 Not eligible for NRHP	1972	
53C0875	07	BALLONA CREEK	200' W OF LA CIENEGA BLVD	5 Not eligible for NRHP	1938	
53C0876	07	BALLONA CREEK	1/2 MI W LA CIENEGA BL	5 Not eligible for NRHP	1938	
53C0877	07	BALLONA CREEK	W JEFFERSON BLVD	5 Not eligible for NRHP	1938	
53C0879	07	CHARTER OAK WASH	0.1 MI W BARRANCA AVE	5 Not eligible for NRHP	1965	
53C0881	07	STD OIL PIPE LINE	3/4 MI N ROSECRANS AVE	5 Not eligible for NRHP	-1	
53C0883	07	LIVE OAK WASH	0.6 MI W WHITE AVE	5 Not eligible for NRHP	1950	
53C0884	07	OCEAN BLVD	0.1 MI W HARBOR SCENIC D	5 Not eligible for NRHP	1961	
53C0885	07	ANAHEIM ST	0.1 MI W LOS ANGELES RIV	5 Not eligible for NRHP	1954	
53C0887	07	LITTLE DALTON WASH	1 MI E GRAND AVE	5 Not eligible for NRHP	1959	
53C0888	07	LITTLE DALTON WASH	0.8 MI E GRAND AVE	5 Not eligible for NRHP	1959	
53C0889	07	HARBOR SCENIC DR	0.1 MI E HARBOR PLAZA	5 Not eligible for NRHP	1967	
53C0890L	07	QUEENS WAY SBND OC	0.6 MI S OCEAN BLVD	5 Not eligible for NRHP	1967	
53C0890R	07	HARBOR SCENIC DR N SEP	0.6 MI S OCEAN BLVD	5 Not eligible for NRHP	1967	
53C0891	07	LINDERO CYN CHANNEL	1/4 MI E LINDERO CYN RD	5 Not eligible for NRHP	1975	
53C0892L	07	QUEENS WAY SB	0.1 MI S OCEAN BLVD	5 Not eligible for NRHP	1967	
53C0892R	07	SHORELINE DRIVE	0.1 MI S OCEAN BLVD	5 Not eligible for NRHP	1967	
53C0897	07	SANTA ANITA AVE UNDER SP	1/4 MI N VALLEY BLVD	5 Not eligible for NRHP	1914	
53C0899L	07	KANAN DUME RD SB TUNNEL	4.3 MI N PACIFIC CST HWY	5 Not eligible for NRHP	1983	
53C0899R	07	KANAN DUME RD NB TUNNEL	4.3 MI N PACIFIC CST HWY	5 Not eligible for NRHP	1974	
53C0900L	07	KANAN ROAD SB TUNNEL	0.7 MI N MULHOLLAND HWY	5 Not eligible for NRHP	1983	
53C0900R	07	KANAN ROAD NB TUNNEL	0.7 MI N MULHOLLAND HWY	5 Not eligible for NRHP	1968	
53C0901L	07	KANAN RD S BND TUNNEL	1 1/2 MI N MULHOLLAND HWY	5 Not eligible for NRHP	1978	
53C0901R	07	KANAN RD N BND TUNNEL	1.5 MI N MULHOLLAND HWY	5 Not eligible for NRHP	1968	
53C0902	07	DURFEE AVE UP	0.1 MI N/O VALLEY BLVD	5 Not eligible for NRHP	1976	
53C0903	07	7TH ST W B ON RAMP UC	0.2 MI N BROADWAY	5 Not eligible for NRHP	1961	
53C0907	07	COMPTON CREEK	1/2 MI S ROSECRANS AVE	5 Not eligible for NRHP	1938	

Exhibit B.6
Records of Correspondence and Coordination

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse

JRP HISTORICAL CONSULTING

January 13, 2006

Linda Dishman, Executive Director
Los Angeles Conservancy
523 West Sixth Street, Suite 826
Los Angeles, California 90014

RE: City of Los Angeles, Bridge Improvement Program – North Spring Street Bridge Widening and Rehabilitation Project

Dear Ms. Dishman,

The City of Los Angeles (City), in cooperation with the California Department of Transportation and Federal Highway Administration, propose to widen the existing North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and, in turn, enable its removal from the Highway Bridge Rehabilitation and Replacement Eligible Bridge List. The proposed project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the City and East Los Angeles/Lincoln Heights.

The proposed Project would widen the existing 50 feet (ft) wide bridge by approximately 20 ft on each side resulting in a 90 ft wide by 1,000 ft structure extending northeasterly from Aurora Street on the west, to approximately 500 ft west of South Avenue 18 in the City and County of Los Angeles. One eastbound traffic lane would be added to the existing four lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

The proposed project would also include the following activities:

- Close the existing intersection of Aurora Street and North Spring Street;
- Close the existing triangular merger of Baker Street into North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street, potentially resulting in the demolition of the flat-iron style building located along the north side of North Spring Street and immediately east of its intersection with Baker Street;
- Install wider sidewalks and bicycle lanes on each side (north/south) of the roadway;
- Create a striped center median varying in width between 5 ft and 9 ft from approximately North Spring Street's intersection with Avenue 18 westerly across the bridge to its intersection with Aurora Street;
- Retrofit the existing bridge to meet current seismic standards;

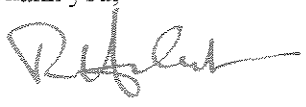
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
- Improve bridge railings, and approach and transition guardrails.

The Project would require right-of-way (ROW) acquisition. Specifically, private properties likely to be affected include those located on the north side of North Spring Street and immediately east of the existing intersection of North Spring Street and Baker Street. As noted above, this could include the flat-iron style building at this particular location. To accommodate the proposed bridge widening, it also is anticipated that an existing stairway located along the north side of North Spring Street on the Downey Recreation Center property would be relocated adjacent to the existing designated roadway ROW to maintain access to the park facilities. The Area of Potential Effects (APE) for the Project encompasses all current and proposed ROW along North Spring Street at the Los Angeles River crossing.

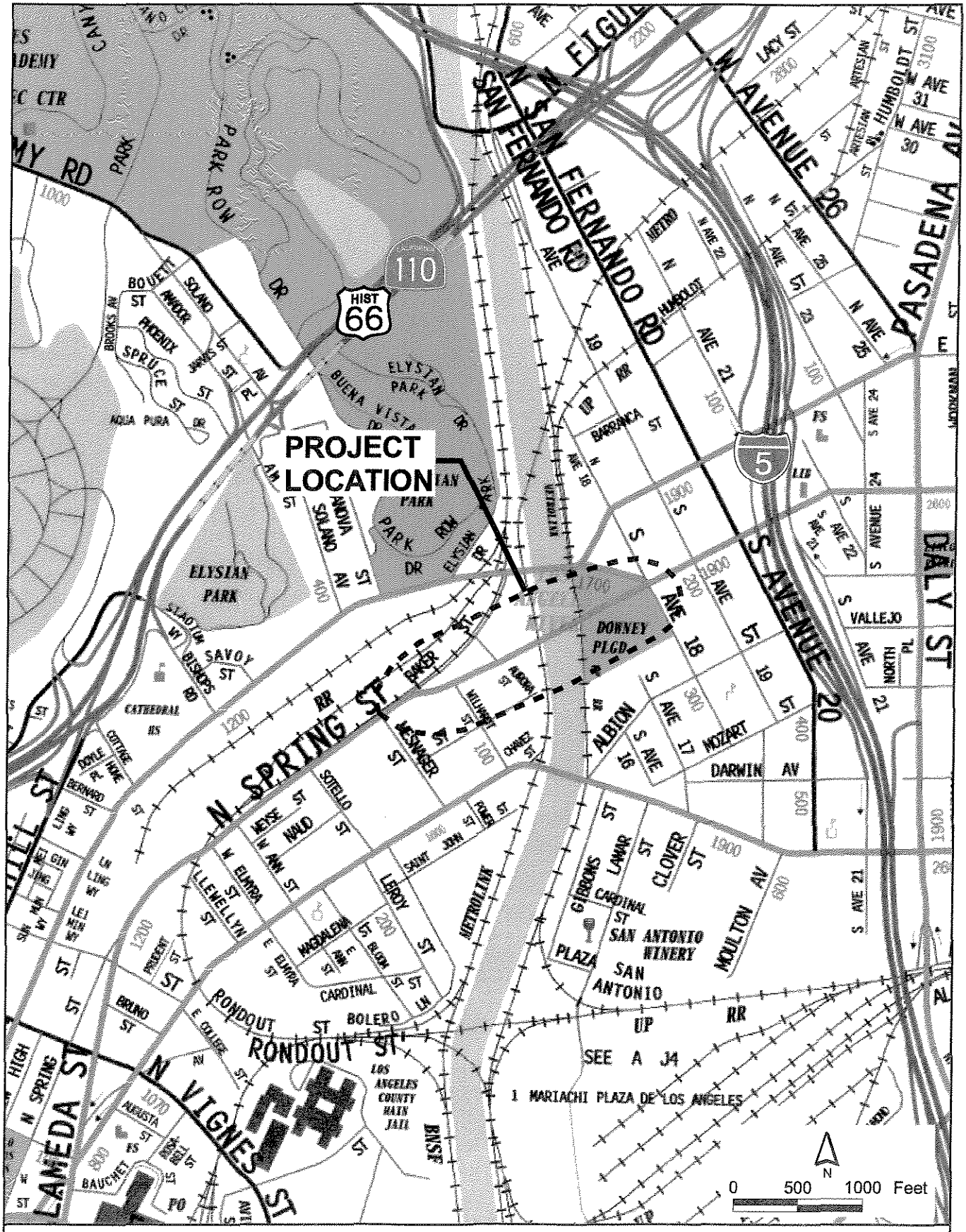
JRP Historical Consulting (JRP) has been retained by the City to study the historic and architectural resources in the proposed Project APE, which encompasses the bridge and the project's area of direct impact. This study is being conducted in compliance with Section 106 of the National Historic Preservation Act, the National Environmental Policy Act, and the California Environmental Quality Act as it pertains to historical resources. JRP has completed its evaluation of the bridge and surrounding buildings and concluded that the North Spring Street Bridge is the sole resource within the Project APE that is eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. JRP will also assess the effect the project will have on this identified historic property/historical resource. No archaeological resources have been identified as a result of the investigations completed for this project.

If your organization has information or concerns regarding this project, including the North Spring Street Bridge as a historic property, please respond to me in writing by March 1, 2006.

Thank you,



Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 2

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse

JRP HISTORICAL CONSULTING

January 13, 2006

Isabel Rosas, Commission Executive Assistant II
Los Angeles Cultural Heritage Commission
Department of City Planning
Los Angeles City Hall
200 North Spring Street
Los Angeles, California 90012

RE: City of Los Angeles, Bridge Improvement Program – North Spring Street Bridge Widening and Rehabilitation Project

Dear Ms. Rosas,

The City of Los Angeles (City), in cooperation with the California Department of Transportation and Federal Highway Administration, propose to widen the existing North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and, in turn, enable its removal from the Highway Bridge Rehabilitation and Replacement Eligible Bridge List. The proposed project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the City and East Los Angeles/Lincoln Heights.

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- Install wider sidewalks and bicycle lanes on each side (north/south) of the roadway;
- Create a striped center median varying in width between 5 ft and 9 ft from approximately North Spring Street's intersection with Avenue 18 westerly across the bridge to its intersection with Aurora Street;

- Retrofit the existing bridge to meet current seismic standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
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The Project would require right-of-way (ROW) acquisition. Specifically, private properties likely to be affected include those located on the north side of North Spring Street and immediately east of the existing intersection of North Spring Street and Baker Street. As noted above, this could include the flat-iron style building at this particular location. To accommodate the proposed bridge widening, it also is anticipated that an existing stairway located along the north side of North Spring Street on the Downey Recreation Center property would be relocated adjacent to the existing designated roadway ROW to maintain access to the park facilities. The Area of Potential Effects (APE) for the Project encompasses all current and proposed ROW along North Spring Street at the Los Angeles River crossing.

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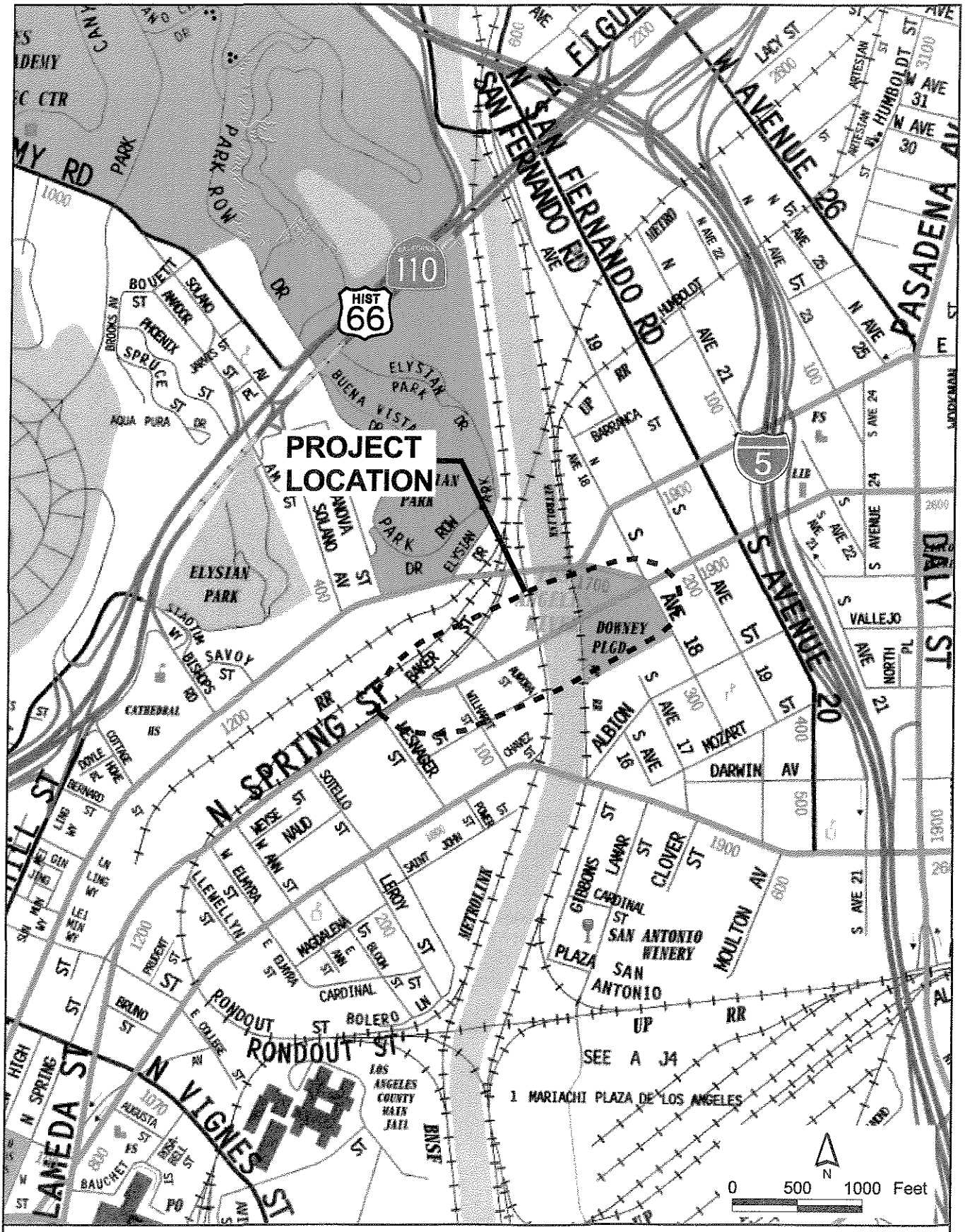
Thank you,

Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 2

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse

JRP HISTORICAL CONSULTING

January 13, 2006

Eddy Feldman, President
Los Angeles City Historical Society
P.O. Box 41046
Los Angeles, California 90041

RE: City of Los Angeles, Bridge Improvement Program – North Spring Street Bridge Widening and Rehabilitation Project

Dear President Feldman,

The City of Los Angeles (City), in cooperation with the California Department of Transportation and Federal Highway Administration, propose to widen the existing North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and, in turn, enable its removal from the Highway Bridge Rehabilitation and Replacement Eligible Bridge List. The proposed project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the City and East Los Angeles/Lincoln Heights.

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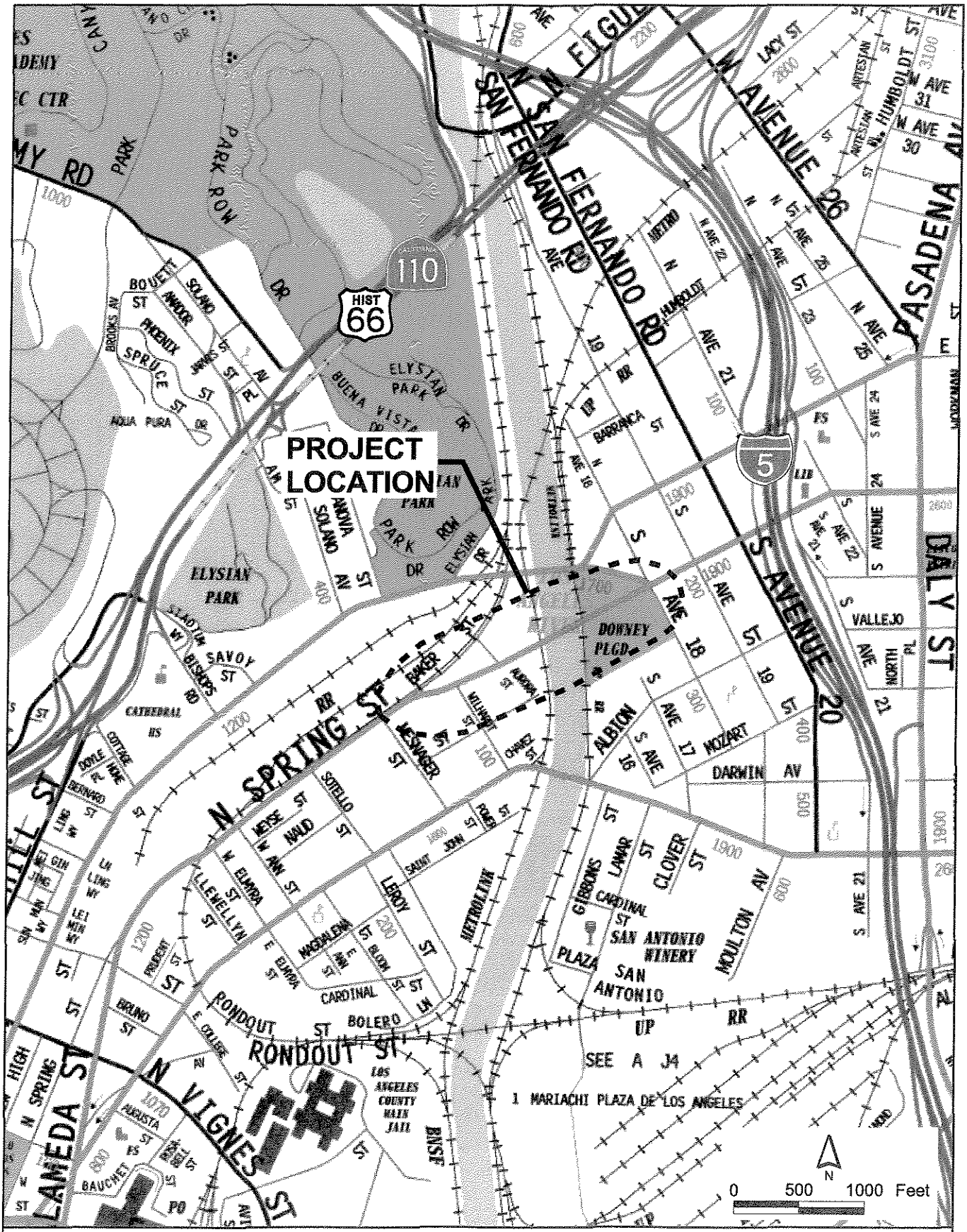
Thank you,

Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 2

Partners
Rand F. Herbert
Stephen R. Wee
Meta Bunse

JRP HISTORICAL CONSULTING

January 13, 2006

Denise S. Spooner, Executive Director
Historical Society of Southern California
200 East Avenue 43
Los Angeles, California 90031

RE: City of Los Angeles, Bridge Improvement Program – North Spring Street Bridge Widening and Rehabilitation Project

Dear Ms. Spooner

The City of Los Angeles (City), in cooperation with the California Department of Transportation and Federal Highway Administration, propose to widen the existing North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and, in turn, enable its removal from the Highway Bridge Rehabilitation and Replacement Eligible Bridge List. The proposed project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the City and East Los Angeles/Lincoln Heights.

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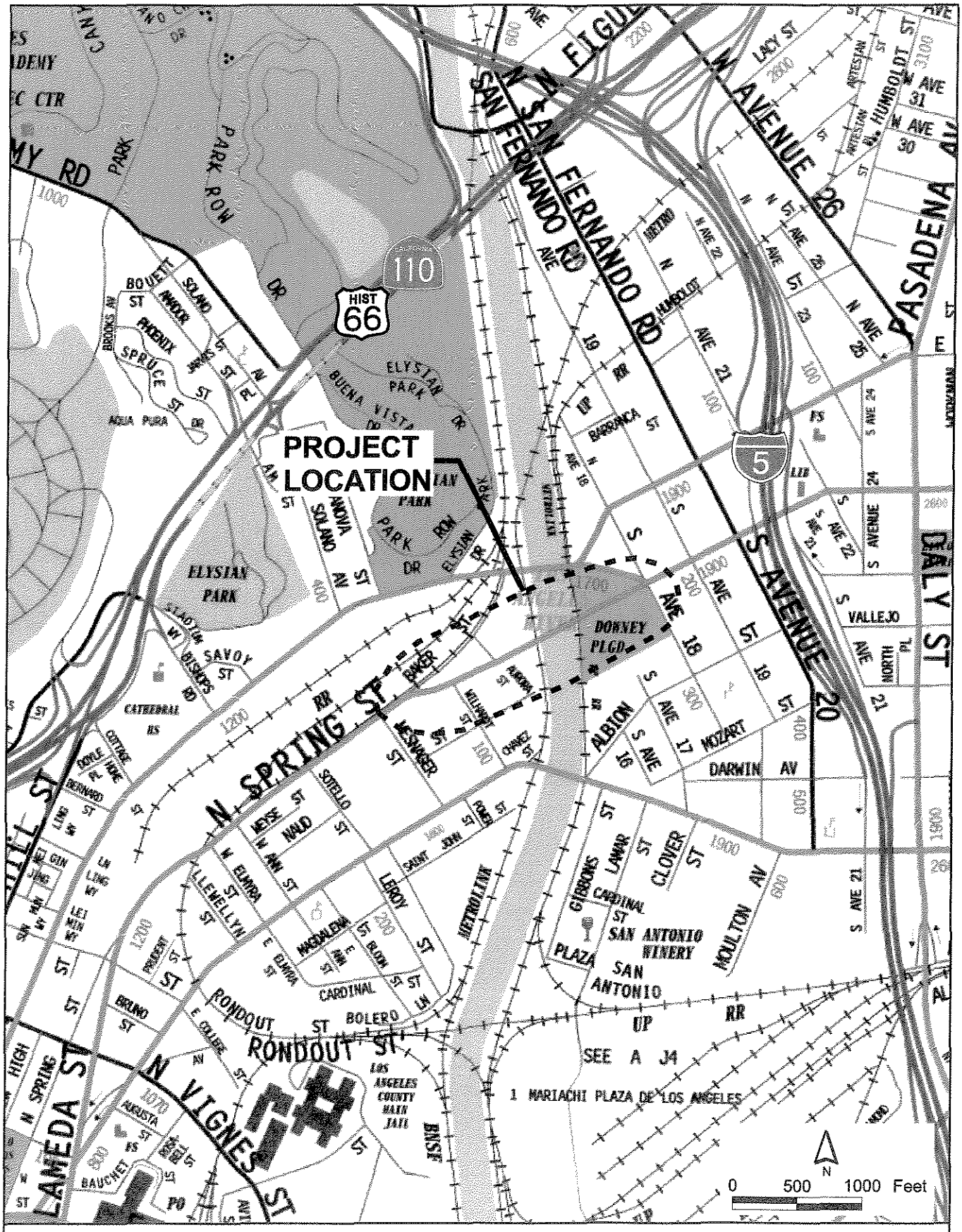
Thank you,

Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 2

Appendix J. Hazardous Materials Studies

MEMORANDUM

To: Project File

Date: April 26, 2011

From: Marieka Schrader, Environmental Planner
GPA Environmental

File: EA 931701

Subject: Addendum to the 2009 Hazardous Materials Study for the North Spring Street Viaduct Widening and Rehabilitation Project, City of Los Angeles, CA

INTRODUCTION

The City of Los Angeles (City), in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (53C-0859) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast. The proposed project includes seismically upgrading the existing bridge, improving pedestrian and bikeway facilities and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

The Draft EIR/EA for the project was released for public review in March 2010. Subsequently, a Final EIR/EA was prepared and submitted to the City of Los Angeles City Council Transportation Committee for approval. After reviewing the alternatives presented in the environmental document on June 9, 2010, the committee recommended that the City perform additional outreach to formulate additional design options for consideration. Additionally, in February of 2011, the City of Los Angeles Cultural Heritage Commission submitted a letter to the City of Los Angeles Bureau of Engineering requesting that additional coordination be conducted with the commission to identify project alternatives that would better preserve the historic characteristics of the North Spring Street Viaduct.

In response to requests from the Los Angeles City Council Transportation Committee and the City of Los Angeles Cultural Heritage Commission, the City's Bridge Improvement Program explored several design options and identified several alternatives that would

improve the viaduct's structural and roadway deficiencies, while taking into account its historic features.

The City also held working group meetings on June 17 and June 29, 2010 and March 10, 2011 comprised of interest groups, stakeholders, and elected officials. This coordination resulted in the development of a new design option for Alternative 2, and the consideration of a design concept that is either similar to the existing Beaux-Arts design or a new design that would be compatible with the historic viaduct.

A Hazardous Materials Study was prepared for the project in November 2009, and the purpose of this memo is to discuss how the changes made to the project, specifically the addition of Design Option A, would potentially affect previously identified hazardous materials impacts resulting from the proposed project. Please reference the Hazardous Materials Study (attached) for a more detailed hazardous materials analysis.

PROPOSED PROJECT

Existing Facility

The North Spring Street Viaduct was constructed in 1928, was widened in 1939 by removing the south-side sidewalk, seismically retrofitted in 1992, and extensively repaired (i.e., concrete spall patching, baluster removal, electrolier removal, and railing crack repair) in 1993.

North Spring Street is striped throughout most of the project's limits for four-lane (two in each direction) vehicular use. Currently, the viaduct is 50 feet wide overall, has a 4-foot wide sidewalk on its north side, and is striped for two undivided 10-foot interior lanes (one in each direction), and two 9.5-foot outer lanes. There are no shoulders or bikeways. The current configuration is constrained by the viaduct's overall width and does not meet current geometrical or design standards as described in the purpose and need below.

East of the viaduct, North Spring Street intersects with Avenue 18 and North Broadway in a five-point intersection. West of the viaduct, Aurora Street intersects with North Spring Street (north side) and Wilhardt Street intersects with North Spring Street (south side) before Baker intersects with North Spring Street.

Proposed Improvements

Four alternatives are being considered for the proposed project, including the No Build Alternative, Build Alternative 1 (seismic retrofit only), and Build Alternatives 2 and 3. Because the No Build Alternative and Alternative 1 have not changed since the original hazardous materials study was completed, and because Build Alternatives 2 and 3 would

include the same viaduct improvements, the following discussion is focused on Build Alternatives 2 and 3.

Build Alternatives 2 and 3 would be constructed in two phases. Phase 1 would include all the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

For the single side widening, the seismic improvements for Build Alternatives 2 and 3 would be the same as the Alternative 1 as the existing structure would not gain additional lateral support from single-sided widening. For the dual-sided widening, the seismic retrofit would be essentially the same as the Alternative 1 except that the amount of steel pipe seat extenders encased in concrete diaphragm bolsters at arch spans would be reduced because the existing structure would gain structural lateral support from dual-sided widening.

Viaduct Improvements

Viaduct improvements under Build Alternatives 2 and 3 include widening the existing viaduct by 20 feet on each side and installing 10-foot sidewalks, 5-foot shoulders (to accommodate bicycle use), and railings on each side of the viaduct. These alternatives would also include reconstructing the staircase from the north side of the widened viaduct to the Downey Recreation Center (north side widening only) and reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

Viaduct Design Option A – (Reduced Single-Sided Widening)

The Viaduct Design Option A for Alternative 2 would include widening the viaduct by approximately 23 feet to the outside rail along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median (see attached *Figure 1*). This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wingwall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-sided widening on the south side would either be similar to the existing Beaux-Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under Build Alternatives 2 and 3 would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent to the viaduct, extending the left-turn pocket on North Spring Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by Alternatives 2 and 3, and would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternatives 2 and 3 would include constructing a 4-way intersection at North Spring Street and Wilhardt Street after extending Wilhardt Street north to Baker Street. Under Build Alternative 2, the Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. Under Build Alternative 3, The Wilhardt Street extension would be aligned on a direct tangent arc (traditional "T" intersection) to join Baker Street.

These alternatives would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

PROJECT IMPACTS

Hazardous Materials in the Project Vicinity

According to the Hazardous Materials Study, several facilities located adjacent to but not within the proposed project area are listed on multiple agency-generated databases, including the Bortz Oil Company (formerly located at 1746 North Spring Street), Carnation Dairies (located adjacent to and south of the project area), and the former Union Pacific Railroad site (Los Angeles State Historic Park site). There are four additional hazardous waste generators in the vicinity of the project area, but these generators do not have any reported violations.

In addition to the known hazardous sites in the vicinity, the yellow and white thermoplastic

pavement markings and stripes within the project area may contain lead-based paint. Asbestos-containing material (ACM) may exist at various locations throughout the proposed project study area, including buildings, structures, facilities, viaduct expansion joints, and packing materials at viaduct abutments. Also, aerially deposited lead (ADL) contaminated soils may exist in unpaved areas adjacent to existing roadways, traffic lanes, or shoulders. Finally, there is the potential for unknown hazardous contamination to be encountered during project construction.

Project Impacts

Construction of Build Alternatives 2 and 3 would include demolition of several structures, pile driving in the river, and excavation of soils, which, based on the known contamination in the project vicinity, could result in encounters with hazardous materials. Operation of the project would not be expected to result in the release of hazardous materials.

Avoidance and Minimization Measures

The following measures were incorporated into the project EIR/EA based on recommendations included in the Hazardous Materials Study:

- The contractor shall conduct a pre-construction survey of the proposed project sites and locations for the presence of actionable levels of hazardous materials and, if found, shall minimize potential effects on the public by implementing established regulatory procedures.
- Prior to renovation, demolition, or any activity that might cause a disturbance of any suspect lead-based paint, the contractor shall conduct sampling to determine lead content is recommended. If paint containing lead chromate or lead carbonate is encountered, it shall be collected and disposed of, as necessary, in accordance with all applicable worker protection and hazardous materials management regulation.
- If hazardous materials (e.g., petroleum hydrocarbon-contaminated soils) or other regulated substances (e.g., pesticides or herbicides) are identified in the soil during construction, work shall cease at that location and soil containing such substances shall be collected, tested, and disposed of in accordance with applicable state and federal regulations.
- Any affected lead-based roadway pavement markings shall be collected, tested, and disposed of according to applicable state and federal regulations. If paint containing lead chromate or lead carbonate is encountered, it shall be collected and disposed of in accordance with all applicable worker protection and hazardous materials management regulations.

- Prior to construction, the contractor shall inspect the structures to be demolished and confirm presence of asbestos-containing materials. The contractor shall prepare an asbestos abatement and worker protection plan to be implemented prior to and during demolition of structures where the presence of asbestos has been confirmed. All asbestos-containing materials shall be removed and disposed of by a state-licensed abatement contractor in accordance with applicable state and federal laws.

With implementation of the above measures, the project would not be expected to result in release of hazardous materials; therefore, no mitigation was proposed.

Changes to Impacts Resulting from Development of Design Option A

As compared to Build Alternatives 2 and 3, Build Alternative 2 with Design Option A would require a smaller footprint than would Build Alternatives 2 and 3. Instead of widening the viaduct approximately 20 feet on each side, Design Option A would include widening only the south side of the viaduct approximately 23 feet to the outside rail; therefore, impacts resulting from demolition and widening to the north would not occur. The widening would extend approximately two feet farther to the south, but this difference would not be expected to result in a substantial increase in impacts, and this area would remain within the area previously studied.

Demolition of portions of the viaduct and one property (APN #5409-002-006) would still be required under this design option, and similar roadway improvements would be completed; therefore, construction impacts relating to asbestos, lead-based paint, and ADL would remain similar to those previously identified in the Hazardous Materials Study, and the measures previously identified would be adequate for these design options. No additional minimization measures would be required.

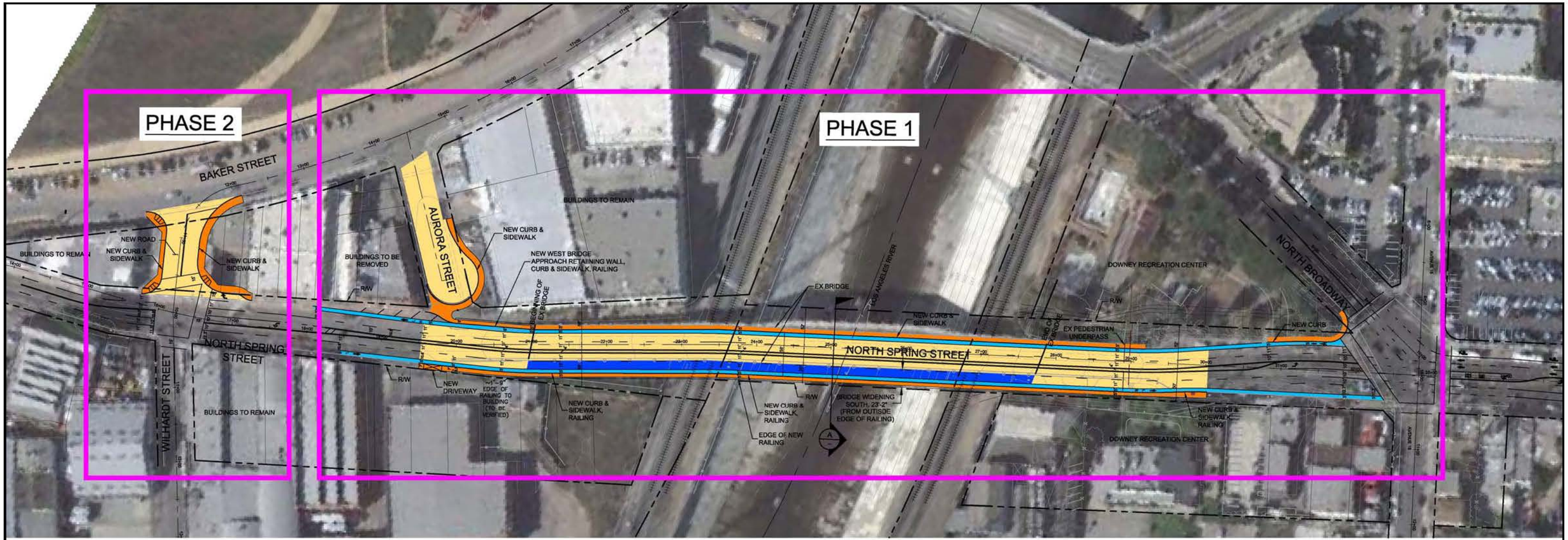
CONCLUSION

Impacts resulting from the newly developed design option would be similar to those identified in the Hazardous Materials Study, and this option would reduce the overall footprint of the project. In addition, avoidance and minimization measures identified for construction would be adequate for this new design option. Therefore; no additional hazardous materials analysis is required. These changes do not represent substantial changes in the project that would require supplemental documentation or recirculation of the EIR/EA.

Attachments:

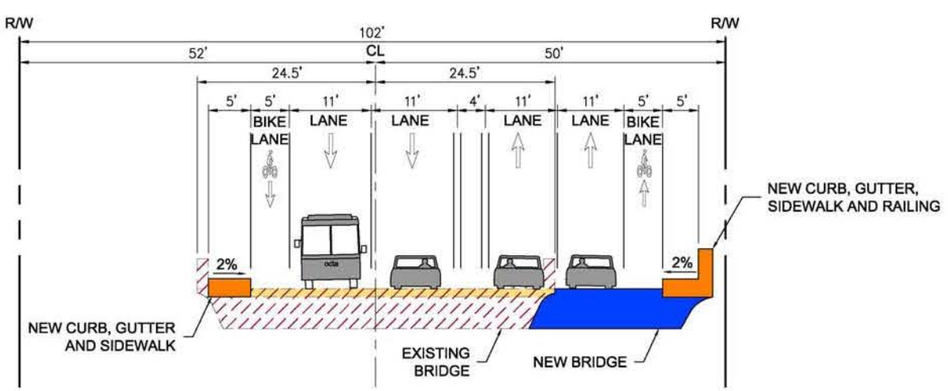
Figure 1

Hazardous Materials Study, URS Corporation, 2009



HATCH / LINE LEGEND

- NEW BRIDGE
- EXISTING BRIDGE
- BIKE LANE
- NEW PAVEMENT
- NEW CURB/GUTTER AND SIDEWALK



TYPICAL BRIDGE SECTION (A)
NOT TO SCALE

Figure 1 Build Alternative 2 with Design Option A

HAZARDOUS MATERIALS STUDY

North Spring Street Bridge Widening & Rehabilitation Project

EA 931701

BHLS-5006(219) Bridge

No. 53C-0859

Prepared for

City of Los Angeles Bureau of Engineering
&
California Department of Transportation
District 7
&
Federal Highway Administration

Prepared by

URS Corporation

November 2009

Cover Page Photograph Source and Description: Los Angeles Public Library, California Vertical File. 2002. Historic Photograph Collection. View looking at the Downey Avenue Bridge (now known as the North Spring Street Bridge) as seen from the Buena Vista Viaduct (now known as the North Broadway Bridge). Photograph date ca. 1920.

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APPENDIX C CALTRANS INITIAL SITE ASSESSMENT (ISA) CHECKLIST

List of Acronyms

ACM	Asbestos-Containing Material
ADL	Aerially Deposited Lead
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
BTEX	Benzene, Toluene, Ethylbenzene and Xylenes
Caltrans	California Department of Transportation
DTSC	Department of Toxic Substance and Control
EDR	Environmental Data Resources, Inc.
EPA	U.S. Environmental Protection Agency
HMS	Hazardous Materials Study
I	Interstate
LUST	Leaking Underground Storage Tank
pCi/L	pico Curies per Liter
REC	Recognized Environmental Conditions
SLIC	Spills, Leaks, Investigations, and Cleanup
SR	State Route
USGS	United States Geological Survey
UST	Underground Storage Tank
VOC	Volatile Organic Compound

EXECUTIVE SUMMARY

This Hazardous Materials Study (HMS) was prepared to assess potential impacts associated with improving the existing North Spring Street Viaduct and a portion of North Spring Street between Wilhardt Street to the southwest, and Avenue 18 to the northeast in the City of Los Angeles. The proposed project would widen the existing 50 foot wide North Spring Street Viaduct by 20 feet, bringing the total width of the bridge to 90 feet wide. The proposed project includes constructing a new four-way signalized intersection at North Spring Street and Wilhardt Street; closure of the existing intersection of North Spring Street and Aurora Street; eliminating the existing unsafe triangular merger of Baker Street into North Spring Street; providing wider sidewalks on both sides of the viaduct; creating a striped median; providing improved viaduct railings and a pedestrian walkway. This report provides a discussion of potential Recognized Environmental Conditions (RECs). The following is a summary of findings, prepared according to the scope of work for Initial Site Assessments, in accordance with the American Society for Testing and Materials (ASTM) Standard E-1527-05, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (November 2005) (ASTM Practice E-1527-05) and following the guidelines for an Initial Site Assessment (ISA) as presented in the Caltrans Standard Environmental Reference (SER) Volume I, Chapter 10 – Hazardous Waste Site Investigations..

The project area is located within the Central City North Community Planning Area of the City of Los Angeles and is roughly bounded by the I-110 (Harbor) Freeway on the west, I-5 (Golden State) Freeway on the east, SR-101 (Hollywood) Freeway on the south, and the SR-110 (Pasadena)/I-5 (Golden State) Freeway interchange to the north (see Figure 1 – Regional Location Map and Figure 2 – Vicinity Map). The proposed project would be situated in an area zoned predominantly for Light Industrial (M2 & MR2) use just east of the downtown Los Angeles Civic Center. Private commercial and industrial land uses predominate through the proposed project's southwestern reach, while park and recreational (i.e. Downey Recreation Center) straddle the roadway at its eastern end. The Baker Street realignment segment of the proposed project extends adjacent to the Los Angeles State Historic (Cornfield) Park between Aurora and Mesnager Streets North Spring Street is a four-lane roadway that extends east-west through the proposed project study area.

Several facilities located adjacent to but not within the proposed project area, are listed on multiple agency-generated databases. The Bortz Oil Company, formerly located at 1746 North Spring Street, was a petroleum products blending and packaging facility. The facility was destroyed by a fire in 1984 and during reconstruction in 1985/1986; subsurface soil and groundwater contamination were detected. Carnation Dairies located adjacent to and south, but not within the proposed project study area, is a generator of hazardous waste and has contaminated the groundwater from leaking underground storage tanks. The former Union Pacific Railroad – Cornfield Site, located adjacent to and north, but not within the proposed project area is a Spills, Leaks, Investigations, and Cleanup (SLIC) site, Voluntary Cleanup Program (VCP) site, and an EnviroStor site (a state and federal database). Within the vicinity of the proposed project study area, there are four registered hazardous waste generators; however, these generators do not have any violations reported.

The yellow and white thermoplastic pavement markings and stripes present at the proposed project study area may contain lead-based paint and shall be tested for lead chromate and lead carbonate prior to any removal action. Effective June 3, 1993, the Lead in Construction Standard codified in 29 Code of Federal Regulations (CFR) 1926.62 applied to sources or potential sources of lead exposure present in an "employment-related" context. The trigger mechanism for application of the standard is an activity that, by its inherent nature, may cause exposure to lead. Therefore, prior to renovation, demolition, or any activity that might cause a disturbance of any suspect lead-based paint, sampling to determine lead content is recommended. If paint containing lead chromate and lead carbonate is encountered, it would be

collected and disposed of, as necessary, in accordance with all applicable worker protection and hazardous materials management regulations.

Asbestos-containing material (ACM) may exist at various locations throughout the proposed project study area (e.g., buildings, structures, facilities, expansion joints, and packing materials at abutments, etc.). Prior to demolition in any Alternative, all structures would be inspected for the presence of ACM. If ACM is found, these materials would be removed and disposed of in accordance with all applicable worker protection and hazardous materials management regulations.

As is the case for any project that involves excavation, there is the potential for unknown hazardous contamination to be encountered during project construction. Aerially deposited lead (ADL) contaminated soils may exist in unpaved areas adjacent to existing roadways, traffic lanes, or shoulders. Based on California hazardous waste criteria, any soil is considered hazardous waste if the soluble lead concentration exceeds 5.0 milligrams per liter (mg/l) (CCR, Title 22, Division 4.5, Chapter 11, Article 3, 66261.24). As such, ADL contaminated soils shall be collected and tested, and if necessary, disposed of in accordance with applicable state and federal regulations.

Given the history of the project area and its surroundings, and the long-term industrial use present throughout the vicinity, RECs may be present in several locations throughout the proposed project's study area. As described in more detail in Section 7.0, if hazardous materials (e.g., petroleum hydrocarbon-contaminated soil) or other regulated substances are identified in the soil during construction, particularly near the identified suspect areas of concern (ie. Bortz Oil, Carnation Diaries, and the Cornfield Site), work shall cease at that location and soil containing such substances shall be collected, tested, treated, and disposed of in accordance with applicable state and federal regulations.

This HMS is not intended to be a "stand-alone" document, but a summary of our findings and it is intended to be used in conjunction with the scope of services and limitations described therein.

1.0 INTRODUCTION

1.1 PURPOSE AND SCOPE OF SERVICES

This Hazardous Materials Study (HMS) was prepared to gather information regarding the surrounding properties to evaluate the use and/or generation of hazardous materials and wastes within the project vicinity, and to evaluate the potential for contaminated conditions to be present from current or former land uses. This study was also prepared to assess the potential for the proposed project to generate hazardous wastes and/or materials of concern resulting from project-related improvements described herein.

The City of Los Angeles (City) and the California Department of Transportation (Caltrans) propose to widen the North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and effect its removal from the Highway Bridge Program's (HBP) Eligible Bridge List (EBL) pursuant to provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized by Public Law 109-59. The proposed project is located in an urban area of central Los Angeles from the center-line of North Spring Street, north to the northern edge of Right-of-Way for Baker Street, from Wilhardt Street on the west, across the Spring Street Viaduct, to South Avenue 18 on the east. Included in the proposed project study area are portions of the Downey Recreation Center, which lie on both sides (north & south) of North Spring Street at the east end of the study area. The project's vicinity is shown on Figure 1, whereas the proposed project study area is shown on Figure 2.

The proposed project would widen the existing 50-foot-wide viaduct by approximately 20 feet on each side, resulting in a 90-foot-wide by 700-foot-long viaduct extending northeasterly from Aurora Street on the southwest to approximately 500 feet west of South Avenue 18 in the City and County of Los Angeles. One eastbound left-turn pocket lane would be added to the existing four-lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

The proposed project would also:

- Close the existing unsafe intersection of Aurora Street and North Spring Street;
- Eliminate the existing unsafe triangular merger of Baker Street into North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to Baker Street;
- Create wider sidewalks on both sides of the widened Viaduct
- Create wider exterior lanes with shoulders suitable for shared use by cyclists;
- Create wider interior lanes in both directions
- Create a 10 foot wide raised median on the North Spring Street Bridge, from approximately 90 feet east of the Viaduct's western abutment to approximately 140-feet west of the structure's eastern abutment.
- Structurally retrofit the existing bridge to meet current seismic standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
- Install new bridge railings, approach and transition guardrails, and restored period street lights.

The proposed project would require acquisition of right-of-way to permit extension of Wilhardt Street northerly across North Spring Street to connect with Baker Street. Staging areas would be the responsibility of the construction contractor and are not part of the undertaking discussed herein.

This study did not include testing for radon gas, asbestos, vapor intrusion, or lead in drinking water; sampling or testing of soil or groundwater; or evaluation of wetlands or cultural resources. In addition, this HMS did not include a compliance audit and was not intended to be a complete Phase I Environmental Site Assessment of the entire proposed project study area. The survey did include the following elements:

- A field reconnaissance to document current property conditions and activities at the adjacent properties. An inventory of potential contaminant sources on or adjacent to the properties was completed based on visual observations.
- A focused regulatory agency search that included interpreting a computer database of state, federal, and county release sites and hazardous materials users and waste generators, landfills, existing or abandoned oil wells, and releases from subsurface pipelines.
- A review of historical information sources to evaluate whether prior land uses may have used or stored hazardous materials. These sources included historical aerial photographs and topographic maps.
- Issuance of this report documenting the findings of the investigation.

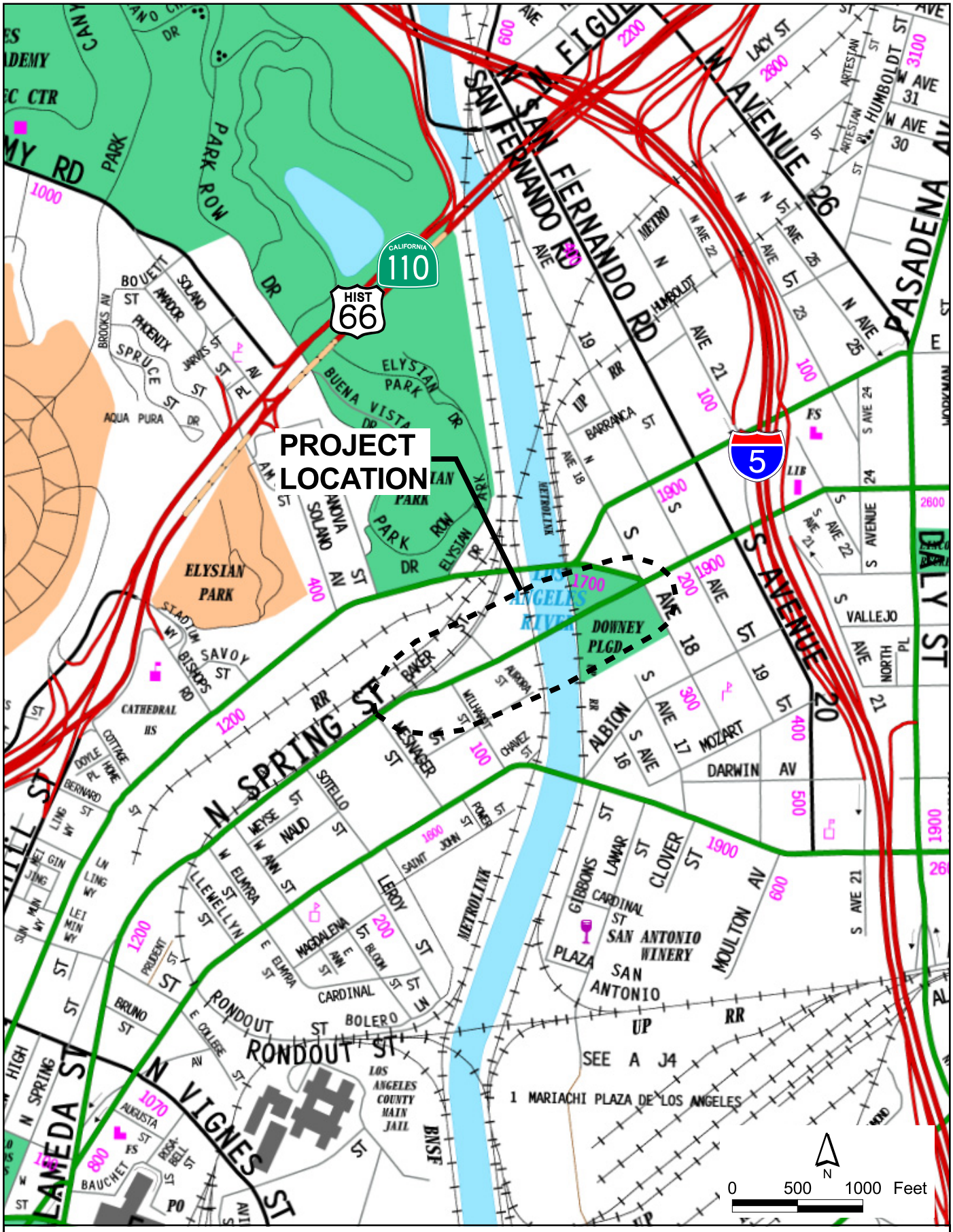
1.2 ASTM STANDARD

This HMS was conducted in general accordance with American Society for Testing and Materials (ASTM) Standard E-1527-05, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (November 2005) (ASTM Practice E-1527-05) and following the guidelines for an Initial Site Assessment (ISA) as presented in the Caltrans Standard Environmental Reference (SER) Volume I, Chapter 10 – Hazardous Waste Site Investigations.. This HMS is provided for input to the environmental document for this project, and is not intended as a stand-alone document. Information regarding the geological setting of the site is not addressed herein; discussion regarding these resources is presented within the project's environmental document.

Objectives of this HMS include identification of Recognized Environmental Conditions (RECs) that may exist within the proposed project study area. ASTM Practice E-1527-05 defines RECs as the "presence or likely presence of hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of hazardous substance or petroleum products into structures on the property or into the ground, groundwater, or surface water of the site."

The research conducted to identify RECs focused on historical operations on locations within or proximate to the proposed project study area and included a review of historical aerial photographs, historic topographic maps, and other relevant materials. Our records review included selected agency files as appropriate to the scope of services.

Although this document generally follows ASTM Standard E-1527-05, it is not intended to be a Phase I Environmental Site Assessment nor does it include internal examination of potentially affected structures.



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	FIGURE 1

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URS

PROJECT AREA

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | **FIGURE 2**

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2.0 SITE DESCRIPTION

2.1 LOCATION

The proposed project study area is located within the Central City North Community Planning Area of the City of Los Angeles and is roughly bounded by the I-110 (Harbor) Freeway on the west, I-5 (Golden State) Freeway on the east, SR-101 (Hollywood) Freeway on the south, and the SR-110 (Pasadena)/I-5 (Golden State) Freeway interchange to the north. The proposed project study area is situated northeast of downtown Los Angeles in an area that includes residential, commercial, industrial, and open-space (park) land uses (see Figure 2). Private commercial and industrial land uses predominate through the proposed project's southwestern reach, while park and recreational (Downey Recreation Center) straddle the roadway at its eastern end. The proposed project would be located in Los Angeles County on North Spring Street from west of Aurora Street to 500 feet east of South Avenue 18, in an area zoned predominantly for Light Industrial (M2 &MR2) use just east of the downtown Los Angeles Civic Center. Within the limits of the proposed project, North Spring Street, extending east-west, is designated as a Major Class II Highway and is striped throughout most of the proposed project's reach for four-lane (two in each direction) vehicular use. The Baker Street realignment segment of the proposed project extends adjacent to the Los Angeles State Historic (Cornfield) Park between Aurora and Mesnager Streets.

2.2 SITE VICINITY AND ADJACENT PROPERTIES

Observation and evaluation of adjoining properties was limited to features and conditions that were visible from public rights-of-way. The following observations were made:

- North: Residential uses appear to exist in the buildings located within the triangle formed by North Spring, Aurora, and Baker streets. This area includes the triangular-shaped building consisting of multiple street addresses located at the parcel numbers 1635, 1651, and 1710 North Spring Street. FEC Ginseng and Marine Products is located at 1701 North Spring Street Miscellaneous businesses located along Spring Street from 1635 to 1745 North Spring Street, which include, but not limited to, Loh Sun International, Inc. TWD Trading, KK Office Services, and H&T Seafood. North Broadway; the Los Angeles State Historic Park (Cornfield Site), a former railroad yard; tracks of existing railroads paralleling the Los Angeles River and owned by the Southern California Regional Rail Authority; and the Downey Recreation Center are located north of the proposed project study area.
- South: Several industrial facilities/buildings located along Spring Street from 1646 to 1726 North Spring Street, which include, but not limited to ATA Boy, Inc. and Lucky Trading, Southern California Regional Rail Authority railroad tracks paralleling the Los Angeles River; the Downey Recreation Center, and Main Street are located to the south of the proposed project study area.
- East: The proposed project study area is abutted on the east by industrial and warehouse facilities, and portions of the Downey Recreation Center.
- West: The proposed project study area is bordered to the west by the merger of Baker and North Spring Streets a portion of the Los Angeles State Historic Park (Cornfield Site), and warehouse and industrial facilities.

3.0 SITE HISTORY

The following summary of the project area's history is based on our review of historical aerial photographs, topographic maps, Sanborn Fire Insurance Maps, and other available referenced documents. Environmental Data Resources, Inc. (EDR) provided the historical aerial photographs for the site vicinity.

In general, it appears that the proposed project study area was developed with warehouses and industrial buildings prior to 1906. Multiple structures were depicted on the 1906 Sanborn map, including the Southern Pacific Shops and Yard. The Sanborn maps and the historical aerial photographs both indicate a steady increase of growth and development over time.

The proposed project would widen the existing 50-foot-wide North Spring Street viaduct by approximately 20 feet on each side, resulting in a 90-foot-wide by 700-foot-long viaduct extending northeasterly from Aurora Street on the west to approximately 500 feet west of South Avenue 18 in the City and County of Los Angeles. One eastbound left-turn pocket lane would be added to the existing four-lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

3.1 AERIAL PHOTOGRAPHS

1928 The 1928 aerial photograph shows the site vicinity as fully developed with warehouse and industrial-type facilities. Spring Street and Broadway are both developed as roadways and with bridges over the Los Angeles River. Properties to both the north and south side of Spring Street appear to have large aboveground storage tanks (ASTs). The railroad yard is depicted to the west and residential properties are depicted to the east.

1947 The 1947 aerial photograph shows the same features as in the 1928 aerial photograph, with an increase of facilities and residential properties within the site vicinity. The Los Angeles River appears to have been channelized.

1952 The 1952 aerial photograph has the same features as previously described in the 1928 and 1947 aerial photographs.

1965 The 1965 aerial photograph shows the site vicinity as fully developed. The residential features that were once depicted to the west have been demolished and new facilities and parking have been developed.

1976 The 1976 aerial photograph shows very little change. The northern property with the ASTs is no longer depicted; however, the southern property with the ASTs still remains.

1989 The 1989 aerial photograph shows very little change. The northern property with the former

ASTs are currently developed with two large warehouse structures. The railroad yard to the west has decreased in size.

1994 In the 1994 aerial photograph, the proposed project study area, as well as the surrounding vicinity, appears much the same as it was observed during the site reconnaissance. The residential properties to the east remain depicted. ASTs remain depicted at the southern property.

2002 In the 2002 aerial photograph, the proposed project study area, as well as the surrounding vicinity, appears much the same as it was observed during the site reconnaissance. The ASTs are no longer depicted in the aerial photographs; therefore, the ASTs were removed after 1994 and prior to 2002. The residential properties to the east remain depicted.

3.2 TOPOGRAPHIC MAPS

1966 The 1966 Los Angeles, California U.S. Geological Survey (USGS) topographic map shows the proposed project study area northeast of the City of Los Angeles. Three large ASTs are depicted on the property to the south of Spring Street. The site vicinity is heavily developed; the railroad yard is depicted to the west, with Dodger Stadium depicted to the northwest, and the City of Los Angeles to the southwest.

1981 The 1981 photorevised topographical map indicates that the property to the north of Spring Street has been newly redeveloped. The three ASTs remain depicted at the southern property.

3.3 SANBORN MAPS

1906 The 1906 Sanborn map covered the proposed project study area from the bridge to the west. The Sanborn map indicates that the project area was developed with multiple properties. Spring Street was identified as San Fernando and the bridge was identified as an "Iron Viaduct." Standard Oil Company was identified on both the north and the south side of San Fernando (Spring Street). Both properties had large ASTs identified as "Oil Tanks" and the northern property had three large rectangular structures identified as "Oil Storage." Other businesses in the vicinity were Port Costa (Flour) Milling Company and Los Angeles Railway Company's Yard. There were also several dwellings identified along San Fernando (Spring Street). The Southern Pacific Shops and Yard are depicted to the northwest.

1920 The 1920 Sanborn map covered the proposed project study area from the bridge to the east. The Sanborn map indicates the street is now identified as "N. Spring." A public swimming pool is being constructed north of Spring Street, immediately east of the Los Angeles River.

1954 The 1954 Sanborn map covered the proposed project study area from the bridge to the west. The Sanborn map still depicts Standard Oil Company of California on both the north and south side of Spring Street; however, the ASTs are no longer depicted. The northern property remains with the three rectangular structures identified as "Oil Storage;" additionally, it has "Case Oil Storage." The southern property has increased in size and has added a maintenance area to the west. A winery, "Santa Fe Vintage Company Bonded Winery No. 55," is depicted west of Standard Oil.

1965 The 1965 Sanborn map covered the proposed project study area from the bridge to the west. The property to the north remains depicted as "Standard Oil Company" with several structures labeled for oil storage. The property to the south of Spring Street is identified as "L. Bortz Oil Company" with Standard Oil Company of California Western Operation, Inc." located adjacent to the west.

4.0 SITE RECONNAISSANCE

Ms. Janet Tentler of URS Corporation conducted a reconnaissance of the project area and immediate surrounding properties on August 9, 2005. The site reconnaissance consisted of a vehicle tour of the project area and neighboring properties. Observations recorded during the site reconnaissance are summarized below and in the following sections.

The project area is located three miles northeast of downtown Los Angeles, and is surrounded by industrial, commercial, residential, and undeveloped land. Former sites, current site properties, and the neighboring properties having the potential for generating hazardous materials and/or waste are identified below. It should be noted that all observations were made from public rights-of-way.

4.1 HAZARDOUS MATERIALS AND HAZARDOUS WASTES

As reported previously, interiors of properties were not evaluated for this HMS. Hazardous materials and hazardous wastes were not observed at the proposed project study area during the site reconnaissance. URS contacted the California Department of Toxic Substance and Control (DTSC) regarding the remediation at the Cornfield Site. The DTSC has certified that the Cornfield Site was listed for Removal Action (February 28, 2003) and 5,200 tons of contaminated soil was excavated from the site.

4.2 SOLID WASTE

Trash dumpsters were observed throughout the proposed project study area during the site reconnaissance.

4.3 WASTEWATER

The potential for encountering contaminated groundwater is low to medium. Known groundwater contamination exists at two locations within the proposed project study area, the Cornfield Site and the Los Angeles River (LA River).

The potential for encountering contaminated groundwater at the Cornfield Site is low. The known groundwater contamination is located within the central portion of the Cornfield Site. Depth to groundwater in the site vicinity is approximately 23-30 feet. The groundwater flow direction is southwest, away from the LA River. Within the Cornfield Site, currently, groundwater is only being monitored. No remediation has been required by the lead agency, the Regional Water Quality Control Board (RWQCB).

The Cornfield site is an approximately 50 acre site divided into 3 parcels: 1) 32-acre parcel that encompasses most of the lower flat portion; 2) 10-acre MTA easement (northwestern portion); and 3) 8-acre parcel which includes the area along Broadway and a flat area at the southern end of the site including the former service station property and former UPRR Signal Shop.

Since 1989, several environmental activities and soil and groundwater investigations have been performed. Soil contamination has been remediated and the site received a No Further Action (NFA) letter from the RWQCB on June 6, 2006 for a portion of the Cornfield site (the 8-acre former service station parcel). Due to the high benzene, toluene, ethylbenzene and xylenes (BTEX) concentrations present in groundwater, sampling and monitoring are still required, along with the possibility of groundwater remediation.

Currently, groundwater is only being monitored, no remediation has been required. ARCADIS is currently overseeing the groundwater monitoring (performed annually in January). Groundwater monitoring has taken place since August 2000. Up to 20 monitoring wells have been located at the

Cornfield site. Concentrations of chemical constituents in groundwater have remained relatively consistent since the January 2005 monitoring event. In January of 2007, the southern most downgradient well monitoring well had no reported VOCs above laboratory detection limits. Gasoline impacted groundwater is located in the vicinity of BMW-4 (the central portion of the site, immediately downgradient of the former service station site). BTEX and 1,2-DCA concentrations in BMW-6 (immediately downgradient from BMW-4) show a generally decreasing trend since August 2001. This suggests that the area of gasoline-range contamination is reducing in size.

The potential for encountering contaminated groundwater within the LA River is medium. The RWQCB confirmed that there is contaminated groundwater that exists below the LA River. Depth to groundwater within the site vicinity is approximately 23-30 feet. For the widening of the Spring Street Bridge, URS proposes the piles to be driven in place as the method for the placement. If geotechnically feasible, driven piles would be used to avoid the need for foundation excavated piles. Driven piles do not require excavation; therefore, encountering or displacing any contaminated groundwater should not take place. If driven in place piles is found to be geotechnically unfeasible and cast-in-drilled holes (CIDH) is necessary, excavated soils shall be collected and tested, and if necessary, disposed of in accordance with applicable state and federal regulations.

4.4 ABOVEGROUND STORAGE TANKS

ASTs were not observed throughout the proposed project study area during the site reconnaissance.

4.5 UNDERGROUND STORAGE TANKS

No indication of underground storage tanks (USTs), such as vent lines or fill pipes, were observed during the site reconnaissance.

4.6 DRUMS AND CONTAINERS

Drums and containers were not visible throughout the proposed project study area during the site reconnaissance.

4.7 DRAINS, SUMPS, OR CLARIFIERS

Drains, sumps, or clarifiers associated with waste were not observed throughout the proposed project study area during the site reconnaissance.

4.8 WELLS

Oil or gas wells were not visible throughout the proposed project study area during the site reconnaissance.

4.9 DISCOLORED/STAINED PAVEMENT OR SOIL/STRESSED VEGETATION

Discolored soil or pavement and stressed vegetation were not observed throughout the proposed project study area during the site reconnaissance.

4.10 PITS, PONDS, OR LAGOONS

Pits, ponds, or lagoons were not observed throughout the proposed project study area during the site reconnaissance.

4.11 POLYCHLORINATED BIPHENYLS

Several pole-mounted transformers were observed along Spring Street. Stains or leaks were not observed on, or adjacent to, the transformers. The transformers were unmarked. Although it is possible the units contain polychlorinated biphenyls, there were no stains or leaks observed near the transformers.

4.12 ASBESTOS

Asbestos-containing material (ACM) may exist at various locations throughout the proposed project study area (e.g., buildings, structures, facilities, expansion joints, and packing materials at abutments, etc.). Prior to demolition in any Alternative, all structures would be inspected for the presence of ACM. If ACM is found, these materials would be removed and disposed of in accordance with all applicable worker protection and hazardous materials management regulations.

There was a ban on ACM being used in many materials in 1989; however, the ban never applied to roofing materials. The ban was lifted in 1991 and some materials manufactured after that time may contain asbestos. Therefore, materials affected by the project that were installed prior to 1989 and after 1991 may contain asbestos.

4.13 RADON

Radon is emitted by the natural breakdown and radioactive decay of uranium in rocks and soils. It may enter a structure as an off-gas by-product of building materials, natural-gas contaminant, or a water contaminant. Potential entry into buildings may occur through cracks in the foundation, sump pumps, areas around drainage pipes, and other openings. Once inside an enclosed space, radon can accumulate if the structure is not ventilated.

The proposed project study area is located within U.S. Environmental Protection Agency (EPA)-designated radon Zone 2. Zone 2 is defined as having an average indoor radon level of equal or greater than 2.0 and less than 4.0 pico Curies per Liter (pCi/L). The EPA action level for radon is 4.0 pCi/L. Therefore, further assessment for radon does not appear warranted.

4.14 LEAD

The yellow and white thermoplastic pavement markings and stripes present at the proposed project study area may contain lead-based paint and shall be tested for lead chromate and lead carbonate prior to any removal action.

The U.S. Government defines "lead-based paint" as any paint or surface coating that contains lead equal to or exceeding one milligram per square centimeter (1.0 mg/cm2) or 0.5% by weight. Effective June 3, 1993, the Lead in Construction Standard codified in 29 Code of Federal Regulations 1926.62 applied to sources or potential sources of lead exposure present in an "employment-related" context. The trigger mechanism for application of the standard is an activity that, by its inherent nature, may cause exposure to lead. Therefore, prior to renovation, demolition, or any activity that might cause a disturbance of any suspect lead-based paint, sampling to determine lead content is recommended. Lead-based paint is expected to be present on painted building surfaces and/or thermoplastic pavement markings and stripes. If paint containing lead chromate and/or lead carbonate is encountered, it would be collected and disposed of, as necessary, in accordance with all applicable worker protection and hazardous materials management regulations.

As is the case for any project that involves excavation, there is the potential for unknown hazardous contamination to be encountered during project construction. Aerially deposited lead (ADL) contaminated

soils may exist in unpaved areas adjacent to existing roadways, traffic lanes, or shoulders. Based on California hazardous waste criteria, any soil is considered hazardous waste if the soluble lead concentration exceeds 5.0 milligrams per liter (mg/l) (CCR, Title 22, Division 4.5, Chapter 11, Article 3, 66261.24). As such, ADL contaminated soils shall be collected and tested, and if necessary, disposed of in accordance with applicable state and federal regulations.

4.15 OTHER ENVIRONMENTAL CONCERNS

Given the history of the proposed project study area and the long-term storage of petroleum oil, RECs associated with the proposed project study area may be present in the soils. Other environmental concerns were not observed or reported within the proposed project study area.

5.0 GOVERNMENT AGENCY INFORMATION

5.1 DATABASE SEARCH

URS reviewed information gathered from several environmental databases through EDR to evaluate whether activities on or near the proposed project study area have the potential to create adverse environmental impacts on the proposed project study area. EDR reviewed databases compiled by federal, state, and local government agencies. The complete list of databases is provided in Appendix B of this report. It should be noted that this information is reported as URS received it from EDR, which in turn reports information as it was provided in various government databases. It is not possible for either URS or EDR to verify the accuracy or completeness of information contained in these databases. However, the use of and reliance on this information is a generally accepted practice in the conduct of environmental due diligence.

References to groundwater flow direction are based upon information obtained from USGS topographic maps. Shallow groundwater is inferred to flow to the south from the topographic map.

Sites along the project area and facilities identified in close proximity to, or within 0.25-mile of, the proposed project study area listed within the database search radii are described in Table 5-1.

Table 5-1. Database Listed Sites

Site	List	Detail
Properties Listed Along the North Spring Street Corridor		
Bortz Oil Company (Map ID #1) (Former Occupant) 1746 N. Spring Street Los Angeles (additional locations were identified on the Sanborn map, north of Spring Street and immediately adjacent and west of 1746 N. Spring Street)	Leaking Underground Storage Tank (LUST) Cortese Historic UST EMI BEP CA FID UST SWEEPS UST Response DEED Envirstor Hist Cal-Sites	Bortz Oil (aka Standard Oil) was a petroleum products blending and packaging facility. The facility was destroyed by a fire in 1984. During reconstruction, subsurface soil and groundwater contamination were detected. The soil and groundwater are contaminated with acetone, toluene, xylene, benzene, methyl ethyl ketone, methylene chloride, and 1,2-dichloroethane.
KM Office Services (Map ID #2) 1733 N. Spring Street Los Angeles	FINDS RCRIS-LQG HazNet	Large Quantity Generator of Organics.
Cathay Company (Map ID #3) 1745 N. Spring Street Los Angeles	FINDS FTTS HIST FTTS	Identified on several databases; however, contamination is not listed.
Antista Enter. Corp. (Map ID #4) 1701 N. Spring Street Los Angeles	EMI	Registered as releasing Total Organic Hydrocarbon Gases and Reactive Organic Gases.
Kim Phuoc Jewelry (Map ID #5) 1646 N. Spring Street Los Angeles	HazNet RCIRS-SQG FINDS	Small quantity generator of Liquids with Cyanides.
Carnation Dairies (Map ID #6) (Main Street Dairy) 1620 N. Spring Street Los Angeles (immediately west of the proposed project study area)	HazNet FINDS Hist FTTS Hist UST LUST Cortese EMI SWEEPS UST CA FID UST	Generator of hazardous waste and contaminated groundwater from LUSTs.

Site	List	Detail
Properties Listed Along the North Spring Street Corridor		
Union Pacific Railroad – Cornfield (Map ID #7) Site 1245 North Spring Street Los Angeles	SLIC VCP EnviroStor	Since 1989 several environmental activities and soil and groundwater investigations have been performed. Soil contamination has been remediated and the site received a NFA letter from the RWQCB on June 6, 2006 for a portion of the Cornfield Site (the 8-acre former service station parcel). Due to the high BTEX concentrations present in groundwater, sampling and monitoring are still required, along with the possibility of groundwater remediation. Currently, groundwater is just being monitored, no remediation has been required. The potential for encountering groundwater is low. The known groundwater contamination is the vicinity is located within the central portion of the Cornfield Site. Depth to groundwater in the site vicinity is 23-30 feet. The groundwater flow direction is southwest, away from the LA River. Within the Cornfield Site, currently, groundwater is just being monitored; no remediation has been required by the lead agency, the Regional Water Quality Control Board (RWQCB).

Based on the relative location with respect to groundwater flow in the area, the long-term industrial nature of the site vicinity, and regulatory status, the potential for the above facilities to have created an REC at the proposed project study area is low to moderate.

The Orphan facilities were reviewed for potential impacts to the proposed project study area. Orphan facilities are sites that cannot be mapped due to poor or inadequate information provided by the agencies. Based on the limited information provided, it appears that there are no Orphan facilities located in the vicinity of the proposed project study area.

5.2 REGULATORY CONTACTS

The information regarding sites (e.g., Database Listed Sites) was obtained from a review of available sources. URS contacted the Los Angeles Regional Quality Control Board and the California Department of Toxic Substances Control to discuss or obtain information regarding specific sites within the project area.

6.0 CONCLUSIONS AND RECOMMENDATIONS

This HMS assesses potential impacts of hazardous wastes and materials resulting from implementation of the proposed project improvements along an approximately 1,600-foot-long segment of North Spring Street between Mesnager Street and South Avenue 18 in the City of Los Angeles. The purpose of this project is to widen the North Spring Street Bridge by 40 feet, bringing the total width of the bridge to 90 feet. Widening of the bridge will accommodate a total of five vehicular travel lanes along the bridge, a new striped median (to include left-turn movements at the intersection of South Avenue 18), and sidewalks and bike lanes on both sides of the bridge. The proposed project also includes constructing a new four-way signalized intersection at North Spring Street and Wilhardt Street, a redesign of the existing intersection at North Spring Street and Baker Street, as well as closing the existing intersection at North Spring Street and Aurora Street. This HMS report provides a discussion of potential RECs. This HMS was conducted in general accordance with the ASTM Standard E-1527-05, "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process" (November 2005) (ASTM Practice E-1527-05). Although the HMS generally follows ASTM Standard E-1527-05, it is not intended as a complete Phase I Environmental Site Assessment of the proposed North Spring Street Bridge Widening affected by the project.

The yellow and white thermoplastic pavement markings and stripes present at the proposed project study area may contain lead-based paint and shall be tested for lead chromate and lead carbonate prior to any removal action. The trigger mechanism for application of the standard is an activity that, by its inherent nature, may cause exposure to lead. Therefore, prior to renovation, demolition, or any activity that might cause a disturbance of any suspect lead-based paint, sampling to determine lead content is recommended. If paint containing lead chromate and lead carbonate is encountered, it would be collected and disposed of, as necessary, in accordance with all applicable worker protection and hazardous materials management regulations.

Asbestos-containing material (ACM) may exist at various locations throughout the proposed project study area (e.g., buildings, structures, facilities, expansion joints, and packing materials at abutments, etc.). Prior to demolition in any Alternative, all structures would be inspected for the presence of ACM. If ACM is found, these materials would be removed and disposed of in accordance with all applicable worker protection and hazardous materials management regulations.

As is the case for any project that involves excavation, there is the potential for unknown hazardous contamination to be encountered during project construction. Aerially deposited lead (ADL) contaminated soils may exist in unpaved areas adjacent to existing roadways, traffic lanes, or shoulders. Based on California hazardous waste criteria, any soil is considered hazardous waste if the soluble lead concentration exceeds 5.0 milligrams per liter (mg/l) (CCR, Title 22, Division 4.5, Chapter 11, Article 3, 66261.24). As such, ADL contaminated soils shall be collected and tested, and if necessary, disposed of in accordance with applicable state and federal regulations.

Given the history of the proposed project study area and the long-term industrial nature of the vicinity, RECs associated with the proposed project study area may be present in several locations. As described in more detail in Section 7.0, if hazardous materials (e.g., petroleum hydrocarbon-contaminated soil) or other regulated substances are identified in the soil during construction, particularly at the identified suspect areas of concern, work shall cease at that location and soil containing such substances shall be collected, tested, treated, and disposed of in accordance with applicable state and federal regulations.

Given the history and long-term industrial nature of the vicinity, RECs associated with the proposed project study area may be present in several locations and include the following: 1) the former Standard

Oil Company/Bortz Oil Company; 2) the Carnation (Main Street) Dairy; and 3) the Union Pacific Railroad – Cornfield Site.

If hazardous materials (e.g., petroleum hydrocarbon-contaminated soils) or other regulated substances (e.g., pesticides or herbicides) are identified in the soil during construction, work shall cease at that location and soil containing such substances shall be collected, tested, and disposed of in accordance with applicable state and federal regulations.

7.0 LIMITATIONS

The conclusions presented in this report are professional opinions based solely upon indicated data described in this report, visual observations of the proposed project study area and site vicinity, and our interpretation of the available historical information and documents reviewed, as described in this report. They are intended exclusively for the purpose outlined herein and the site locations and project indicated.

It should be recognized that this HMS was not intended to be a definitive investigation of contamination at the project area and the conclusions provided are not necessarily inclusive of all the possible conditions. Given that the scope of services for this investigation was limited and that exploratory borings, soil and/or groundwater sampling or analytical testing was not undertaken, it is possible that currently unrecognized subsurface contamination may exist at the project area. URS makes no representations regarding the value or marketability of the proposed project study area or the suitability for any particular use, and none should be inferred based on this report.

Discussions presented herein apply to the site conditions existing at the time of our investigations and cannot necessarily apply to site changes of which URS is not aware and has not had the opportunity to evaluate. Changes in the conditions of the project area may occur with time due to natural or human-related processes on the project area or adjacent properties. Changes in applicable standards may also occur as a result of legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or in part, by changes beyond our control.

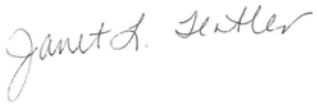
8.0 PREPARER SIGNATURES AND QUALIFICATIONS

This section includes qualification statements of the environmental professionals responsible for conducting the Hazardous Materials Study and preparing this report.

The site reconnaissance, file reviews, and report writing were performed by Ms. Janet Tentler of the URS office in Santa Ana, California. Ms. Tentler has over 15 years of experience in environmental site investigations, characterizations, and assessments.

We declare that, to the best of our professional knowledge and belief, we meet the definition of Environmental Professional as defined in §312.10 of 40 CFR 312. We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the Site.

This report was prepared by: Janet L. Tentler



Janet L. Tentler
Environmental Scientist

9.0 REFERENCES

Environmental Data Resources (EDR) Aerial Photography Print Service. Inquiry Number: 1968763.2s. Photos dated 1928, 1947, 1952, 1965, 1976, 1989, 1994, and 2002.

EDR. Radius Map with GeoCheck®. Inquiry Number 1968763.2s. July 2007.

EDR. Radius Map with GeoCheck®. Inquiry Number 2641636.1s. November 2009.

EDR. Sanborn Map. Inquiry Number 1968763.3s. July 2007.

USGS Topographic Map, Los Angeles, California 7.5-minute quadrangle. 1966.

USGS Topographic Map, Los Angeles, California 7.5-minute quadrangle. 1981.

APPENDIX A

SITE PHOTOGRAPHS

PHOTOGRAPH LOG

Client Name:	Site Location:	Project No.
City of Los Angeles, Bureau of Engineering	North Spring Street Bridge	29870266.00002

Photo No. 1	Date: 8/9/05

Direction Photo Taken:

Northeast

Description:

Intersection of North Spring Street and Mesnager Street

Photo No. 2	Date: 8/9/05

Direction Photo Taken:

North

Description:

Intersection of North Spring Street and Wilhardt Street

Photo No. 3	Date: 8/9/05
Direction Photo Taken: North	
Description: 1635-1639 and 1701 North Spring Street	

Photo No. 4	Date: 8/9/05
Direction Photo Taken: Southwest	
Description: Near intersection of North Spring Street and Wilhardt Street, looking at 1635-1639 North Spring Street	

Photo No. 5	Date: 8/9/05
Direction Photo Taken: Northeast	
Description: Intersection of Aurora Street and North Spring Street	

Photo No. 6	Date: 8/9/05
Direction Photo Taken: West	
Description: Intersection of Aurora Street and North Spring Street	

APPENDIX B

ENVIRONMENTAL DATABASE REPORT

North Spring Street
Spring St/Los Angeles River
Los Angeles, CA 90012

Inquiry Number: 2641636.1s
November 19, 2009

The EDR Radius Map™ Report with GeoCheck®

EDR® Environmental Data Resources Inc

440 Wheelers Farms Road
Milford, CT 06461
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-05) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

SPRING ST/LOS ANGELES RIVER
LOS ANGELES, CA 90012

COORDINATES

Latitude (North):	34.070400 - 34° 4' 13.4''
Longitude (West):	118.225200 - 118° 13' 30.7''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	386943.1
UTM Y (Meters):	3770444.5
Elevation:	304 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	34118-A2 LOS ANGELES, CA
Most Recent Revision:	1994

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

EXECUTIVE SUMMARY

Federal CERCLIS list

CERCLIS ..... Comprehensive Environmental Response, Compensation, and Liability Information System

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 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

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

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ..... A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

DEBRIS REGION 9 ..... Torres Martinez Reservation Illegal Dump Site Locations
ODI ..... Open Dump Inventory
WMUDS/SWAT ..... Waste Management Unit Database
HAULERS ..... Registered Waste Tire Haulers Listing
INDIAN ODI ..... Report on the Status of Open Dumps on Indian Lands

Local Lists of Hazardous waste / Contaminated Sites

US CDL ..... Clandestine Drug Labs

SCH School Property Evaluation Program
Toxic Pits Toxic Pits Cleanup Act Sites
AOCONCERN San Gabriel Valley Areas of Concern
CDL Clandestine Drug Labs
US HIST CDL National Clandestine Laboratory Register

Local Land Records

LIENS 2 CERCLA Lien Information
LUCIS Land Use Control Information System
LIENS Environmental Liens 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
ROD Records Of Decision
UMTRA Uranium Mill Tailings Sites
MINES Mines Master Index File
TRIS Toxic Chemical Release Inventory System
TSCA Toxic Substances Control Act
FTTS FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide 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 WDS Waste Discharge System
NPDES NPDES Permits Listing
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
HAZNET Facility and Manifest Data
EMI Emissions Inventory Data
INDIAN RESERV Indian Reservations
SCRD DRYCLEANERS State Coalition for Remediation of Drycleaners Listing
PCB TRANSFORMER PCB Transformer Registration Database

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

EXECUTIVE SUMMARY

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site List

CERC-NFRAP: Archived sites are sites that have been removed and archived from the inventory of CERCLIS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list this site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. This decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be a potential NPL site.

A review of the CERC-NFRAP list, as provided by EDR, and dated 06/23/2009 has revealed that there are 3 CERC-NFRAP sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRUFLEX RUBBER PRODUCTS CO	***1667 N. MAIN ST.***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H36***	***68***
LA DEPARTMENT OF WATER & POWER	***1630 NORTH MAIN ST.***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P64***	***123***
CALIFORNIA BRASS MFG	1447 NAUD ST	SW 1/4 - 1/2 (0.448 mi.)	R77	176

Federal RCRA CORRACTS facilities list

CORRACTS: CORRACTS is a list of handlers with RCRA Corrective Action Activity. This report shows which nationally-defined corrective action core events have occurred for every handler that has had corrective action activity.

A review of the CORRACTS list, as provided by EDR, and dated 09/15/2009 has revealed that there is 1 CORRACTS site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA DEPARTMENT OF WATER & POWER	***1630 NORTH MAIN ST.***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P64***	***123***

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: 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.

A review of the RCRA-TSDF list, as provided by EDR, and dated 11/12/2008 has revealed that there is 1 RCRA-TSDF site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
LA DEPARTMENT OF WATER & POWER	***1630 NORTH MAIN ST.***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P64***	***123***

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 11/12/2008 has revealed that there is 1 RCRA-LQG site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
LACMTA DIVISION 21	1800 BAKER STREET	WNW 0 - 1/8 (0.085 mi.)	7	35

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 11/12/2008 has revealed that there are 8 RCRA-SQG sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
K M OFFICE SERVICES	***1733 N SPRING ST***	***WSW 0 - 1/8 (0.062 mi.)***	***A1***	***7***
KIM PHUOC JEWELRY INC	***1646 N SPRING ST***	***WSW 1/8 - 1/4 (0.167 mi.)***	***13***	***43***
F AND L ENT INC	***1739 N ALBION ST***	***SE 1/8 - 1/4 (0.184 mi.)***	***E21***	***51***
B & N REPAIR BODY SHOP	***1813 N BROADWAY***	***ENE 1/8 - 1/4 (0.190 mi.)***	***C25***	***55***
SERVICE MOTOR PARTS CO	***1815 N BROADWAY***	***ENE 1/8 - 1/4 (0.192 mi.)***	***C26***	***57***
LADDER INDUSTRIES	***1819 BARRANCA ST***	***NE 1/8 - 1/4 (0.233 mi.)***	***L48***	***87***
LA CENTRAL TRAFFIC YARD	***1831 PASADENA AVE***	***NNE 1/8 - 1/4 (0.239 mi.)***	***I52***	***93***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRUFLEX RUBBER PRODUCTS CO	***1667 N. MAIN ST.***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H36***	***68***

EXECUTIVE SUMMARY

State- and tribal - equivalent NPL

RESPONSE: Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

A review of the RESPONSE list, as provided by EDR, and dated 08/27/2009 has revealed that there are 3 RESPONSE sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL COMPANY	***1746 NORTH SPRING STREE***	***WSW 0 - 1/8 (0.080 mi.)***	***A3***	***10***
M.O.R.E. OIL COMPANY	***645 SOUTH AVE. 21***	***SE 1/2 - 1 (0.567 mi.)***	***79***	***179***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
WILLIAM MEAD HOMES	***1300 CARDINAL STREET***	***SSW 1/2 - 1 (0.600 mi.)***	***81***	***188***

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 08/27/2009 has revealed that there are 17 ENVIROSTOR sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL COMPANY Status: Active	***1746 NORTH SPRING STREE***	***WSW 0 - 1/8 (0.080 mi.)***	***A3***	***10***
VICTOR INDUSTRIAL BATTERY Status: No Further Action	***138 N SAN FERNANDO RD***	***NNE 1/4 - 1/2 (0.387 mi.)***	***69***	***158***
M.O.R.E. OIL COMPANY Status: Certified	***645 SOUTH AVE. 21***	***SE 1/2 - 1 (0.567 mi.)***	***79***	***179***
JAYBEE SITE AT LINCOLN HEIGHTS Status: Active	***301 WEST AVENUE 26***	***NNE 1/2 - 1 (0.754 mi.)***	***85***	***212***
PROPOSED AMCAL MULTI-HOUSING D Status: Refer: 1248 Local Agency	306-360 W. AVE. 26	NNE 1/2 - 1 (0.765 mi.)	86	215
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
TRU FLEX RUBBER PRODUCTS CO Status: Inactive - Needs Evaluation	***1667 N MAIN ST***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H37***	***74***
SO CAL GAS/LA MAIN ST MGP Status: Active	***1630 NORTH MAIN STREET***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P63***	***119***
LA DEPARTMENT WATER & POWER Status: Active	***1630 N MAIN ST STE 16***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P65***	***152***

Lower Elevation	Address	Direction / Distance	Map ID	Page
CHAMPION BRASS MFG. CO. Status: Refer: 1248 Local Agency	1460 NAUD STREET	SW 1/4 - 1/2 (0.429 mi.)	R70	162
EMPIRE CHEMICAL COMPANY Status: Refer: Other Agency	***715 LAMAR STREET***	***SSE 1/4 - 1/2 (0.436 mi.)***	***S72***	***164***
CALIFORNIA BRASS MANUFACTURING Status: Refer: Other Agency	1447 NAUD STREET	SW 1/4 - 1/2 (0.448 mi.)	R76	175
WITCO-ALLIED-KELITE Status: No Further Action	***1250 N MAIN ST***	***SW 1/2 - 1 (0.594 mi.)***	***80***	***182***
WILLIAM MEAD HOMES Status: Active	***1300 CARDINAL STREET***	***SSW 1/2 - 1 (0.600 mi.)***	***81***	***188***
SO CAL GAS/ALISO E 490 BUACHET Status: Certified	***490 BAUCHET ST.***	***SSW 1/2 - 1 (0.738 mi.)***	***T84***	***207***
CORNFIELD SITE Status: Certified	***1245 N. SPRING STREET***	***SW 1/2 - 1 (0.782 mi.)***	***87***	***216***
MAGNUS COMPANY, INC Status: No Further Action	860 NORTH MAIN STREET	SW 1/2 - 1 (0.901 mi.)	90	225
MOGUL CORPORATION Status: No Further Action	967 NORTH VIGNES STREET	SSW 1/2 - 1 (0.904 mi.)	91	226

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 09/05/2009 has revealed that there are 13 LUST sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL	***1746 SPRING ST N***	***WSW 0 - 1/8 (0.080 mi.)***	***A5***	***32***
BILL'S AUTOMOTIVE Status: Open - Site Assessment	***1796 SPRING ST N***	***ENE 1/8 - 1/4 (0.166 mi.)***	***C12***	***39***
MAIN STREET DAIRY (FORMER) Status: Completed - Case Closed	***1620 SPRING ST N***	***WSW 1/8 - 1/4 (0.193 mi.)***	***F29***	***62***
CENTRAL TRAFFIC YARD Status: Completed - Case Closed	1831 PASADENA AVE	NNE 1/8 - 1/4 (0.239 mi.)	I51	92
NASA OIL SERVICE STATION Status: Completed - Case Closed	2001 BROADWAY N	ENE 1/4 - 1/2 (0.329 mi.)	O60	112
UNION PACIFIC/RAILROAD COMPANY Status: Completed - Case Closed	***1322 BROADWAY N***	***W 1/4 - 1/2 (0.382 mi.)***	***Q67***	***155***
DOMENICH BASSO, INC. Status: Completed - Case Closed	***1201 BROADWAY N***	***W 1/4 - 1/2 (0.447 mi.)***	***75***	***170***
THRIFTY #70 Status: Completed - Case Closed	***2214 BROADWAY N***	***ENE 1/4 - 1/2 (0.484 mi.)***	***78***	***177***

Lower Elevation	Address	Direction / Distance	Map ID	Page
WETSERN BRASSWORKS Status: Open - Site Assessment	1440 SPRING ST.	SW 1/4 - 1/2 (0.309 mi.)	55	96

Lower Elevation	Address	Direction / Distance	Map ID	Page
VALSPAR CORPORTION	***620 LAMAR ST***	***SSE 1/4 - 1/2 (0.310 mi.)***	***N57***	***105***
CEMEX COMPANY Status: Completed - Case Closed	625 LAMAR	SSE 1/4 - 1/2 (0.314 mi.)	N59	112
MAIN STREET OIL DEPOT Status: Open - Remediation	***1630 MAIN ST N***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P62***	***117***
UPS MAIN ST. LAMAR HUB Status: Completed - Case Closed	714 LAMAR ST	SSE 1/4 - 1/2 (0.436 mi.)	S71	163

SLIC: SLIC Region comes from the California Regional Water Quality Control Board.

A review of the SLIC list, as provided by EDR, and dated 09/05/2009 has revealed that there are 5 SLIC sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL Facility Status: Open - Site Assessment	***1746 SPRING ST N***	***WSW 0 - 1/8 (0.080 mi.)***	***A5***	***32***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRUFLEX RUBBER PRODUCTS	1667 MAIN	SSW 1/8 - 1/4 (0.217 mi.)	H35	68
TRU FLEX RUBBER PRODUCTS CO Facility Status: Completed - Case Closed	***1667 N MAIN ST***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H37***	***74***
SMILAND PAINT COMPANY Facility Status: Open - Site Assessment	***620 LAMAR STREET***	***SSE 1/4 - 1/2 (0.310 mi.)***	***N56***	***97***
VALSPAR CORPORTION Facility Status: Open - Site Assessment	***620 LAMAR ST***	***SSE 1/4 - 1/2 (0.310 mi.)***	***N57***	***105***

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 09/05/2009 has revealed that there are 4 UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ROSS SWISS DAIRIES, INCORPORAT	1739 ALBION ST	SE 1/8 - 1/4 (0.184 mi.)	E24	55
GABEL'S COSMETICS, INCORPORATE	126 SOUTH AVENUE 18	NE 1/8 - 1/4 (0.201 mi.)	G34	68
ATLAS CARPET MILLS	340 SOUTH AVENUE 17	SE 1/8 - 1/4 (0.224 mi.)	J40	78

Lower Elevation	Address	Direction / Distance	Map ID	Page
DANNY K. WONG	117 WILHARDT ST	SSW 1/8 - 1/4 (0.183 mi.)	D17	47

State and tribal voluntary cleanup sites

VCP: Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

A review of the VCP list, as provided by EDR, and dated 08/27/2009 has revealed that there are 2 VCP sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
VICTOR INDUSTRIAL BATTERY	*138 N SAN FERNANDO RD*	*NNE 1/4 - 1/2 (0.387 mi.)*	*69*	*158*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
SO CAL GAS/LA MAIN ST MGP	*1630 NORTH MAIN STREET*	*SSW 1/4 - 1/2 (0.329 mi.)*	*P63*	*119*

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 09/25/2009 has revealed that there is 1 SWRCY site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
NASA OIL COMPANY	*2001 N BROADWAY*	*ENE 1/4 - 1/2 (0.329 mi.)*	*O61*	*114*

Local Lists of Hazardous waste / Contaminated Sites

HIST Cal-Sites: Formerly known as ASPIS, this database contains both known and potential hazardous substance sites. The source is the California Department of Toxic Substance Control. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

A review of the HIST Cal-Sites list, as provided by EDR, and dated 08/08/2005 has revealed that there are 3 HIST Cal-Sites sites within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL COMPANY	*1746 NORTH SPRING STREE*	*WSW 0 - 1/8 (0.080 mi.)*	*A3*	*10*
M.O.R.E. OIL COMPANY	*645 SOUTH AVE. 21*	*SE 1/2 - 1 (0.567 mi.)*	*79*	*179*
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
WILLIAM MEAD HOMES	*1300 CARDINAL STREET*	*SSW 1/2 - 1 (0.600 mi.)*	*81*	*188*

EXECUTIVE SUMMARY

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 18 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL CO., INC.	***1746 N SPRING ST***	***WSW 0 - 1/8 (0.080 mi.)***	***A6***	***33***
BILL'S AUTOMOTIVE	***1796 SPRING ST N***	***ENE 1/8 - 1/4 (0.166 mi.)***	***C12***	***39***
CERTIFIED MANAGEMENT CO	***219 S AVENUE 18***	***ENE 1/8 - 1/4 (0.183 mi.)***	***18***	***48***
FOREMOST DAIRIES, INCORPORATED	***1739 ALBION ST***	***SE 1/8 - 1/4 (0.184 mi.)***	***E20***	***49***
MAIN STREET DAIRY INC	***1620 N SPRING ST***	***WSW 1/8 - 1/4 (0.193 mi.)***	***F28***	***60***
WESTWAY ENTERPRISES INCORPORAT	***137 S AVENUE 18***	***NE 1/8 - 1/4 (0.198 mi.)***	***G30***	***64***
GABEL'S COSMETICS, INCORPORATE	***126 S AVENUE 18***	***NE 1/8 - 1/4 (0.201 mi.)***	***G31***	***65***
YOUNG NAK PRESBYTARIAN CHURCH	***125 S AVENUE 18***	***NE 1/8 - 1/4 (0.201 mi.)***	***G33***	***67***
CATHERINA MAGNESS	***101 N AVENUE 18***	***NNE 1/8 - 1/4 (0.217 mi.)***	***I38***	***77***
WESTWAY ENTERPRISES, INC	***1800 PASADENA AVE***	***NNE 1/8 - 1/4 (0.217 mi.)***	***I39***	***78***
ATLAS CARPET MILLS	***340 S AVENUE 17***	***SE 1/8 - 1/4 (0.224 mi.)***	***J42***	***80***
DIXON BOILER WORKS, INC	***1625 NAUD ST***	***SW 1/8 - 1/4 (0.225 mi.)***	***K44***	***84***
L & M AUTO SERVICE	***1749 N MAIN ST***	***SSE 1/8 - 1/4 (0.228 mi.)***	***45***	***85***
YOUNG-NAK PRESS CHURCH	***1721 N BROADWAY***	***NE 1/8 - 1/4 (0.233 mi.)***	***L46***	***86***
CENTRAL YARD	***1831 PASADENA AVE***	***NNE 1/8 - 1/4 (0.239 mi.)***	***I50***	***89***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALAN WONG-ALCO	***119 WILHARDT ST***	***SSW 1/8 - 1/4 (0.182 mi.)***	***D16***	***47***
TRU FLEX RUBBER PRODUCTS CO	***1667 N MAIN ST***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H37***	***74***
CARNATION COMPANY	***1639 N MAIN ST***	***SSW 1/8 - 1/4 (0.240 mi.)***	***M53***	***95***

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 9 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL CO., INC.	***1746 N SPRING ST***	***WSW 0 - 1/8 (0.080 mi.)***	***A2***	***8***
SERVICE STATION 4962	100 ELYSIAN PARK AVE	NW 1/8 - 1/4 (0.156 mi.)	11	38
BILL'S AUTOMOTIVE	***1796 SPRING ST N***	***ENE 1/8 - 1/4 (0.166 mi.)***	***C12***	***39***
FOREMOST DAIRIES INC.	1739 ALBION ST	SE 1/8 - 1/4 (0.184 mi.)	E23	54
CARNATION DAIRY	1620 N SPRING ST	WSW 1/8 - 1/4 (0.193 mi.)	F27	58
GABEL'S COSMETICS, INC.	126 S AVENUE 18	NE 1/8 - 1/4 (0.201 mi.)	G32	67
ATLAS CARPET MILLS	***340 S AVENUE 17***	***SE 1/8 - 1/4 (0.224 mi.)***	***J42***	***80***
DIXON BOILER WORKS, INC.	1625 NAUD ST	SW 1/8 - 1/4 (0.225 mi.)	K43	84
DEPT. OF TRANSPORTATION (CENTR	1831 PASADENA AVE	NNE 1/8 - 1/4 (0.239 mi.)	I49	88

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 19 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL CO., INC.	***1746 N SPRING ST***	***WSW 0 - 1/8 (0.080 mi.)***	***A6***	***33***
BUENA VISTA CHORINATION STATIO	1561 N BROADWAY	NNE 0 - 1/8 (0.124 mi.)	8	36
BILL'S AUTOMOTIVE	***1796 SPRING ST N***	***ENE 1/8 - 1/4 (0.166 mi.)***	***C12***	***39***
CERTIFIED MANAGEMENT CO	***219 S AVENUE 18***	***ENE 1/8 - 1/4 (0.183 mi.)***	***18***	***48***
FOREMOST DAIRIES, INCORPORATED	***1739 ALBION ST***	***SE 1/8 - 1/4 (0.184 mi.)***	***E20***	***49***
MAIN STREET DAIRY INC	***1620 N SPRING ST***	***WSW 1/8 - 1/4 (0.193 mi.)***	***F28***	***60***
WESTWAY ENTERPRISES INCORPORAT	***137 S AVENUE 18***	***NE 1/8 - 1/4 (0.198 mi.)***	***G30***	***64***
GABEL'S COSMETICS, INCORPORATE	***126 S AVENUE 18***	***NE 1/8 - 1/4 (0.201 mi.)***	***G31***	***65***
YOUNG NAK PRESBYTARIAN CHURCH	***125 S AVENUE 18***	***NE 1/8 - 1/4 (0.201 mi.)***	***G33***	***67***
CATHERINA MAGNESS	***101 N AVENUE 18***	***NNE 1/8 - 1/4 (0.217 mi.)***	***I38***	***77***
WESTWAY ENTERPRISES, INC	***1800 PASADENA AVE***	***NNE 1/8 - 1/4 (0.217 mi.)***	***I39***	***78***
ATLAS CARPET MILLS	***340 S AVENUE 17***	***SE 1/8 - 1/4 (0.224 mi.)***	***J41***	***79***
DIXON BOILER WORKS, INC	***1625 NAUD ST***	***SW 1/8 - 1/4 (0.225 mi.)***	***K44***	***84***
L & M AUTO SERVICE	***1749 N MAIN ST***	***SSE 1/8 - 1/4 (0.228 mi.)***	***45***	***85***
YOUNG-NAK PRESS CHURCH	***1721 N BROADWAY***	***NE 1/8 - 1/4 (0.233 mi.)***	***L46***	***86***
CENTRAL YARD	***1831 PASADENA AVE***	***NNE 1/8 - 1/4 (0.239 mi.)***	***I50***	***89***

Lower Elevation	Address	Direction / Distance	Map ID	Page
ALAN WONG-ALCO	***119 WILHARDT ST***	***SSW 1/8 - 1/4 (0.182 mi.)***	***D16***	***47***
TRU FLEX RUBBER PRODUCTS CO	***1667 N MAIN ST***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H37***	***74***
CARNATION COMPANY	***1639 N MAIN ST***	***SSW 1/8 - 1/4 (0.240 mi.)***	***M53***	***95***

Local Land Records

DEED: The use of recorded land use restrictions is one of the methods the DTSC uses to protect the public from unsafe exposures to hazardous substances and wastes .

A review of the DEED list, as provided by EDR, and dated 09/21/2009 has revealed that there are 2 DEED sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL COMPANY	***1746 NORTH SPRING STREE***	***WSW 0 - 1/8 (0.080 mi.)***	***A3***	***10***
VICTOR INDUSTRIAL BATTERY	***138 N SAN FERNANDO RD***	***NNE 1/4 - 1/2 (0.387 mi.)***	***69***	***158***

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 11/12/2008 has revealed that there is

1 RCRA-NonGen site within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
CARING CHEMICAL COMPANY	***1718 NORTH NAUD***	***SSW 1/8 - 1/4 (0.128 mi.)***	***B10***	***37***

CONSENT: Major Legal settlements that establish responsibility and standards for cleanup at NPL (superfund) sites. Released periodically by U.S. District Courts after settlement by parties to litigation matters.

A review of the CONSENT list, as provided by EDR, and dated 08/03/2009 has revealed that there is 1 CONSENT site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BUILDERS HARDWARE FINISHERS	***1846 SICHEL ST***	***ESE 1/2 - 1 (0.797 mi.)***	***88***	***220***

CA BOND EXP. PLAN: Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

A review of the CA BOND EXP. PLAN list, as provided by EDR, and dated 01/01/1989 has revealed that there is 1 CA BOND EXP. PLAN site within approximately 1 mile of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL COMPANY	***1746 NORTH SPRING STREE***	***WSW 0 - 1/8 (0.080 mi.)***	***A4***	***31***

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 10/06/2009 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL COMPANY	***1746 NORTH SPRING STREE***	***WSW 0 - 1/8 (0.080 mi.)***	***A4***	***31***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES].

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there are 12 HIST CORTESE sites within approximately 0.5 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
BORTZ OIL CO., INC.	***1746 N SPRING ST***	***WSW 0 - 1/8 (0.080 mi.)***	***A2***	***8***
BILL'S AUTOMOTIVE	***1796 SPRING ST N***	***ENE 1/8 - 1/4 (0.166 mi.)***	***C12***	***39***
ROSS SWISS DAIRIES	1739 ALBION	SE 1/8 - 1/4 (0.184 mi.)	E22	53
MAIN STREET DAIRY (FORMER)	***1620 SPRING ST N***	***WSW 1/8 - 1/4 (0.193 mi.)***	***F29***	***62***
UNION PACIFIC/RAILROAD CO	1322 BROADWAY	W 1/4 - 1/2 (0.382 mi.)	Q68	158
THRIFTY #70	***2214 BROADWAY N***	***ENE 1/4 - 1/2 (0.484 mi.)***	***78***	***177***

Lower Elevation	Address	Direction / Distance	Map ID	Page
TRUFLEX RUBBER PRODUCTS CO	***1667 N. MAIN ST.***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H36***	***68***

EXECUTIVE SUMMARY

Lower Elevation	Address	Direction / Distance	Map ID	Page
VALSPAR CORPORTION	***620 LAMAR ST***	***SSE 1/4 - 1/2 (0.310 mi.)***	***N57***	***105***
TRANSIT MIXED CONCRETE CO-LOS	***625 LAMAR ST***	***SSE 1/4 - 1/2 (0.314 mi.)***	***N58***	***110***
MAIN STREET OIL DEPOT	***1630 MAIN ST N***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P62***	***117***
UPS MAIN ST. LA FACILITY	714 LAMAR	SSE 1/4 - 1/2 (0.436 mi.)	S73	169
EMPIRE CHEMICAL CO., INC.	***715 LAMAR ST***	***SSE 1/4 - 1/2 (0.436 mi.)***	***S74***	***169***

EDR PROPRIETARY RECORDS

EDR Proprietary Records

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.

A review of the Manufactured Gas Plants list, as provided by EDR, has revealed that there are 6 Manufactured Gas Plants sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
SO CAL GAS/LA MAIN ST MGP	1630 NORTH MAIN STREET	SSW 1/8 - 1/4 (0.247 mi.)	M54	96
SO CAL GAS/ LA MAIN ST MGP	1630 NORTH MAIN STREET	SSW 1/4 - 1/2 (0.329 mi.)	P66	155
SO CAL GAS/ALISO E 490 BUACHE	490 BAUCHET ST.	SSW 1/2 - 1 (0.738 mi.)	T82	207
SO CAL GAS/ALISO E 490 BUACHE	490 BAUCHET ST.	SSW 1/2 - 1 (0.738 mi.)	T83	207
SO CAL GAS/ALISO E MGP	BAUCHET STREET AND VIGN	SSW 1/2 - 1 (0.804 mi.)	89	225
SO CAL GAS/ALISO D MGP	CESAR CHAVEZ AND LYONS	SSW 1/2 - 1 (0.935 mi.)	92	227

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 4 EDR Historical Auto Stations sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
SCHLEGEL HERBT	1720 NAUD ST	SSW 1/8 - 1/4 (0.127 mi.)	B9	37
SCHULZ P F	1796 N BROADWAY	ENE 1/8 - 1/4 (0.180 mi.)	C14	46
TAORAMINA JOS	1801 N BROADWAY	ENE 1/8 - 1/4 (0.181 mi.)	C15	46
BROUWERS ALBT	1821 N BROADWAY	NE 1/8 - 1/4 (0.233 mi.)	L47	86

EXECUTIVE SUMMARY

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 is 1 EDR Historical Cleaners site within approximately 0.25 miles of the target property.

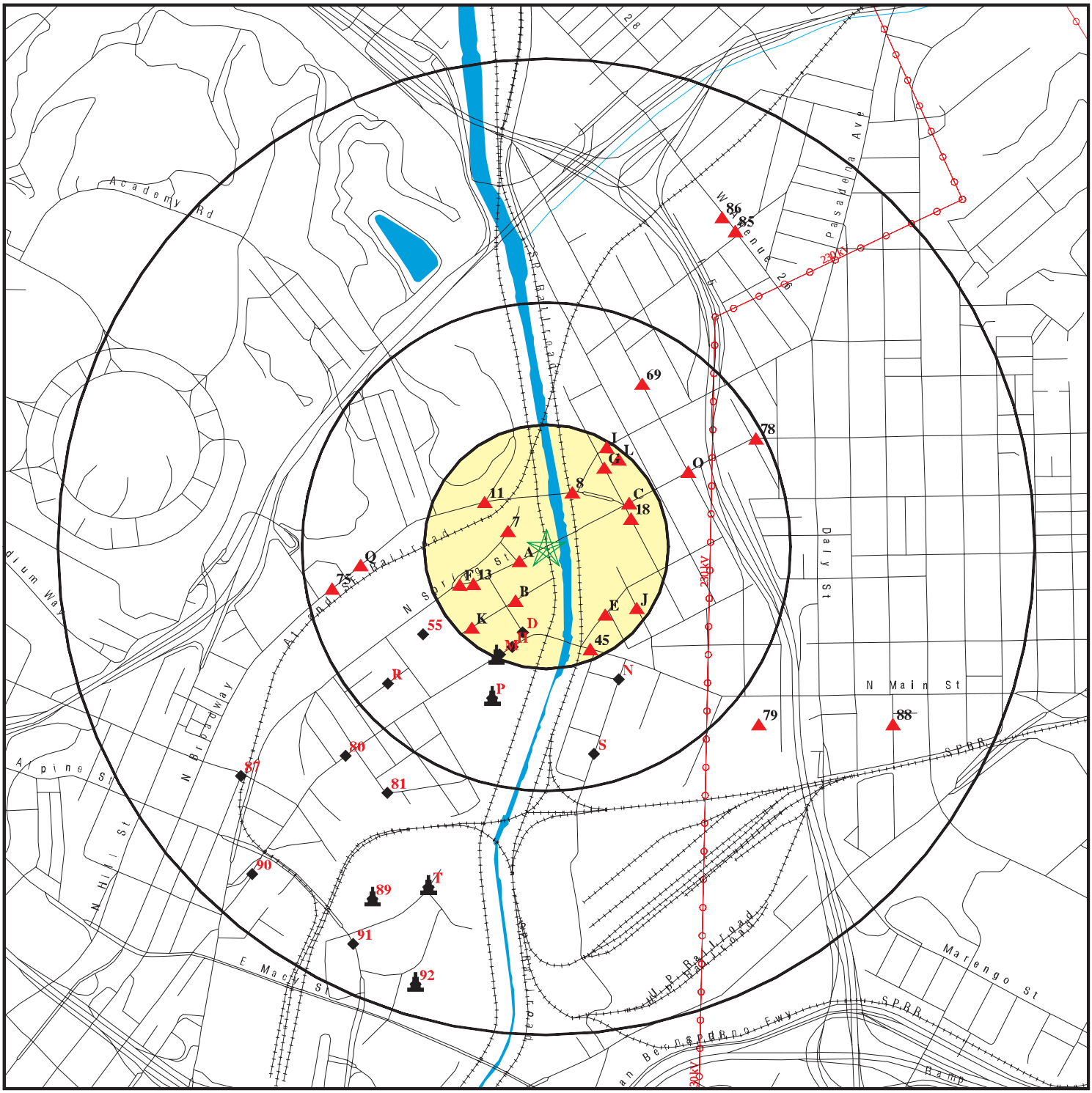
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FROOMSON SAML	1802 N BROADWAY	ENE 1/8 - 1/4 (0.183 mi.)	C19	48

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped:

Site Name	Database(s)
FOUA D N DAGHER	LUST, HIST CORTESE
COMMERCIAL INDUSTRIAL	CA FID UST, SWEEPS UST
HUNG'S AUTO REPAIR	CA FID UST, SWEEPS UST
BRENT NEIMAN PROPERTIES/C	CA FID UST, SWEEPS UST
CITY FORD COMPANY, INCORPORATE	CA FID UST, SWEEPS UST
EMPIRE CHEMICAL COMPANY, INC.	LUST, CA FID UST, SWEEPS UST
MAIN ST AND FIRST ST	CHMIRS, SLIC
ROSS SWISS DAIRIES	LUST
N E MUNICIPAL BUILDING	LUST
SUPPLY & MAINTENANCE, FIRE SH.	LUST
ARCO #1786	LUST
TRANSIT MIXED CONCRETE COMPANY	LUST
CITY FORD COMPANY, INC	HIST UST
1630 N MAIN ST., BLDG. NO. 10	AST
257 S SPRING ST LLC	HAZNET
CALTRANS	RCRA-SQG, FINDS
LADWP BUENA VISTA PUMP STATION	RCRA-SQG
969 NORTH BROADWAY ST.	ERNS
MAIN STREET	ERNS
SPRING ST BETW BELLFLOWER & LOS CO	ERNS

OVERVIEW MAP - 2641636.1s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

SITE NAME:	North Spring Street	CLIENT:	URS Corporation
ADDRESS:	Spring St/Los Angeles River Los Angeles CA 90012	CONTACT:	Janet Tentler
LAT/LONG:	34.0704 / 118.2252	INQUIRY #:	2641636.1s
		DATE:	November 19, 2009 9:42 am

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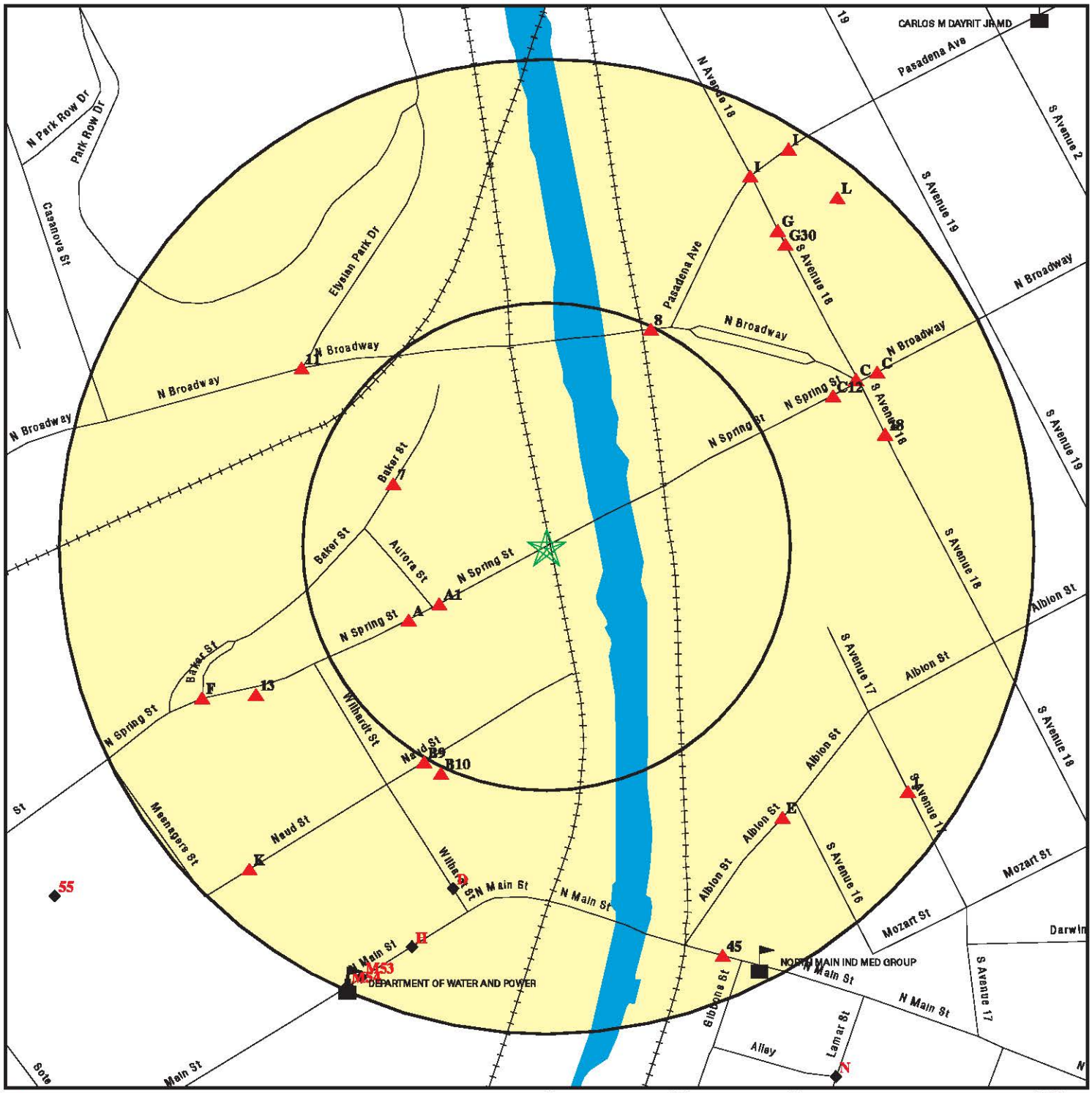
DETAIL MAP - 2641636.1s



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Oil & Gas pipelines
- 100-year flood zone
- 500-year flood zone
- Areas of Concern

SITE NAME: North Spring Street	CLIENT: URS Corporation
ADDRESS: Spring St/Los Angeles River Los Angeles CA 90012	CONTACT: Janet Tentler
LAT/LONG: 34.0704 / 118.2252	INQUIRY #: 2641636.1s
	DATE: November 19, 2009 9:42 am

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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 ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL		1.000	0	0	0	0	NR	0
Proposed NPL		1.000	0	0	0	0	NR	0
NPL LIENS		TP	NR	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL		1.000	0	0	0	0	NR	0
Federal CERCLIS list								
CERCLIS		0.500	0	0	0	NR	NR	0
Federal CERCLIS NFRAP site List								
CERC-NFRAP		0.500	0	1	2	NR	NR	3
Federal RCRA CORRACTS facilities list								
CORRACTS		1.000	0	0	1	0	NR	1
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF		0.500	0	0	1	NR	NR	1
Federal RCRA generators list								
RCRA-LQG		0.250	1	0	NR	NR	NR	1
RCRA-SQG		0.250	1	7	NR	NR	NR	8
RCRA-CESQG		0.250	0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
US ENG CONTROLS		0.500	0	0	0	NR	NR	0
US INST CONTROL		0.500	0	0	0	NR	NR	0
Federal ERNS list								
ERNS		TP	NR	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE		1.000	1	0	0	2	NR	3
State- and tribal - equivalent CERCLIS								
AOCONCERN		1.000	0	0	0	0	NR	0
ENVIROSTOR		1.000	1	1	6	9	NR	17
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF		0.500	0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST		0.500	1	3	9	NR	NR	13
SLIC		0.500	1	2	2	NR	NR	5

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 storage tank lists								
UST		0.250	0	4	NR	NR	NR	4
AST		0.250	0	0	NR	NR	NR	0
INDIAN UST		0.250	0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
VCP		0.500	0	0	2	NR	NR	2
INDIAN VCP		0.500	0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS		0.500	0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
DEBRIS REGION 9		0.500	0	0	0	NR	NR	0
ODI		0.500	0	0	0	NR	NR	0
WMUDS/SWAT		0.500	0	0	0	NR	NR	0
SWRCY		0.500	0	0	1	NR	NR	1
HAULERS		TP	NR	NR	NR	NR	NR	0
INDIAN ODI		0.500	0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US CDL		TP	NR	NR	NR	NR	NR	0
HIST Cal-Sites		1.000	1	0	0	2	NR	3
SCH		0.250	0	0	NR	NR	NR	0
Toxic Pits		1.000	0	0	0	0	NR	0
AOCONCERN		1.000	0	0	0	0	NR	0
CDL		TP	NR	NR	NR	NR	NR	0
US HIST CDL		TP	NR	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
CA FID UST		0.250	1	17	NR	NR	NR	18
HIST UST		0.250	1	8	NR	NR	NR	9
SWEEPS UST		0.250	2	17	NR	NR	NR	19
Local Land Records								
LIENS 2		TP	NR	NR	NR	NR	NR	0
LUCIS		0.500	0	0	0	NR	NR	0
LIENS		TP	NR	NR	NR	NR	NR	0
DEED		0.500	1	0	1	NR	NR	2
Records of Emergency Release Reports								
HMIRS		TP	NR	NR	NR	NR	NR	0
CHMIRS		TP	NR	NR	NR	NR	NR	0
LDS		TP	NR	NR	NR	NR	NR	0

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
MCS		TP	NR	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA-NonGen		0.250	0	1	NR	NR	NR	1
DOT OPS		TP	NR	NR	NR	NR	NR	0
DOD		1.000	0	0	0	0	NR	0
FUDS		1.000	0	0	0	0	NR	0
CONSENT		1.000	0	0	0	1	NR	1
ROD		1.000	0	0	0	0	NR	0
UMTRA		0.500	0	0	0	NR	NR	0
MINES		0.250	0	0	NR	NR	NR	0
TRIS		TP	NR	NR	NR	NR	NR	0
TSCA		TP	NR	NR	NR	NR	NR	0
FTTS		TP	NR	NR	NR	NR	NR	0
HIST FTTS		TP	NR	NR	NR	NR	NR	0
SSTS		TP	NR	NR	NR	NR	NR	0
ICIS		TP	NR	NR	NR	NR	NR	0
PADS		TP	NR	NR	NR	NR	NR	0
MLTS		TP	NR	NR	NR	NR	NR	0
RADINFO		TP	NR	NR	NR	NR	NR	0
FINDS		TP	NR	NR	NR	NR	NR	0
RAATS		TP	NR	NR	NR	NR	NR	0
CA BOND EXP. PLAN		1.000	1	0	0	0	NR	1
CA WDS		TP	NR	NR	NR	NR	NR	0
NPDES		TP	NR	NR	NR	NR	NR	0
Cortese		0.500	1	0	0	NR	NR	1
HIST CORTESE		0.500	1	4	7	NR	NR	12
Notify 65		1.000	0	0	0	0	NR	0
LA Co. Site Mitigation		TP	NR	NR	NR	NR	NR	0
DRYCLEANERS		0.250	0	0	NR	NR	NR	0
LOS ANGELES CO. HMS		TP	NR	NR	NR	NR	NR	0
WIP		0.250	0	0	NR	NR	NR	0
HAZNET		TP	NR	NR	NR	NR	NR	0
EMI		TP	NR	NR	NR	NR	NR	0
INDIAN RESERV		1.000	0	0	0	0	NR	0
SCRD DRYCLEANERS		0.500	0	0	0	NR	NR	0
PCB TRANSFORMER		TP	NR	NR	NR	NR	NR	0
EDR PROPRIETARY RECORDS								
EDR Proprietary Records								
Manufactured Gas Plants		1.000	0	1	1	4	NR	6
EDR Historical Auto Stations		0.250	0	4	NR	NR	NR	4
EDR Historical Cleaners		0.250	0	1	NR	NR	NR	1

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1
WSW
< 1/8
0.062 mi.
329 ft.

K M OFFICE SERVICES
1733 N SPRING ST
LOS ANGELES, CA 90012

RCRA-SQG **1004675415**
FINDS **CAR000072637**

Site 1 of 6 in cluster A

Relative:
Higher

Actual:
309 ft.

RCRA-SQG:

Date form received by agency:	05/08/2000
Facility name:	K M OFFICE SERVICES
Facility address:	1733 N SPRING ST LOS ANGELES, CA 90012
EPA ID:	CAR000072637
Contact:	BABE CROICK
Contact address:	1733 N SPRING ST LOS ANGELES, CA 90012
Contact country:	US
Contact telephone:	(323) 224-0297
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:	BABE CRONICK
Owner/operator address:	1733 N SPRING ST LOS ANGELES, CA 90012
Owner/operator country:	Not reported
Owner/operator telephone:	(323) 224-0297
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
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:	05/08/2000
Facility name:	K M OFFICE SERVICES

K M OFFICE SERVICES (Continued) **1004675415**

Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Violation Status: No violations found

FINDS:

Registry ID: 110002936681

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

A2 **BORTZ OIL CO., INC.** **HIST UST** **U001560497**
WSW **1746 N SPRING ST** **HIST CORTESE** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.080 mi.
423 ft. **Site 2 of 6 in cluster A**

Relative:
Higher

Actual:
310 ft.

HIST UST:
Region: STATE
Facility ID: 00000065204
Facility Type: Other
Other Type: DISTRIBUTOR
Total Tanks: 0004
Contact Name: I.H. ROSNER
Telephone: 2132231067
Owner Name: BORTZ OIL CO, INC.
Owner Address: 1746 N. SPRING ST.
Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00001000

BORTZ OIL CO., INC. (Continued) **U001560497**

Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00004000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported

BORTZ OIL CO., INC. (Continued) **U001560497**

Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19290289

Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 000776

A3 **BORTZ OIL COMPANY** **RESPONSE** **S100833375**
WSW **1746 NORTH SPRING STREET** **DEED** **N/A**
< 1/8 **LOS ANGELES, CA 90012** **ENVIROSTOR**
0.080 mi. **HIST Cal-Sites**
423 ft. **Site 3 of 6 in cluster A**

Relative:
Higher

Actual:
310 ft.

AWP:
AWP Facility ID: 19290289
Region Code: 3
Region: GLENDALE
SMBR Branch Code: SA
SMBR Branch Unit: SO CAL - GLENDALE
Site Name.: Not reported
Current Status Date: 08011996
Current Status: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency Code: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: responsible party
Awp Site Type: RESPONSIBLE PARTY
NPL: Not Listed
Tier Of AWP Site: Not reported
Source Of Funding: F
Responsible Staff Member: LPARNASS
Supervisor Responsible: Not reported
SIC Code: 29
Facility SIC: MANU - PETROLEUM & COAL PRODUCTS
RWQCB Code: Not reported
RWQCB Associated With Site: Not reported
Site Access Controlled: Not reported
Site Listed HWS List: Not reported
Hazard Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Confirmed
Of Contamination Sources: 2
Lat/Long: Not reported

BORTZ OIL COMPANY (Continued) **S100833375**

Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Description Of Entity: Not reported
State Assembly Distt Code: 45
State Senate District: 22

RESPONSE:
Facility ID: 19290289
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 1.4
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: LORI PARNASS
Supervisor: Juli Propes
Division Branch: Chatsworth
Site Code: 300017
Assembly: 45
Senate: 22
Special Program Status: Not reported
Status: Active
Status Date: 1996-08-01 00:00:00
Restricted Use: YES
Funding: Responsible Party
Latitude: 34.07
Longitude: -118.225277777778
Alias Name: 110033619172
Alias Type: EPA (FRS #)
Alias Name: 5409-002-029
Alias Type: APN
Alias Name: 300017
Alias Type: Project Code (Site Code)
Alias Name: 19290289
Alias Type: Envirostor ID Number
Alias Name: P32059
Alias Type: PCode

APN: 5409-002-029
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1993-10-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1993-07-08 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 1990-01-31 00:00:00

BORTZ OIL COMPANY (Continued) **S100833375**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 2002-08-19 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 2000-06-30 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 1998-12-21 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1996-08-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1993-07-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1993-07-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 1992-10-23 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Final Determination of non-compliance
Completed Date: 1990-07-31 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1988-07-06 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1987-04-15 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Settlements/Decrees
Completed Date: 2004-12-08 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported

BORTZ OIL COMPANY (Continued) **S100833375**

Completed Document Type: Amendment - Order/Agreement
Completed Date: 2005-08-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 1993-01-26 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2006-03-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 2003-11-17 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2005-09-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2000-06-30 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-08-29 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1997-10-31 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 1996-08-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 1993-07-08 00:00:00

Confirmed: 30003,30016
Confirmed Description: Benzene
Confirmed Description: Methyl tertbutyl ether (MTBE)
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Completion Report
Future Due Date: 2009
Media Affected: 10003, 10009, 10067, 30003, 30016, 30022, 30026, 30027, 30028
Media Affected Desc: Not reported

BORTZ OIL COMPANY (Continued) **S100833375**

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: DAY, ELD, HOS, SCH, RES
Management Required Desc: Day care center prohibited
Management Required Desc: Elder Care Center Prohibited
Management Required Desc: Hospital use prohibited
Management Required Desc: Public or private school for persons under 21 prohibited
Management Required Desc: Residence use prohibited
Potential: OTH, SOIL
Potenital Description: Not reported
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: DISTRIBUTOR - CHEMICAL, MANUFACTURING - CHEMICALS

DEED:
Area: PROJECT WIDE
Sub Area: Not reported
Site Type: STATE RESPONSE
Status: ACTIVE
Deed Date(s): 8/19/2002

ENVIROSTOR:
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 1.4
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: LORI PARNASS
Supervisor: Juli Propes
Division Branch: Chatsworth
Facility ID: 19290289
Site Code: 300017
Assembly: 45
Senate: 22
Special Program: Not reported
Status: Active
Status Date: 1996-08-01 00:00:00
Restricted Use: YES
Funding: Responsible Party
Latitude: 34.07
Longitude: -118.225277777778
Alias Name: 110033619172
Alias Type: EPA (FRS #)
Alias Name: 5409-002-029

BORTZ OIL COMPANY (Continued) **S100833375**

Alias Type: APN
Alias Name: 300017
Alias Type: Project Code (Site Code)
Alias Name: 19290289
Alias Type: Envirostor ID Number
Alias Name: P32059
Alias Type: PCode

APN: 5409-002-029
APN Description: Not reported

Completed Info:

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Completion Report
Completed Date: 1993-10-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 1993-07-08 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 1990-01-31 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 2002-08-19 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Notice of Exemption
Completed Date: 2000-06-30 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 1998-12-21 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1996-08-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1993-07-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 1993-07-07 00:00:00

Completed Area Name: PROJECT WIDE

BORTZ OIL COMPANY (Continued) **S100833375**

Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 1992-10-23 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Final Determination of non-compliance
Completed Date: 1990-07-31 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1988-07-06 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Unilateral Order (I/SE, RAO, CAO, EPA AO)
Completed Date: 1987-04-15 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Settlements/Decrees
Completed Date: 2004-12-08 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 2005-08-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 1993-01-26 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2006-03-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Workplan
Completed Date: 2003-11-17 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2005-09-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2000-06-30 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report

BORTZ OIL COMPANY (Continued) **S100833375**

Completed Date: 2002-08-29 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 1997-10-31 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 1996-08-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 1993-07-08 00:00:00

Confirmed: 30003,30016
Confirmed Description: Benzene
Confirmed Description: Methyl tertbutyl ether (MTBE)
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Action Completion Report
Future Due Date: 2009
Media Affected: 10003, 10009, 10067, 30003, 30016, 30022, 30026, 30027, 30028
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: DAY, ELD, HOS, SCH, RES
Management Required Desc: Day care center prohibited
Management Required Desc: Elder Care Center Prohibited
Management Required Desc: Hospital use prohibited
Management Required Desc: Public or private school for persons under 21 prohibited
Management Required Desc: Residence use prohibited
Potential: OTH, SOIL
Potenital Description: Not reported
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: DISTRIBUTOR - CHEMICAL, MANUFACTURING - CHEMICALS

HISTORICAL CAL-SITES:
Facility ID: 19290289
Region: 3
Region Name: GLENDALE
Branch: SA

BORTZ OIL COMPANY (Continued) **S100833375**

Branch Name:	SO CAL - GLENDALE
File Name:	Not reported
State Senate District:	08011996
Status:	AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name:	ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency:	DTSC
Lead Agency:	DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type:	RP
Type Name:	RESPONSIBLE PARTY
NPL:	Not Listed
SIC Code:	29
SIC Name:	MANU - PETROLEUM & COAL PRODUCTS
Access:	Not reported
Cortese:	Not reported
Hazardous Ranking Score:	Not reported
Date Site Hazard Ranked:	Not reported
Groundwater Contamination:	Confirmed
Staff Member Responsible for Site:	LPARNASS
Supervisor Responsible for Site:	Not reported
Region Water Control Board:	Not reported
Region Water Control Board Name:	Not reported
Lat/Long Direction:	Not reported
Lat/Long (dms):	0 0 0 / 0 0 0
Lat/long Method:	Not reported
Lat/Long Description:	Not reported
State Assembly District Code:	45
State Senate District Code:	22
Facility ID:	19290289
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	RAO
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04151987
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	AMEND
Proposed Budget:	0
AWP Completion Date:	Not reported

BORTZ OIL COMPANY (Continued) **S100833375**

Revised Due Date:	Not reported
Comments Date:	07061988
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	FDNC
Activity Name:	FINAL DETERMINATION OF NON-COMPLIANCE
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07311990
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	NAUD
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10231992
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0

BORTZ OIL COMPANY (Continued) **S100833375**

Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	FRIFS
Activity Name:	FOCUSED REMEDIAL INVESTIGATION/FEASIBILITY STUDY
AWP Code:	NAUD
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01261993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	NAUD
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07071993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0

BORTZ OIL COMPANY (Continued) **S100833375**

Facility ID:	19290289
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	NEGDE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07071993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	DES
Activity Name:	DESIGN
AWP Code:	NAUD
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07081993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	NAUD
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	07081993
Est Person-Yrs to complete:	0

BORTZ OIL COMPANY (Continued) **S100833375**

Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	FRA
Activity Name:	FINAL REMEDIAL ACTION
AWP Code:	NAUD
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10281993
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08021996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported

BORTZ OIL COMPANY (Continued) **S100833375**

Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08021996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10311997
Est Person-Yrs to complete:	0
Estimated Size:	S
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	CHP65
Activity Name:	AMENDED ORDER/AGREEMENT, CHAPTER 6.5 TRANSITION

BORTZ OIL COMPANY (Continued) **S100833375**

AWP Code:	ORDER
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	12211998
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	06302007
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	SOIL
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08292002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP

BORTZ OIL COMPANY (Continued) **S100833375**

Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	18500
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	X
Removal Action Certification:	N
Activity Comments:	THE SOIL CLEANUP GOALS SPECIFIED IN THE SOIL REMOVAL ACTION WORKPLANHAVE BEEN ATTAINED THROUGH THE IMPLEMENTATION OF THE SOIL VAPOR EXTRACTION SYSTEM. HOWEVER GROUNDWATER STILL NEEDS FURTHER INVESTIGATION.
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	NOE
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06302000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	SOIL
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06302000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported

BORTZ OIL COMPANY (Continued) **S100833375**

Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	DEED
Activity Name:	DEED RESTRICTIONS
AWP Code:	Not reported
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	08192002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	GW
Proposed Budget:	0
AWP Completion Date:	12302005
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	PEA
Activity Name:	PRELIMINARY ENDANGERMENT ASSESSMENT

BORTZ OIL COMPANY (Continued) **S100833375**

AWP Code:	PEAE
Proposed Budget:	0
AWP Completion Date:	07312005
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290289
Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	GW
Proposed Budget:	0
AWP Completion Date:	12302006
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	PO BOX 60368
Alternate City,St,Zip:	LOS ANGELES, CA 90012
Alternate Address:	1746 NORTH SPRING STREET
Alternate City,St,Zip:	LOS ANGELES, CA 90012
Background Info:	The Bortz Oil Company (BOC) was a petroleum products blending and packaging facility. The site produced various petroleum products (i.e. kerosene, paint, acetone, methyl ethyl ketone (MEK),lacquer thinners, and denatured alcohol). High levels of hydrocarbons and chlorinated solvents have been identified in the soil, while 1,1-dichloroethane (DCE), vinyl chloride, petroleum hydrocarbons, and benzene have been detected in the groundwater.

BORTZ OIL COMPANY (Continued) **S100833375**

On August 9, 1984, a fire broke out in one of the metal and concrete warehouse facilities on the North Spring Street property. Undetermined amounts of chemicals were consumed by the fire and spilled on the ground, which has since percolated into the soil. The Department's inspection in December 1985, and January 1986, revealed that there were numerous uncontrolled chemical spills, leaking valves and drums, and illegal disposal of chemicals at the site.
Since the groundwater is not being used as a drinking water source, the potential impact of the contaminated groundwater is not an immediate concern. The groundwater investigation will be conducted after the Spring Street property is sold. Direct contact with the contaminated soil, inhalation, and dermal absorption are the potential routes of exposure.
On April 14, 1987, the Department issued a Remedial Action Order (RAO) to BOC to develop and implement the Remedial Investigation/Feasibility Study (RI/FS), Remedial Action Plan (RAP) and remediation. On July 6, 1988, the RAO was modified to include additional property (1726 N. Naud Street) owned by (BOC). Although remedial activities have been slowed due to the death of the owner in March 1990 the Department approved the Focused Feasibility Study Report for the Naud Street property. The Probate Court has determined that BOC's assets will be used towards the remediation of the Naud Street Property. On October 23, 1992, the Dept. negotiated a Consent Order with the Executor of the BOC estate.
In August 1996, DTSC completed a removal action on the North Spring Street property. Bortz removed above-ground tanks and structures and near surface piping.

Comments Date: 06302000
Comments: former Bortz Oil site. Bortz will implement a soil vapor
Comments Date: 06302000
Comments: extraction technology to achieve the remedial goals set forth
Comments Date: 06302000
Comments: in the RAW. DTSC has determined and filed a CEQA Notice of
Comments Date: 06302000
Comments: Exemption for the Site.
Comments Date: 06302000
Comments: The Removal Action Workplan (RAW) for the above site was approved
Comments Date: 06302000
Comments: on June 30, 2000. As indicated in the RAW, Soil Vapor
Comments Date: 06302000
Comments: Extraction will be implemented at the area designated as AOPC-2.
Comments Date: 06302000
Comments: Not reported
Comments Date: 07071993
Comments: The CEQA documents (negative declaration) for the Bortz Oil
Comments Date: 07071993
Comments: Company are submitted to the State Clearinghouse. The only
Comments Date: 07071993
Comments: comment received was from Caltrans who requested that
Comments Date: 07071993
Comments: transportation be conducted on off-peak hours.
Comments Date: 07081993
Comments: The Final RAP for the Bortz Oil Company is approved. The

BORTZ OIL COMPANY (Continued) **S100833375**

Comments Date:	07081993
Comments:	alternative selected is to excavate and dispose of contamin-
Comments Date:	07081993
Comments:	ated soil. The Final RAP also contains the Remedial Design
Comments Date:	07081993
Comments:	Workplan which was approved concurrent with the adoption of
Comments Date:	07081993
Comments:	the Final RAP.
Comments Date:	07251991
Comments:	Petroleum products blending and packaging facility. During
Comments Date:	07251991
Comments:	production of petroleum products, various hazardous
Comments Date:	07251991
Comments:	substances were used, including mineral spirits & kerosene.
Comments Date:	07251991
Comments:	High levels of hydrocarbons and chlorinated solvents have
Comments Date:	07251991
Comments:	been identified in the soil while 1,1-dichloroethane (DCE),
Comments Date:	07251991
Comments:	vinyl chloride, petroleum hydrocarbons, and benzene have
Comments Date:	07251991
Comments:	been detected in the groundwater.
Comments Date:	08021996
Comments:	DTSC approves the Removal Action Workplan and Neg. Dec. for
Comments Date:	08021996
Comments:	Bortz Oil-Spring Street property. The Removal Action
Comments Date:	08021996
Comments:	involves removal of above-ground tanks and structures.
Comments Date:	08192002
Comments:	A deed restriction to restrict use of the property was recorded
Comments Date:	08192002
Comments:	on August 19, 2002. The deed restriction prohibits sensitive
Comments Date:	08192002
Comments:	uses of the property including, but not limited to residential,
Comments Date:	08192002
Comments:	hospital, public or private school uses for persons under 21
Comments Date:	08192002
Comments:	years of age, and daycare uses for children.
Comments Date:	08192002
Comments:	Not reported
Comments Date:	08292002
Comments:	DTSC certified that the soil cleanup has been completed in
Comments Date:	08292002
Comments:	accordance with the provisions of the approval RAW. A deed
Comments Date:	08292002
Comments:	restriction has been recorded prior to DTSC's issuance of
Comments Date:	08292002
Comments:	certification. This certification is for the soil only.
Comments Date:	08292002
Comments:	Not reported
Comments Date:	10061999
Comments:	DTSC reviewes the Feasibility Studies (FS) report dated 10/6/99.
Comments Date:	10061999
Comments:	Due to the potential presence of MTBE, a revised Baseline Risk
Comments Date:	10061999
Comments:	Assessment is being considered. Estimated time of approval is
Comments Date:	10061999

BORTZ OIL COMPANY (Continued) **S100833375**

Comments:	June 2000.
Comments Date:	10281993
Comments:	The Department of Toxic Substances Control completes
Comments Date:	10281993
Comments:	review of the Bortz Oil Company, Naud Street Property,
Comments Date:	10281993
Comments:	Final Site Closure Report. DTSC determined
Comments Date:	10281993
Comments:	that the removal activities are in accordance with the
Comments Date:	10281993
Comments:	provisions of the Remedial Action Plan.
Comments Date:	10301997
Comments:	Completion of RA. The RA included removal of above-ground tanks
Comments Date:	10301997
Comments:	and structures and rough grading.
Comments Date:	12082004
Comments:	DTSC signed an acceptance of Allowance of Creditors Claim with
Comments Date:	12082004
Comments:	the Bortz Estate in December 8th, 2004. The Estate settled past
Comments Date:	12082004
Comments:	costs.
Comments Date:	12211998
Comments:	Transition to Chapter 6.5. Amendment to the existing Consent
Comments Date:	12211998
Comments:	Order No. 86/87-039RA signed by the RP.
Comments Date:	01071998
Comments:	Bortz conducts a soil gas survey on the North Spring Street
Comments Date:	01071998
Comments:	property. Bortz also samples all the groundwater monitoring
Comments Date:	01071998
Comments:	wells.
Comments Date:	02102003
Comments:	Semi-annual groundwater monitoring begins. ISOC groundwater
Comments Date:	02102003
Comments:	remediation pilot test begins.
Comments Date:	03012000
Comments:	DTSC reviews a draft Soil Removal Action Workplan
Comments Date:	03012000
Comments:	for the North Spring Street property was submitted to DTSC
Comments Date:	03012000
Comments:	for review and approval.
Comments Date:	04042002
Comments:	Soil Vapor extraction was operated from June 2000 to April 2001.
Comments Date:	04042002
Comments:	Soil Vapor confirmation sampling completed on 12/15/2001
Comments Date:	04042002
Comments:	indicate that cleanup goals for the Site have been met.
Comments Date:	04151998
Comments:	Sampling report submitted and accepted by DTSC.
Comments Date:	05131999
Comments:	DTSC reviews the Baseline Risk Assessment (BRA) report dated
Comments Date:	05131999
Comments:	May 13, 1999. DTSC concurres with the BRA with minor comments.
Comments Date:	06302000
Comments:	DTSC approves the Soil Removal Action Workplan (RAW) for the
ID Name:	BEP DATABASE PCODE
ID Value:	P32059

BORTZ OIL COMPANY (Continued) **S100833375**

ID Name: CALSTARS CODE
ID Value: 300017
Alternate Name: BORTZ OIL COMPANY
Special Programs Code: Not reported
Special Programs Name: Not reported

A4 **BORTZ OIL COMPANY** **Cortese** **S105960450**
WSW **1746 NORTH SPRING STREET, P.O BOX 60368** **CA BOND EXP. PLAN** **N/A**
< 1/8 **LOS ANGELES, CA 90060**
0.080 mi.
423 ft. **Site 4 of 6 in cluster A**

Relative:
Higher

Actual:
310 ft.

Cortese:
Region: CORTESE
Envirostor Id: 19290289
Site/Facility Type: STATE RESPONSE
Cleanup Status: ACTIVE - LAND USE RESTRICTIONS
Status Date: 8/1/1996
Site Code: 300017
Latitude: 34.07
Longitude: -118.225277777778

CA BOND EXP. PLAN:
Reponsible Party: DETAILED SITE EXPENDITURE PLAN
Project Revenue Source Company: Not reported
Project Revenue Source Addr: Not reported
Project Revenue Source City,St,Zip: Not reported
Project Revenue Source Desc: The responsible parties have been found to be in noncompliance with an order issued by the Department. Therefore, it will be necessary to utilize Bond funds to remediate this site. DHS will undertake appropriate cost recovery actions. This has not been identified as a NPL site, nor does it appear, to be a likely NPL candidate in the future. Therefore, it appears unlikely that federal funds are a viable source of revenue for this site.
Site Description: Bortz Oil was a petroleum products blending and packaging facility. The packaging warehouse was destroyed by fire in 1984. During reconstruction, pervasive subsurface contamination was detected. The site now operates only as a warehouse for storage of chemical products.
Hazardous Waste Desc: Subsurface exploration has revealed that the soil and ground water are contaminated with acetone, toluene, xylene, benzene, methyl ethyl ketone (MEK), methylene chloride and 1,2-dichloroethane (DCE).
Threat To Public Health & Env: Major routes of concern for human and animal exposure are soils, surface water and ground water. The Los Angeles River Channel is 100 feet from the site. Contamination of the soil and ground water was documented in January, 1986. The shallow and deeper aquifers are believed to be hydraulically connected. Soil gas vapors could pose an explosive threat; no threat has been identified to date.
Site Activity Status: A remedial action order was issued April 13, 1987 directing the RPs to mitigate the site. A remedial investigation work plan was submitted and approved with modifications by DHS. Implementation of the remedial investigation commenced August 10, 1987. Routine monitoring of the ground water monitoring wells and vapor collection system is being conducted. The responsible parties were found in non-compliance with the order on April 28, 1988. Completion of the RI/FS is projected for January, 1990.

A5 **BORTZ OIL** **LUST S105034018**
WSW **1746 SPRING ST N** **SLIC N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.080 mi.
423 ft. **Site 5 of 6 in cluster A**

Relative:
Higher

Actual:
310 ft.

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
facid:	000776	
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:	T0603700024	
W Global ID:	W0605100649	
Staff:	TOX	
Local Agency:	19050	
Cross Street:	WILHARDT	
Enforcement Type:	Not reported	
Date Leak Discovered:	10/16/1986	
Date Leak First Reported:		4/15/1986
Date Leak Record Entered:	12/31/1986	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	10/16/1986	
Date Case Last Changed on Database:		8/10/1987
Date the Case was Closed:		Not reported
How Leak Discovered:	Tank Closure	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	BORTZ, STEVE	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		6385.19984149873373307825478 49
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		8/10/1987
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	BORTZ, LEO	
RP Address:	1746 N SPRING, LOS ANGELES, CA 90012	
Program:	SLIC	
Lat/Long:	34.070334 / -1	
Local Agency Staff:	PEJ	

BORTZ OIL (Continued) **S105034018**

Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 2600649-001GEN
Summary: Not reported

SLIC:
Region: STATE
Facility Status: Open - Site Assessment
Status Date: 1987-08-10 00:00:00
Global Id: T0603700024
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.070334
Longitude: -118.2248486
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 000776
File Location: Not reported
Potential Media Affected: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
General Comments: Not reported

A6 **BORTZ OIL CO., INC.** **CA FID UST** **S101617133**
WSW **1746 N SPRING ST** **SWEEPS UST** **N/A**
< 1/8 **LOS ANGELES, CA 90012**
0.080 mi.
423 ft. **Site 6 of 6 in cluster A**

Relative:
Higher

Actual:
310 ft.

CA FID UST:
Facility ID: 19001193
Regulated By: UTNKI
Regulated ID: 00020984
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132231067
Mail To: Not reported
Mailing Address: 1746 N SPRING ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 1514
Number: Not reported
Board Of Equalization: 44-011836
Ref Date: Not reported
Act Date: Not reported

BORTZ OIL CO., INC. (Continued) **S101617133**

Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001514-000001
Actv Date:	Not reported
Capacity:	2000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	4

Status:	Not reported
Comp Number:	1514
Number:	Not reported
Board Of Equalization:	44-011836
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001514-000002
Actv Date:	Not reported
Capacity:	4000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	1514
Number:	Not reported
Board Of Equalization:	44-011836
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001514-000003
Actv Date:	Not reported
Capacity:	Not reported
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	1514
Number:	Not reported
Board Of Equalization:	44-011836
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001514-000004
Actv Date:	Not reported
Capacity:	6000

BORTZ OIL CO., INC. (Continued) **S101617133**

Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

7
WNW
< 1/8
0.085 mi.
449 ft.

LACMTA DIVISION 21
1800 BAKER STREET
LOS ANGELES, CA 90012

RCRA-LQG **1010313491**
CAR000146720

Relative:
Higher

Actual:
314 ft.

RCRA-LQG:
Date form received by agency: 02/22/2006
Facility name: LACMTA DIVISION 21
Facility address: 1800 BAKER STREET
LOS ANGELES, CA 90012
EPA ID: CAR000146720
Contact: DAVID R DANIELS
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (213) 922-5785
Contact email: DANIELSD@METRO.NET
EPA Region: 09
Classification: Large Quantity Generator
Description: Handler: generates 1,000 kg or more of hazardous waste during any calendar month; or generates more than 1 kg of acutely hazardous waste during any calendar month; or generates more than 100 kg of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month; or generates 1 kg or less of acutely hazardous waste during any calendar month, and accumulates more than 1 kg of acutely hazardous waste at any time; or generates 100 kg or less of any residue or contaminated soil, waste or other debris resulting from the cleanup of a spill, into or on any land or water, of acutely hazardous waste during any calendar month, and accumulates more than 100 kg of that material at any time

Owner/Operator Summary:
Owner/operator name: NA
Owner/operator address: ONE GATEWAY PLAZA
LOS ANGELES, CA 90012
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Owner
Owner/Op start date: 06/01/2000
Owner/Op end date: Not reported

Owner/operator name: JAMES POE
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: District
Owner/Operator Type: Operator
Owner/Op start date: 06/01/2001

LACMTA DIVISION 21 (Continued) **1010313491**

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

Universal Waste Summary:
Waste type: Batteries
Accumulated waste on-site: No
Generated waste on-site: No

Waste type: Lamps
Accumulated waste on-site: No
Generated waste on-site: No

Waste type: Pesticides
Accumulated waste on-site: No
Generated waste on-site: No

Waste type: Thermostats
Accumulated waste on-site: No
Generated waste on-site: No

Hazardous Waste Summary:
Waste code: D008
Waste name: LEAD

Violation Status: No violations found

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8 **BUENA VISTA CHORINATION STATIO/DEPARTMENT OF WATER** **SWEEPS UST** **S106923635**
NNE **1561 N BROADWAY** **N/A**
< 1/8 **LOS ANGELES, CA 90031**
0.124 mi.
653 ft.

Relative:
Higher

Actual:
320 ft.

SWEEPS UST:
Status: Not reported
Comp Number: 9020
Number: Not reported
Board Of Equalization: Not reported
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported

BUENA VISTA CHORINATION STATIO/DEPARTMENT OF WATER (Continued) **S106923635**

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
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

B9
SSW
1/8-1/4
0.127 mi.
671 ft.

SCHLEGEL HERBT **EDR Historical Auto Stations** **1009079593**
1720 NAUD ST **N/A**
LOS ANGELES, CA

Site 1 of 2 in cluster B

Relative:
Higher

Actual:
307 ft.

EDR Historical Auto Stations:
Name: SCHLEGEL HERBT
Year: 1924
Type: AUTOMOBILE REPAIRING

B10
SSW
1/8-1/4
0.128 mi.
677 ft.

CARING CHEMICAL COMPANY **FINDS** **1000257037**
1718 NORTH NAUD **RCRA-NonGen** **CAD981689045**
LOS ANGELES, CA 90012

Site 2 of 2 in cluster B

Relative:
Higher

Actual:
306 ft.

FINDS:

Registry ID: 110002753547

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

RCRA-NonGen:
Date form received by agency: 11/06/1986
Facility name: CARING CHEMICAL COMPANY
Facility address: 1718 NORTH NAUD
LOS ANGELES, CA 90012
EPA ID: CAD981689045
Mailing address: PO BOX 9078
WHITTIER, CA 90608
Contact: ENVIRONMENTAL MANAGER
Contact address: 1718 NORTH NAUD
LOS ANGELES, CA 90012
Contact country: US
Contact telephone: (213) 223-2411
Contact email: Not reported
EPA Region: 09
Classification: Non-Generator

CARING CHEMICAL COMPANY (Continued) **1000257037**

Description: Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:
Owner/operator name: DALATI INCORPORATION
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: Unknown
Mixed waste (haz. and radioactive): Unknown
Recycler of hazardous waste: No
Transporter of hazardous waste: Yes
Treater, storer or disposer of HW: No
Underground injection activity: No
On-site burner exemption: 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

11
NW
1/8-1/4
0.156 mi.
821 ft.

SERVICE STATION 4962 **HIST UST** **1000166970**
100 ELYSIAN PARK AVE **N/A**
LOS ANGELES, CA 90012

Relative: Higher

Actual: 353 ft.

HIST UST:
Region: STATE
Facility ID: 00000017430
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: Not reported
Telephone: 2132229391
Owner Name: UNION OIL COMPANY OF CALIFORNI

SERVICE STATION 4962 (Continued) **1000166970**

Owner Address: 3701 WILSHIRE BLVD SUITE 830
Owner City,St,Zip: LOS ANGELES, CA 90010

Tank Num: 001
Container Num: 4962-4
Year Installed: 1962
Tank Capacity: 00000280
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 002
Container Num: 4962-2B
Year Installed: 1962
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 003
Container Num: 4962-2A
Year Installed: 1962
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: PREMIUM
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

Tank Num: 004
Container Num: 4962-1
Year Installed: 1962
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor, Pressure Test

C12 **BILL'S AUTOMOTIVE** **LUST** **1000291654**
ENE **1796 SPRING ST N** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031** **HIST UST**
0.166 mi. **SWEEPS UST**
877 ft. **Site 1 of 6 in cluster C** **HIST CORTESE**

Relative:
Higher

Actual:
322 ft.

LUST:
Region: STATE
Global Id: T0603700788
Latitude: 34.0713939
Longitude: -118.2225416
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 1997-06-10 00:00:00
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900310061
LOC Case Number: Not reported

BILL'S AUTOMOTIVE (Continued) **1000291654**

File Location: Regional Board
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
facid: 900310061
Status: Pollution Characterization
Substance: Gasoline
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Remove Free Product
Global ID: T0603700788
W Global ID: W0605100649
Staff: MB
Local Agency: 19050
Cross Street: AVENUE 18
Enforcement Type: LET
Date Leak Discovered: Not reported
Date Leak First Reported: 2/4/1992
Date Leak Record Entered: 2/1/1992
Date Confirmation Began: 12/9/1991
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 6/21/2002
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: DAVE GRIFFITH L A D W P
Well Name: Not reported
Approx. Dist To Production Well (ft): 7178.777383897578149763349759 1
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: 10/21/1992
Pollution Characterization Began: 6/10/1997
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: 1/1/1965
Hist Max MTBE Conc in Groundwater: 180
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Yes
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: BILL MINATO
RP Address: 1796 N. SPRING ST.
Program: LUST
Lat/Long: 34.0713939 / -1

BILL'S AUTOMOTIVE (Continued) **1000291654**

Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 2600649-001GEN
Summary: PLUME DEFINED, STABILITY TBD; 05/15/98 - LETTER OF WELL ABANDONMEN; 9/28/99 QUARTERLY SAMPLING REPORT; 8/30/00 QTRLY SAMPLING RPT

CA FID UST:
Facility ID: 19003387
Regulated By: UTNKI
Regulated ID: 00050604
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132222419
Mail To: Not reported
Mailing Address: 1796 N SPRING ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900310000
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: 00000050604
Facility Type: Gas Station
Other Type: Not reported
Total Tanks: 0004
Contact Name: WILLIAM MINATO
Telephone: 2132222419
Owner Name: WILLIAM MINATO
Owner Address: 1796 N. SPRING
Owner City,St,Zip: LOS ANGELES, CA 90031

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported

BILL'S AUTOMOTIVE (Continued) **1000291654**

Leak Detection: None

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00005000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000250
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:
Status: Not reported
Comp Number: 2733
Number: Not reported
Board Of Equalization: 44-012481
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002733-000001
Actv Date: Not reported
Capacity: 8000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 4

Status: Not reported
Comp Number: 2733
Number: Not reported
Board Of Equalization: 44-012481
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002733-000002
Actv Date: Not reported
Capacity: 6000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2733

BILL'S AUTOMOTIVE (Continued) **1000291654**

Number: Not reported
Board Of Equalization: 44-012481
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002733-000003
Actv Date: Not reported
Capacity: 5000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 2733
Number: Not reported
Board Of Equalization: 44-012481
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002733-000004
Actv Date: Not reported
Capacity: 250
Tank Use: OIL
Stg: WASTE
Content: WASTE OIL
Number Of Tanks: Not reported

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900310061

13
WSW
1/8-1/4
0.167 mi.
884 ft.

KIM PHUOC JEWELRY INC **RCRA-SQG 1000905347**
1646 N SPRING ST **FINDS CA0000550335**
LOS ANGELES, CA 90012 **HAZNET**

Relative:
Higher

Actual:
310 ft.

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: KIM PHUOC JEWELRY INC
Facility address: 1646 N SPRING ST
LOS ANGELES, CA 90012
EPA ID: CA0000550335
Mailing address: N SPRING ST
LOS ANGELES, CA 90012
Contact: Not reported
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: Not reported

KIM PHUOC JEWELRY INC (Continued) **1000905347**

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: MR HOANG VAN JAM
Owner/operator address: 1646 N SPRING ST
LOS ANGELES, CA 90012
Owner/operator country: Not reported
Owner/operator telephone: (213) 680-8888
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
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:

Registry ID: 110002618864

Environmental Interest/Information System
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HAZNET:
Gepaid: CA0000550335
Contact: MR HOANG VAN LAM

KIM PHUOC JEWELRY INC (Continued) **1000905347**

Telephone:	2132761970
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	130 W ELMYRA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900121819
Gen County:	Los Angeles
TSD EPA ID:	CAT000612150
TSD County:	Orange
Waste Category:	Liquids with cyanides > 1000 mg/l
Disposal Method:	Not reported
Tons:	.4587
Facility County:	Los Angeles

Gepaid:	CA0000550335
Contact:	MR HOANG VAN LAM
Telephone:	2132761970
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	130 W ELMYRA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900121819
Gen County:	Los Angeles
TSD EPA ID:	CAT000612150
TSD County:	Orange
Waste Category:	Liquids with cyanides > 1000 mg/l
Disposal Method:	Recycler
Tons:	3.3984
Facility County:	Los Angeles

Gepaid:	CA0000550335
Contact:	MR HOANG VAN LAM
Telephone:	2132761970
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	130 W ELMYRA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900121819
Gen County:	Los Angeles
TSD EPA ID:	CAT000612150
TSD County:	Orange
Waste Category:	Liquids with cyanides > 1000 mg/l
Disposal Method:	Recycler
Tons:	1.3761
Facility County:	Los Angeles

Gepaid:	CA0000550335
Contact:	MR HOANG VAN LAM
Telephone:	2132761970
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	130 W ELMYRA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900121819
Gen County:	Los Angeles
TSD EPA ID:	CAT000612150
TSD County:	Orange
Waste Category:	Liquids with cyanides > 1000 mg/l
Disposal Method:	Recycler
Tons:	3.6696
Facility County:	Los Angeles

KIM PHUOC JEWELRY INC (Continued) **1000905347**

Gepaid:	CA0000550335
Contact:	MR HOANG VAN LAM
Telephone:	2132761970
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	130 W ELMYRA ST
Mailing City,St,Zip:	LOS ANGELES, CA 900121819
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	0
Waste Category:	Not reported
Disposal Method:	Recycler
Tons:	.4587
Facility County:	Los Angeles

Click this hyperlink while viewing on your computer to access
1 additional CA_HAZNET: record(s) in the EDR Site Report.

C14 **SCHULZ P F** **EDR Historical Auto Stations** **1009081773**
ENE **1796 N BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.180 mi.
952 ft. **Site 2 of 6 in cluster C**

Relative:
Higher

Actual:
322 ft.

EDR Historical Auto Stations:

Name:	SCHULZ P F
Year:	1937
Type:	GASOLINE AND OIL SERVICE STATIONS

C15 **TAORAMINA JOS** **EDR Historical Auto Stations** **1009080333**
ENE **1801 N BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.181 mi.
957 ft. **Site 3 of 6 in cluster C**

Relative:
Higher

Actual:
322 ft.

EDR Historical Auto Stations:

Name:	DETTRE SCHULZ
Year:	1929
Type:	GASOLINE AND OIL SERVICE STATION
Name:	WATERSON WM
Year:	1933
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	THOMPSON W O
Year:	1937
Type:	AUTOMOBILE REPAIRING
Name:	BROWNE BART
Year:	1937
Type:	GASOLINE AND OIL SERVICE STATIONS
Name:	TAORAMINA JOS
Year:	1942
Type:	GASOLINE AND OIL SERVICE STATIONS

D16 **ALAN WONG-ALCO** **CA FID UST** **S101587544**
SSW **119 WILHARDT ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.182 mi.
960 ft. **Site 1 of 2 in cluster D**

Relative:
Lower

Actual:
303 ft.

CA FID UST:

Facility ID:	19055743
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132226001
Mail To:	Not reported
Mailing Address:	119 WILHARDT ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	A
Comp Number:	4288
Number:	2
Board Of Equalization:	Not reported
Ref Date:	07-06-93
Act Date:	04-26-94
Created Date:	02-29-88
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
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

D17 **DANNY K. WONG** **UST** **U003781747**
SSW **117 WILHARDT ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.183 mi.
966 ft. **Site 2 of 2 in cluster D**

Relative:
Lower

Actual:
303 ft.

UST:

Global ID:	8315
Latitude:	34.06786
Longitude:	-118.22602

18
ENE
1/8-1/4
0.183 mi.
966 ft.

CERTIFIED MANAGEMENT CO
219 S AVENUE 18
LA, CA 90012

CA FID UST **S101584990**
SWEEPS UST **N/A**

Relative:
Higher

Actual:
319 ft.

CA FID UST:

Facility ID:	19017906
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132221607
Mail To:	Not reported
Mailing Address:	219 S AVENUE 18
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LA 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	7711
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
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

C19
ENE
1/8-1/4
0.183 mi.
966 ft.

FROOMSON SAML
1802 N BROADWAY
LOS ANGELES, CA

Site 4 of 6 in cluster C

EDR Historical Cleaners **1009190885**
N/A

Relative:
Higher

Actual:
322 ft.

EDR Historical Cleaners:

Name:	FROOMSON SAML
Year:	1933
Type:	CLOTHES PRESSERS AND CLEANERS

E20
SE
1/8-1/4
0.184 mi.
972 ft.

FOREMOST DAIRIES, INCORPORATED
1739 ALBION ST
LOS ANGELES, CA 90031

Site 1 of 5 in cluster E

CA FID UST **S101583349**
SWEEPS UST **N/A**

Relative:
Higher

Actual:
306 ft.

CA FID UST:

Facility ID:	19003489
Regulated By:	UTNKA
Regulated ID:	00006461
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2137281191
Mail To:	Not reported
Mailing Address:	1739 ALBION ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	719
Number:	Not reported
Board Of Equalization:	44-011354
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000719-000001
Actv Date:	Not reported
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	4

Status:	Not reported
Comp Number:	719
Number:	Not reported
Board Of Equalization:	44-011354
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000719-000002
Actv Date:	Not reported
Capacity:	5000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

FOREMOST DAIRIES, INCORPORATED (Continued) **S101583349**

Status:	Not reported
Comp Number:	719
Number:	Not reported
Board Of Equalization:	44-011354
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000719-000003
Actv Date:	Not reported
Capacity:	5000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	719
Number:	Not reported
Board Of Equalization:	44-011354
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000719-000004
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	719
Number:	1
Board Of Equalization:	44-011354
Ref Date:	05-04-93
Act Date:	03-16-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	0000000719
Swrcb Tank Id:	19-050-000719-000005
Actv Date:	10-30-92
Capacity:	20000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	1

E21
SE
1/8-1/4
0.184 mi.
972 ft.

F AND L ENT INC
1739 N ALBION ST
LOS ANGELES, CA 90031

Site 2 of 5 in cluster E

RCRA-SQG
FINDS
HAZNET

1000886176
CA0000127308

Relative:
Higher

Actual:
306 ft.

RCRA-SQG:

Date form received by agency:	12/28/1993
Facility name:	F AND L ENT INC
Facility address:	1739 N ALBION ST LOS ANGELES, CA 90031
EPA ID:	CA0000127308
Mailing address:	N ALBION ST LOS ANGELES, CA 90031
Contact:	ALEX REZA
Contact address:	1739 N ALBION ST LOS ANGELES, CA 90031
Contact country:	US
Contact telephone:	(213) 225-2448
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:	F AND L ENT INC
Owner/operator address:	1739 N ALBION ST LOS ANGELES, CA 90031
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 225-2448
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
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

F AND L ENT INC (Continued) **1000886176**

FINDS:

Registry ID: 110002613093

Environmental Interest/Information System

California Hazardous Waste Tracking System - Datamart (HWTS-DATAMART) provides California with information on hazardous waste shipments for generators, transporters, and treatment, storage, and disposal facilities.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid:	CA0000127308
Contact:	F AND L ENT INC
Telephone:	3232252448
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1739 N ALBION ST
Mailing City,St,Zip:	LOS ANGELES, CA 900312510
Gen County:	Los Angeles
TSD EPA ID:	CAT000613935
TSD County:	Los Angeles
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Transfer Station
Tons:	0.4253
Facility County:	Los Angeles

Gepaid:	CA0000127308
Contact:	HERMAN ACEVES
Telephone:	3232252448
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1739 N ALBION ST
Mailing City,St,Zip:	LOS ANGELES, CA 900312510
Gen County:	Los Angeles
TSD EPA ID:	Not reported
TSD County:	Los Angeles
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Transfer Station
Tons:	0.32
Facility County:	Not reported

Gepaid:	CA0000127308
Contact:	HERMAN ACEVES
Telephone:	3232252448
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1739 N ALBION ST
Mailing City,St,Zip:	LOS ANGELES, CA 900312510

F AND L ENT INC (Continued) **1000886176**

Gen County: Los Angeles
TSD EPA ID: CAD097030993
TSD County: Los Angeles
Waste Category: Other organic solids
Disposal Method: H141
Tons: 0.275
Facility County: Los Angeles

Gepaid: CA0000127308
Contact: HERMAN ACEVES
Telephone: 3232252448
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1739 N ALBION ST
Mailing City,St,Zip: LOS ANGELES, CA 900312510
Gen County: Los Angeles
TSD EPA ID: CAT000613935
TSD County: Los Angeles
Waste Category: Aqueous solution with less than 10% total organic residues
Disposal Method: H141
Tons: 0.336
Facility County: Los Angeles

Gepaid: CA0000127308
Contact: F AND L ENT INC
Telephone: 3232252448
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1739 N ALBION ST
Mailing City,St,Zip: LOS ANGELES, CA 900312510
Gen County: Los Angeles
TSD EPA ID: CAD000088252
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Transfer Station
Tons: .3961
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
13 additional CA_HAZNET: record(s) in the EDR Site Report.

E22 **ROSS SWISS DAIRIES** **HIST CORTESE** **S105024565**
SE **1739 ALBION** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.184 mi.
972 ft. **Site 3 of 5 in cluster E**

Relative:
Higher

Actual:
306 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900310052

E23
SE
1/8-1/4
0.184 mi.
972 ft.

FOREMOST DAIRIES INC.
1739 ALBION ST
LOS ANGELES, CA 90031

Site 4 of 5 in cluster E

Relative:
Higher

Actual:
306 ft.

HIST UST | **U001561276** | **N/A**

HIST UST:

Region:	STATE
Facility ID:	00000006461
Facility Type:	Other
Other Type:	PRIVATE FLEET
Total Tanks:	0004
Contact Name:	SAM LORINO
Telephone:	2137281191
Owner Name:	FOREMOST DAIRIES INC.
Owner Address:	1739 ALBION STREET
Owner City,St,Zip:	LOS ANGELES, CA 90031

Tank Num:	001
Container Num:	#4 DIESEL
Year Installed:	Not reported
Tank Capacity:	00012000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Visual

Tank Num:	002
Container Num:	#3 REGULAR
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Visual

Tank Num:	003
Container Num:	#2 REGULAR
Year Installed:	Not reported
Tank Capacity:	00005000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Visual

Tank Num:	004
Container Num:	#1 DIESEL
Year Installed:	Not reported
Tank Capacity:	00010000
Tank Used for:	PRODUCT
Type of Fuel:	DIESEL
Tank Construction:	Not reported
Leak Detection:	Visual

E24
SE
1/8-1/4
0.184 mi.
972 ft.

ROSS SWISS DAIRIES, INCORPORATED
1739 ALBION ST
LOS ANGELES, CA 90031

Site 5 of 5 in cluster E

Relative: Higher

Actual: 306 ft.

UST **U003780214**
N/A

UST:
Global ID: 6406
Latitude: 34.06837
Longitude: -118.22313

C25
ENE
1/8-1/4
0.190 mi.
1004 ft.

B & N REPAIR BODY SHOP
1813 N BROADWAY
LOS ANGELES, CA 90031

Site 5 of 6 in cluster C

Relative: Higher

Actual: 322 ft.

RCRA-SQG **1000124885**
FINDS **CAD981996804**
HAZNET

RCRA-SQG:
Date form received by agency: 09/01/1996
Facility name: B & N REPAIR BODY SHOP
Facility address: 1813 N BROADWAY
LOS ANGELES, CA 90031
EPA ID: CAD981996804
Mailing address: N BROADWAY
LOS ANGELES, CA 90031
Contact: Not reported
Contact address: Not reported
Not reported
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: MICHAEL HUA
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

B & N REPAIR BODY SHOP (Continued) **1000124885**

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:

Registry ID: 110002770939

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Gepaid: CAD981996804
Contact: Not reported
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1813 N BROADWAY
Mailing City,St,Zip: LOS ANGELES, CA 900310000
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Tons: .1125
Facility County: Los Angeles

C26 ENE 1/8-1/4 0.192 mi. 1013 ft. **SERVICE MOTOR PARTS CO**
1815 N BROADWAY
LOS ANGELES, CA 90031
Site 6 of 6 in cluster C

Database(s): RCRA-SQG, FINDS
EDR ID Number: 1000432858
EPA ID Number: CAD981447857

Relative: Higher

Actual: 322 ft.

RCRA-SQG:

Date form received by agency:	02/27/1986
Facility name:	SERVICE MOTOR PARTS CO
Facility address:	1815 N BROADWAY LOS ANGELES, CA 90031
EPA ID:	CAD981447857
Mailing address:	N BROADWAY LOS ANGELES, CA 90031
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1815 N BROADWAY LOS ANGELES, CA 90031
Contact country:	US
Contact telephone:	(213) 221-3104
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:	K P WATERHOUSE
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	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

SERVICE MOTOR PARTS CO (Continued) **1000432858**

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:

Registry ID: 110002710415

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

F27 **CARNATION DAIRY** **HIST UST** **U001560498**
WSW **1620 N SPRING ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.193 mi.
1019 ft. **Site 1 of 3 in cluster F**

Relative:
Higher

Actual:
309 ft.

HIST UST:
Region: STATE
Facility ID: 00000005261
Facility Type: Other
Other Type: DAIRY
Total Tanks: 0008
Contact Name: Not reported
Telephone: 2132214131
Owner Name: CARNATION CO.
Owner Address: 5045 WILSHIRE BLVD.
Owner City,St,Zip: LOS ANGELES, CA 90036

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00020000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00012000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported

CARNATION DAIRY (Continued) **U001560498**

Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 006
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 007
Container Num: 7
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 008
Container Num: 8
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: Stock Inventor

F28 **MAIN STREET DAIRY INC** **CA FID UST** **S101585291**
WSW **1620 N SPRING ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.193 mi.
1019 ft. **Site 2 of 3 in cluster F**

Relative:
Higher

Actual:
309 ft.

CA FID UST:

Facility ID:	19022033
Regulated By:	UTNKI
Regulated ID:	00005261
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132261600
Mail To:	Not reported
Mailing Address:	5045 WILSHIRE BLVD
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000001
Actv Date:	Not reported
Capacity:	20000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	8

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000002
Actv Date:	Not reported
Capacity:	12000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

MAIN STREET DAIRY INC (Continued) **S101585291**

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000003
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000004
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000005
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported

MAIN STREET DAIRY INC (Continued) **S101585291**

Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000006
Actv Date:	Not reported
Capacity:	1000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000007
Actv Date:	Not reported
Capacity:	500
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	Not reported

Status:	Not reported
Comp Number:	557
Number:	Not reported
Board Of Equalization:	44-010496
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000557-000008
Actv Date:	Not reported
Capacity:	500
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

F29 **MAIN STREET DAIRY (FORMER)** **LUST** **S104406268**
WSW **1620 SPRING ST N** **HIST CORTESE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.193 mi.
1019 ft. **Site 3 of 3 in cluster F**

Relative:
Higher

Actual:
309 ft.

LUST:

Region:	STATE
Global Id:	T0603700500
Latitude:	34.0689021
Longitude:	-118.2286107
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed

MAIN STREET DAIRY (FORMER) (Continued) **S104406268**

Status Date:	1997-01-24 00:00:00
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120016
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
facid:	900120016	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Remove Free Product
Global ID:	T0603700500	
W Global ID:	W0605100649	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	SOTELLO	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		8/9/1990
Date Leak Record Entered:	8/30/1990	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/15/1997
Date the Case was Closed:		1/24/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	Not reported	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5156.52989030353948051644748 47
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		10/12/1990
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:		36
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	

MAIN STREET DAIRY (FORMER) (Continued) **S104406268**

Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	CUSHMAN & WAKEFIELD OF CA, INC
RP Address:	555 S FLOWER ST, SUITE 4200, LOS ANGELES CA 90071-2418
Program:	LUST
Lat/Long:	34.0689021 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600649-001GEN
Summary:	12/19/96 REQUEST FOR LOW RISK CLOSURE 03/28/97 WELL ABANDONMENT REPORT

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120016

G30 **WESTWAY ENTERPRISES INCORPORAT** **CA FID UST** **S101587517**
NE **137 S AVENUE 18** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.198 mi.
1044 ft. **Site 1 of 5 in cluster G**

Relative:
Higher

Actual:
330 ft.

CA FID UST:

Facility ID:	19055715
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	137 S AVENUE 18
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	Not reported
Comp Number:	4196
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

WESTWAY ENTERPRISES INCORPORAT (Continued) **S101587517**

Actv Date: Not reported
Capacity: Not reported
Tank Use: Not reported
Stg: Not reported
Content: Not reported
Number Of Tanks: 0

G31 **GABEL'S COSMETICS, INCORPORATE** **CA FID UST** **S101587420**
NE **126 S AVENUE 18** **NPDES** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031** **SWEEPS UST**
0.201 mi. **CA WDS**
1061 ft. **Site 2 of 5 in cluster G**

Relative:
Higher

Actual:
330 ft.

CA FID UST:
Facility ID: 19055575
Regulated By: UTNKA
Regulated ID: 00055924
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132212430
Mail To: Not reported
Mailing Address: 126 S AVENUE 18
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900310000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

NPDES:
Npdes Number: Not reported
Facility Status: Active
Agency Id: 44649
Region: 4
Regulatory Measure Id: 188665
Order No: 97-03-DWQ
Regulatory Measure Type: Storm water industrial
Place Id: 226625
WDID: 4 19I000662
Program Type: INDSTW
Adoption Date Of Regulatory Measure: Not reported
Effective Date Of Regulatory Measure: 3/17/1992
Expiration Date Of Regulatory Measure: Not reported
Termination Date Of Regulatory Measure: Not reported
Discharge Name: Gabels Cosmetics
Discharge Address: 126 S Avenue 18
Discharge City: Los Angeles
Discharge State: CA
Discharge Zip: 90031-1734

SWEEPS UST:
Status: A
Comp Number: 3134
Number: 1

GABEL'S COSMETICS, INCORPORATE (Continued) **S101587420**

Board Of Equalization:	44-012807
Ref Date:	02-25-93
Act Date:	02-25-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-003134-000001
Actv Date:	04-20-88
Capacity:	1000
Tank Use:	CHEMICAL
Stg:	P
Content:	UNKNOWN
Number Of Tanks:	1

CA WDS:

Facility ID:	4 19I000662
Facility Type:	Industrial - Facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature, including mining, gravel washing, geothermal operations, air conditioning, ship building and repairing, oil production, storage and disposal operations, water pumping.
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	3232212430
Facility Contact:	STEPHEN MILLER
Agency Name:	STEPHEN R MILLERDON GABEL
Agency Address:	126 S Avenue 18
Agency City,St,Zip:	Los Angeles 900311734
Agency Contact:	STEPHEN MILLER
Agency Telephone:	3232212430
Agency Type:	Private
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

G32 **GABEL'S COSMETICS, INC.** **HIST UST** **U001561308**
NE **126 S AVENUE 18** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.201 mi.
1061 ft. **Site 3 of 5 in cluster G**

Relative:
Higher

Actual:
330 ft.

HIST UST:

Region:	STATE
Facility ID:	00000055924
Facility Type:	Other
Other Type:	COSMETIC MANUFACTURE
Total Tanks:	0001
Contact Name:	ERNEST A. GABEL, PRESIDENT
Telephone:	2132212430
Owner Name:	GABEL'S COSMETICS, INC.
Owner Address:	126 SOUTH AVENUE 18
Owner City,St,Zip:	LOS ANGELES, CA 900311777
Tank Num:	001
Container Num:	1
Year Installed:	1968
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	Not reported
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

G33 **YOUNG NAK PRESBYTARIAN CHURCH** **CA FID UST** **S101586897**
NE **125 S AVENUE 18** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.201 mi.
1061 ft. **Site 4 of 5 in cluster G**

Relative:
Higher

Actual:
330 ft.

CA FID UST:

Facility ID:	19054583
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	125 S AVENUE 18
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900310000
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:

Status:	Not reported
Comp Number:	7128
Number:	Not reported
Board Of Equalization:	Not reported
Ref Date:	Not reported
Act Date:	Not reported

YOUNG NAK PRESBYTARIAN CHURCH (Continued) **S101586897**

Created Date:	Not reported
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
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	0

G34 **GABEL'S COSMETICS, INCORPORATE** **UST** **U003970887**
NE **126 SOUTH AVENUE 18** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.201 mi.
1061 ft. **Site 5 of 5 in cluster G**

Relative:
Higher

Actual:
330 ft.

UST:

Global ID:	6735
Latitude:	34.07269
Longitude:	-118.22306

H35 **TRUFLEX RUBBER PRODUCTS** **SLIC** **1006079519**
SSW **1667 MAIN** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.217 mi.
1143 ft. **Site 1 of 3 in cluster H**

Relative:
Lower

Actual:
301 ft.

SLIC:

Region:	4
Facility Status:	No further action required
SLIC:	0975
Substance:	VOCs
Staff:	Jenny Au

H36 **TRUFLEX RUBBER PRODUCTS CO** **RCRA-SQG** **1000229617**
SSW **1667 N. MAIN ST.** **FINDS** **CAD981461403**
1/8-1/4 **LOS ANGELES, CA 90012** **HAZNET**
0.217 mi. **CERC-NFRAP**
1143 ft. **Site 2 of 3 in cluster H** **HIST CORTESE**

Relative:
Lower

Actual:
301 ft.

RCRA-SQG:

Date form received by agency:	03/22/2002
Facility name:	TRUFLEX RUBBER
Facility address:	1667 N MAIN ST LOS ANGELES, CA 90012
EPA ID:	CAD981461403
Mailing address:	TECH INTERNATIONAL 200 E COSHOCTON ST JOHNSTOWN, OH 43031
Contact:	ALBERT DANTZER
Contact address:	Not reported Not reported
Contact country:	Not reported
Contact telephone:	(740) 965-9015

TRUFLEX RUBBER PRODUCTS CO (Continued) **1000229617**

Contact email: ADANTZER@TECHTIREREPAIR.COM
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: TRUFLEX RUBBER PRODUCTS
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: No
Mixed waste (haz. and radioactive): No
Recycler of hazardous waste: Unknown
Transporter of hazardous waste: Unknown
Treater, storer or disposer of HW: No
Underground injection activity: Unknown
On-site burner exemption: Unknown
Furnace exemption: Unknown
Used oil fuel burner: Unknown
Used oil processor: Unknown
User oil refiner: Unknown
Used oil fuel marketer to burner: Unknown
Used oil Specification marketer: Unknown
Used oil transfer facility: Unknown
Used oil transporter: Unknown
Off-site waste receiver: Commercial status unknown

Universal Waste Summary:
Waste type: Batteries
Accumulated waste on-site: Unknown
Generated waste on-site: Unknown

Waste type: Lamps
Accumulated waste on-site: Unknown
Generated waste on-site: Yes

TRUFLEX RUBBER PRODUCTS CO (Continued) **1000229617**

Waste type: Pesticides
Accumulated waste on-site: Unknown
Generated waste on-site: Unknown

Waste type: Thermostats
Accumulated waste on-site: Unknown
Generated waste on-site: Unknown

Historical Generators:
Date form received by agency: 03/22/2002
Facility name: TRUFLEX RUBBER
Classification: Large Quantity Generator

Date form received by agency: 04/14/1986
Facility name: TRUFLEX RUBBER
Site name: TRUFLEX RUBBER CO
Classification: Small Quantity Generator

Hazardous Waste Summary:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D006
Waste name: CADMIUM

Waste code: D008
Waste name: LEAD

Waste code: D009
Waste name: MERCURY

Waste code: D018
Waste name: BENZENE

Waste code: D021
Waste name: CHLOROBENZENE

Waste code: D035
Waste name: METHYL ETHYL KETONE

Waste code: D039

TRUFLEX RUBBER PRODUCTS CO (Continued) **1000229617**

Waste name: TETRACHLOROETHYLENE

Waste code: D040
Waste name: TRICHLOROETHYLENE

Waste code: F001
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE, 1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Violation Status: No violations found

FINDS:

Registry ID: 110002138730

Environmental Interest/Information System

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Gepaid: CAD981461403
Contact: TRUFLEX RUBBER CO
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1667 N MAIN ST

TRUFLEX RUBBER PRODUCTS CO (Continued) **1000229617**

Mailing City,St,Zip: LOS ANGELES, CA 900121917
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 2.0016
Facility County: Los Angeles

Gepaid: CAD981461403
Contact: TRUFLEX RUBBER CO
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1667 N MAIN ST
Mailing City,St,Zip: LOS ANGELES, CA 900121917
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Tank bottom waste
Disposal Method: Recycler
Tons: 13.7610
Facility County: Los Angeles

Gepaid: CAD981461403
Contact: TRUFLEX RUBBER CO
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1667 N MAIN ST
Mailing City,St,Zip: LOS ANGELES, CA 900121917
Gen County: Los Angeles
TSD EPA ID: CAT000613976
TSD County: Orange
Waste Category: Liquids with halogenated organic compounds > 1000 mg/l
Disposal Method: Transfer Station
Tons: .6670
Facility County: Los Angeles

Gepaid: CAD981461403
Contact: TRUFLEX RUBBER CO
Telephone: 0000000000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1667 N MAIN ST
Mailing City,St,Zip: LOS ANGELES, CA 900121917
Gen County: Los Angeles
TSD EPA ID: CAT080013352
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 9.1740
Facility County: Los Angeles

Gepaid: CAD981461403
Contact: TRUFLEX RUBBER CO
Telephone: 0000000000

TRUFLEX RUBBER PRODUCTS CO (Continued) **1000229617**

Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1667 N MAIN ST
Mailing City,St,Zip: LOS ANGELES, CA 900121917
Gen County: Los Angeles
TSD EPA ID: CAD982484933
TSD County: 7
Waste Category: Other empty containers 30 gallons or more
Disposal Method: Recycler
Tons: .5000
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
4 additional CA_HAZNET: record(s) in the EDR Site Report.

CERC-NFRAP:
Site ID: 0904580
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP

CERCLIS-NFRAP Site Contact Name(s):
Contact Title: Not reported
Contact Name: Carl Brickner
Contact Tel: (415) 972-3814

Contact Title: Not reported
Contact Name: Brunilda Davila
Contact Tel: (415) 972-3162

Contact Title: Not reported
Contact Name: Jeff Inglis
Contact Tel: (415) 972-3095

Contact Title: Not reported
Contact Name: Karen Jurist
Contact Tel: (415) 972-3219

Contact Title: Not reported
Contact Name: Matt Mitguard
Contact Tel: (415) 972-3096

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: BISHOP & SPERLING
Alias Address: Not reported
CA

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: Not reported
Date Completed: 09/16/1992
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: Not reported

TRUFLEX RUBBER PRODUCTS CO (Continued) **1000229617**

Date Completed: 07/07/1993
Priority Level: NFRAP: No further Remedial Action planned

Action: ARCHIVE SITE
Date Started: Not reported
Date Completed: 07/07/1993
Priority Level: Not reported

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: CALSI
Reg Id: 19300234

H37 **TRU FLEX RUBBER PRODUCTS CO** **SLIC** **S101584591**
SSW **1667 N MAIN ST** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012** **EMI**
0.217 mi. **SWEEPS UST**
1143 ft. **Site 3 of 3 in cluster H** **ENVIROSTOR**

Relative:
Lower

Actual:
301 ft.

SLIC:
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 2002-04-24 00:00:00
Global Id: SL204DC2386
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number: Not reported
Latitude: 34.067563
Longitude: -118.225024
Case Type: Cleanup Program Site
Case Worker: Not reported
Local Agency: Not reported
RB Case Number: 0975
File Location: Not reported
Potential Media Affected: Not reported
Potential Contaminants of Concern: Not reported
General Comments: Not reported

CA FID UST:
Facility ID: 19013178
Regulated By: UTNKI
Regulated ID: Not reported
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2130000000
Mail To: Not reported
Mailing Address: 1667 N MAIN STREEET
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

TRU FLEX RUBBER PRODUCTS CO (Continued) **S101584591**

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	6604
Air District Name:	SC
SIC Code:	3079
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	6604
Air District Name:	SC
SIC Code:	3011
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

SWEEPS UST:

Status:	Not reported
Comp Number:	5148
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
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

ENVIROSTOR:

Site Type:	Historical
Site Type Detailed:	* Historical

TRU FLEX RUBBER PRODUCTS CO (Continued) **S101584591**

Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Sayareh Amirebrahimi
Division Branch: Chatsworth
Facility ID: 19300234
Site Code: Not reported
Assembly: 45
Senate: 21
Special Program: Not reported
Status: Inactive - Needs Evaluation
Status Date: 1995-06-20 00:00:00
Restricted Use: NO
Funding: Not reported
Latitude: 34.0680310828056
Longitude: -118.226624036834
Alias Name: I T E CIRCUIT BREAKER COMPANY INC.
Alias Type: Alternate Name
Alias Name: 19300234
Alias Type: Envirostor ID Number
Alias Name: CAD9814611903
Alias Type: EPA Identification Number
Alias Name: TRU-FLEX RUBBER PRODUCTS COMPANY
Alias Type: Alternate Name

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 1982-10-22 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1993-06-30 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: 10002, 10003, 10009, 10063, 10097, 10193, 10194, 10195, 20010
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

TRU FLEX RUBBER PRODUCTS CO (Continued) **S101584591**

Management:
- Management Required: NONE SPECIFIED
- Management Required Desc: Not reported
- Potential: NONE SPECIFIED
- 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: NONE SPECIFIED

I38 **CATHERINA MAGNESS** **CA FID UST** **S101583859**
NNE **101 N AVENUE 18** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.217 mi.
1146 ft. **Site 1 of 6 in cluster I**

Relative: Higher

Actual: 330 ft.

CA FID UST:
- Facility ID: 19006886
- Regulated By: UTNKI
- Regulated ID: Not reported
- Cortese Code: Not reported
- SIC Code: Not reported
- Facility Phone: 2134834700
- Mail To: Not reported
- Mailing Address: Not reported
- Mailing Address 2: Not reported
- Mailing City,St,Zip: LOS ANGELES 900310000
- 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:
- Status: Not reported
- Comp Number: 5827
- 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
- Capacity: Not reported
- Tank Use: Not reported
- Stg: Not reported
- Content: Not reported
- Number Of Tanks: 0

I39
NNE
1/8-1/4
0.217 mi.
1146 ft.

WESTWAY ENTERPRISES, INC
1800 PASADENA AVE
LOS ANGELES, CA 90031

Site 2 of 6 in cluster I

CA FID UST **S101583663**
SWEEPS UST **N/A**

Relative:
Higher

Actual:
330 ft.

CA FID UST:

Facility ID:	19005338
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	1800 PASADENA AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900310000
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:

Status:	Not reported
Comp Number:	4742
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
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

J40
SE
1/8-1/4
0.224 mi.
1182 ft.

ATLAS CARPET MILLS
340 SOUTH AVENUE 17
LOS ANGELES, CA 90031

Site 1 of 3 in cluster J

UST **1002851791**
N/A

Relative:
Higher

Actual:
309 ft.

UST:

Global ID:	6691
Latitude:	34.06856
Longitude:	-118.22193

J41
SE
1/8-1/4
0.224 mi.
1182 ft.

ATLAS CARPET MILLS
340 S AVENUE 17
LOS ANGELES, CA 90031

Site 2 of 3 in cluster J

SWEEPS UST
HIST FTTS

1008175111
N/A

Relative:
Higher

Actual:
309 ft.

SWEEPS UST:

Status:	A
Comp Number:	717
Number:	1
Board Of Equalization:	44-011353
Ref Date:	02-23-93
Act Date:	02-23-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000717-000001
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	5

Status:	A
Comp Number:	717
Number:	1
Board Of Equalization:	44-011353
Ref Date:	02-23-93
Act Date:	02-23-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000717-000002
Actv Date:	04-20-88
Capacity:	8000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	717
Number:	1
Board Of Equalization:	44-011353
Ref Date:	02-23-93
Act Date:	02-23-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000717-000003
Actv Date:	04-20-88
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A

ATLAS CARPET MILLS (Continued) **1008175111**

Comp Number:	717
Number:	1
Board Of Equalization:	44-011353
Ref Date:	02-23-93
Act Date:	02-23-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000717-000004
Actv Date:	04-20-88
Capacity:	6000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

Status:	A
Comp Number:	717
Number:	1
Board Of Equalization:	44-011353
Ref Date:	02-23-93
Act Date:	02-23-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000717-000005
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	DIESEL
Number Of Tanks:	Not reported

HIST FTTS INSP:

Inspection Number:	19890315R0903 1
Region:	09
Inspection Date:	Not reported
Inspector:	DEVINY
Violation occurred:	Yes
Investigation Type:	EPCRA, Enforcement, SEE Conducted
Investigation Reason:	Neutral Scheme, Region
Legislation Code:	EPCRA
Facility Function:	User

J42 **ATLAS CARPET MILLS** **CA FID UST** **1000593009**
SE **340 S AVENUE 17** **HIST UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031** **EMI**
0.224 mi.
1182 ft. **Site 3 of 3 in cluster J**

Relative:
Higher

Actual:
309 ft.

CA FID UST:

Facility ID:	19053588
Regulated By:	UTNKA
Regulated ID:	00006451
Cortese Code:	Not reported
SIC Code:	Not reported

ATLAS CARPET MILLS (Continued) **1000593009**

Facility Phone: 2132685620
Mail To: Not reported
Mailing Address: 4560 WORTH ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900310000
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: 00000006451
Facility Type: Other
Other Type: CARPET MFG.
Total Tanks: 0005
Contact Name: GEORGE BITTING
Telephone: 2132685620
Owner Name: ATLAS CARPET MILLS, INC.
Owner Address: 4560 WORTH STREET
Owner City,St,Zip: LOS ANGELES, CA 90063

Tank Num: 001
Container Num: #1
Year Installed: 1970
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: #2
Year Installed: 1970
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 003
Container Num: #3
Year Installed: 1970
Tank Capacity: 00006000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: #4
Year Installed: 1970
Tank Capacity: 00006000
Tank Used for: PRODUCT

ATLAS CARPET MILLS (Continued) **1000593009**

Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: #5
Year Installed: 1970
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Not reported

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	10094
Air District Name:	SC
SIC Code:	2273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	11
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	10094
Air District Name:	SC
SIC Code:	2273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	4
NOX - Oxides of Nitrogen Tons/Yr:	11
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1993
County Code:	19
Air Basin:	SC
Facility ID:	10094
Air District Name:	SC
SIC Code:	2273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported

ATLAS CARPET MILLS (Continued) **1000593009**

Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	9
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	10094
Air District Name:	SC
SIC Code:	2273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	2
NOX - Oxides of Nitrogen Tons/Yr:	9
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	10094
Air District Name:	SC
SIC Code:	2273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	1
Reactive Organic Gases Tons/Yr:	1
Carbon Monoxide Emissions Tons/Yr:	3
NOX - Oxides of Nitrogen Tons/Yr:	4
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	2005
County Code:	19
Air Basin:	SC
Facility ID:	10094
Air District Name:	SC
SIC Code:	2273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	.47907
Reactive Organic Gases Tons/Yr:	.202263354
Carbon Monoxide Emissions Tons/Yr:	6.99035
NOX - Oxides of Nitrogen Tons/Yr:	1.545475
SOX - Oxides of Sulphur Tons/Yr:	.051535
Particulate Matter Tons/Yr:	.652275

ATLAS CARPET MILLS (Continued) **1000593009**

Part. Matter 10 Micrometers & Smllr Tons/Yr: .650565

K43 **DIXON BOILER WORKS, INC.** **HIST UST** **U001560508**
SW **1625 NAUD ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.225 mi.
1187 ft. **Site 1 of 2 in cluster K**

Relative:
Higher

Actual:
306 ft.

HIST UST:

Region:	STATE
Facility ID:	00000017477
Facility Type:	Other
Other Type:	FOR CO. CARS & TRUCK
Total Tanks:	0001
Contact Name:	LARRY PARKER
Telephone:	2132229131
Owner Name:	DIXON BOILER WORKS, INC.
Owner Address:	1625 NAUD STREET
Owner City,St,Zip:	LOS ANGELES, CA 90012
Tank Num:	001
Container Num:	1
Year Installed:	1948
Tank Capacity:	00001000
Tank Used for:	PRODUCT
Type of Fuel:	06
Tank Construction:	Not reported
Leak Detection:	Stock Inventor

K44 **DIXON BOILER WORKS, INC** **CA FID UST** **S101617138**
SW **1625 NAUD ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.225 mi.
1187 ft. **Site 2 of 2 in cluster K**

Relative:
Higher

Actual:
306 ft.

CA FID UST:

Facility ID:	19054212
Regulated By:	UTNKI
Regulated ID:	00017477
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132229131
Mail To:	Not reported
Mailing Address:	1625 NAUD ST
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Inactive

SWEEPS UST:

Status:	Not reported

DIXON BOILER WORKS, INC (Continued) **S101617138**

Comp Number:	1236
Number:	Not reported
Board Of Equalization:	44-011668
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001236-000001
Actv Date:	Not reported
Capacity:	1000
Tank Use:	CHEMICAL
Stg:	PRODUCT
Content:	UNKNOWN
Number Of Tanks:	1

45
SSE
1/8-1/4
0.228 mi.
1205 ft.

L & M AUTO SERVICE **CA FID UST** **S101584592**
1749 N MAIN ST **SWEEPS UST** **N/A**
LOS ANGELES, CA 90723

Relative:
Equal

Actual:
304 ft.

CA FID UST:

Facility ID:	19013186
Regulated By:	UTNKI
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	8183428991
Mail To:	Not reported
Mailing Address:	5248 BECKFORD AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 907230000
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:

Status:	Not reported
Comp Number:	7803
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
Capacity:	Not reported
Tank Use:	Not reported
Stg:	Not reported
Content:	Not reported

L & M AUTO SERVICE (Continued) **S101584592**

Number Of Tanks: Not reported

L46 **YOUNG-NAK PRESS CHURCH** **CA FID UST** **S101588292**
NE **1721 N BROADWAY** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.233 mi.
1231 ft. **Site 1 of 3 in cluster L**

Relative: Higher

Actual: 334 ft.

CA FID UST:

Facility ID:	19056537
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported
Mailing Address:	UNK
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900310000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

SWEEPS UST:

Status:	A
Comp Number:	7901
Number:	9
Board Of Equalization:	Not reported
Ref Date:	05-05-93
Act Date:	05-05-93
Created Date:	02-29-88
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
Stg:	Not reported
Content:	Not reported
Number Of Tanks:	Not reported

L47 **BROUWERS ALBT** **EDR Historical Auto Stations** **1009076244**
NE **1821 N BROADWAY** **N/A**
1/8-1/4 **LOS ANGELES, CA**
0.233 mi.
1231 ft. **Site 2 of 3 in cluster L**

Relative: Higher

Actual: 334 ft.

EDR Historical Auto Stations:

Name:	BROUWERS ALBT
Year:	1924
Type:	AUTOMOBILE REPAIRING

L48 **LADDER INDUSTRIES** **RCRA-SQG** **1000187939**
NE **1819 BARRANCA ST** **FINDS** **CAD009553363**
1/8-1/4 **LOS ANGELES, CA 90031** **HAZNET**
0.233 mi.
1231 ft. **Site 3 of 3 in cluster L**

Relative:
Higher

Actual:
334 ft.

RCRA-SQG:

Date form received by agency:	02/10/1986
Facility name:	LADDER INDUSTRIES
Facility address:	1819 BARRANCA ST LOS ANGELES, CA 90031
EPA ID:	CAD009553363
Mailing address:	BARRANCA ST LOS ANGELES, CA 90031
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1819 BARRANCA ST LOS ANGELES, CA 90031
Contact country:	US
Contact telephone:	(213) 223-1591
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

Owner/Operator Summary:

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	NOT REQUIRED
Owner/operator address:	NOT REQUIRED NOT REQUIRED, ME 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(415) 555-1212
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	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

LADDER INDUSTRIES (Continued) **1000187939**

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:

Registry ID: 110002637004

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid: CAD009553363
Contact: THOMAS LARSON PRESIDENT
Telephone: 6029325798
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 1040 S CAMINO ORO
Mailing City,St,Zip: GOODYEAR, AZ 853380000
Gen County: Los Angeles
TSD EPA ID: CAD099452708
TSD County: Los Angeles
Waste Category: Waste oil and mixed oil
Disposal Method: Recycler
Tons: 1.8765
Facility County: Los Angeles

I49 **DEPT. OF TRANSPORTATION (CENTR** **HIST UST** **U001561272**
NNE **1831 PASADENA AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.239 mi.
1261 ft. **Site 3 of 6 in cluster I**

Relative:
Higher

Actual:
334 ft.

HIST UST:

Region: STATE
Facility ID: 00000047100
Facility Type: Other
Other Type: PUBLIC BUILDING
Total Tanks: 0002
Contact Name: DONALD HOWERY
Telephone: 8184853446
Owner Name: CITY OF LOS ANGELES
Owner Address: 200 N. MAIN STREET, ROOM 800
Owner City,St,Zip: LOS ANGELES, CA 90012

DEPT. OF TRANSPORTATION (CENTR (Continued) **U001561272**

Tank Num: 001
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00008000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

I50 **CENTRAL YARD** **HAZNET** **S101585560**
NNE **1831 PASADENA AVE** **CA FID UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031** **EMI**
0.239 mi. **SWEEPS UST**
1261 ft. **Site 4 of 6 in cluster I**

Relative:
Higher

Actual:
334 ft.

HAZNET:
Gepaid: CAD982053647
Contact: MEL DICKEY
Telephone: 2135805477
Facility Addr2: Not reported
Mailing Name: MEL DICKEY/SENIOR STORE KEEPER
Mailing Address: 221 N FIGUEROA ST STE 500
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles
Waste Category: Other inorganic solid waste
Disposal Method: Transfer Station
Tons: 1.8
Facility County: Los Angeles

Gepaid: CAD982053647
Contact: MEL DICKEY
Telephone: 2135805477
Facility Addr2: Not reported
Mailing Name: MEL DICKEY/SENIOR STORE KEEPER
Mailing Address: 221 N FIGUEROA ST STE 500
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD050806850
TSD County: Los Angeles
Waste Category: Latex waste
Disposal Method: Transfer Station
Tons: 5.51
Facility County: Los Angeles

Gepaid: CAD982053647
Contact: MEL DICKEY
Telephone: 2135805477

CENTRAL YARD (Continued) **S101585560**

Facility Addr2: Not reported
Mailing Name: MEL DICKEY/SENIOR STORE KEEPER
Mailing Address: 221 N FIGUEROA ST STE 500
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: UTD981552177
TSD County: Los Angeles
Waste Category: Other organic solids
Disposal Method: Treatment, Incineration
Tons: 0.1
Facility County: Los Angeles

Gepaid: CAD982053647
Contact: ED MYLES
Telephone: 2134856773
Facility Addr2: Not reported
Mailing Name: C/O JOHN SAM
Mailing Address: 100 S MAIN ST 9TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: NVT330010000
TSD County: 99
Waste Category: Unspecified sludge waste
Disposal Method: H039
Tons: 1.6
Facility County: Los Angeles

Gepaid: CAD982053647
Contact: ED MYLES
Telephone: 2134856773
Facility Addr2: Not reported
Mailing Name: C/O JOHN SAM
Mailing Address: 100 S MAIN ST 9TH FL
Mailing City,St,Zip: LOS ANGELES, CA 900120000
Gen County: Los Angeles
TSD EPA ID: CAD980675276
TSD County: Kern
Waste Category: Latex waste
Disposal Method: H132
Tons: 1.35
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
3 additional CA_HAZNET: record(s) in the EDR Site Report.

CA FID UST:
Facility ID: 19025215
Regulated By: UTNKA
Regulated ID: 00047100
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2134855846
Mail To: Not reported
Mailing Address: 200 N MAIN STREET-ROOM
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900310000
Contact: Not reported

CENTRAL YARD (Continued) **S101585560**

Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

EMI:

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	34303
Air District Name:	SC
SIC Code:	9199
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	3
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:	A
Comp Number:	2451
Number:	4
Board Of Equalization:	44-012042
Ref Date:	09-21-93
Act Date:	04-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002451-000001
Actv Date:	04-20-88
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	2

Status:	A
Comp Number:	2451
Number:	4
Board Of Equalization:	44-012042
Ref Date:	09-21-93
Act Date:	04-18-94
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002451-000002
Actv Date:	04-20-88
Capacity:	8000
Tank Use:	M.V. FUEL

CENTRAL YARD (Continued) **S101585560**

Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

I51 **CENTRAL TRAFFIC YARD** **LUST** **S104773317**
NNE **1831 PASADENA AVE** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.239 mi.
1261 ft. **Site 5 of 6 in cluster I**

Relative:
Higher

Actual:
334 ft.

LUST:

Region:	STATE
Global Id:	T0603793073
Latitude:	34.073501
Longitude:	-118.22308
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	2002-03-12 00:00:00
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900310343
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Aviation
Site History:	Not reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
facid:	900310343	
Status:	Leak being confirmed	
Substance:	1	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Soil	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603793073	
W Global ID:	Not reported	
Staff:	UNK	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	7/8/1999	
Date Leak First Reported:		10/7/1999
Date Leak Record Entered:	Not reported	
Date Confirmation Began:	10/7/1999	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/7/1999
Date the Case was Closed:		Not reported
How Leak Discovered:	Repair Tank	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	

CENTRAL TRAFFIC YARD (Continued) **S104773317**

Water System:	Not reported	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		7504.110171283176492755853457 4
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		Not reported
Pollution Characterization Began:		Not reported
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Not reported
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CITY OF LOS ANGELES	
RP Address:	419 S. SPRING ST., 12TH FL., LOS ANGELES, CA 90013	
Program:	LUST	
Lat/Long:	34.073501 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	Not reported	
Summary:	Not reported	

I52 **LA CENTRAL TRAFFIC YARD** **RCRA-SQG** **1000168885**
NNE **1831 PASADENA AVE** **FINDS** **CAD981988397**
1/8-1/4 **LOS ANGELES, CA 90031** **HAZNET**
0.239 mi.
1261 ft. **Site 6 of 6 in cluster I**

Relative:
Higher

Actual:
334 ft.

RCRA-SQG:

Date form received by agency:	03/25/1987
Facility name:	LA CENTRAL TRAFFIC YARD
Facility address:	1831 PASADENA AVE LOS ANGELES, CA 90031
EPA ID:	CAD981988397
Mailing address:	200 N MAIN RM EIGHTH HUNDREDCH LOS ANGELES, CA 90012
Contact:	ENVIRONMENTAL MANAGER
Contact address:	1831 PASADENA AVE LOS ANGELES, CA 90031
Contact country:	US
Contact telephone:	(213) 485-7527
Contact email:	Not reported
EPA Region:	09
Classification:	Small Small Quantity Generator
Description:	Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

LA CENTRAL TRAFFIC YARD (Continued) **1000168885**

Owner/Operator Summary:
Owner/operator name: CITY OF LOS ANGELES
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Municipal
Owner/Operator Type: Owner
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
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:

Registry ID: 110009543440

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:
Gepaid: CAD981988397

LA CENTRAL TRAFFIC YARD (Continued) **1000168885**

Contact:	DEPT OF GENERAL SERVICES
Telephone:	2134855846
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	111 E 1ST STREET RM 709
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAD028409019
TSD County:	Los Angeles
Waste Category:	Other inorganic solid waste
Disposal Method:	Transfer Station
Tons:	.0875
Facility County:	Los Angeles

Gepaid:	CAD981988397
Contact:	DEPT OF GENERAL SERVICES
Telephone:	2134855846
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	111 E 1ST STREET RM 709
Mailing City,St,Zip:	LOS ANGELES, CA 900120000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	Recycler
Tons:	2.7105
Facility County:	Los Angeles

Gepaid:	CAD981988397
Contact:	SHARI KUROKI MGMT ANALYST
Telephone:	2134737748
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	419 S SPRING ST 12TH FLOOR
Mailing City,St,Zip:	LOS ANGELES, CA 900130000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Oil/water separation sludge
Disposal Method:	Recycler
Tons:	5
Facility County:	Not reported

M53 **CARNATION COMPANY** **CA FID UST** **S101587501**
SSW **1639 N MAIN ST** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.240 mi.
1270 ft. **Site 1 of 2 in cluster M**

Relative:
Lower

Actual:
301 ft.

CA FID UST:

Facility ID:	19055699
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2130000000
Mail To:	Not reported

CARNATION COMPANY (Continued) **S101587501**

Mailing Address: 1639 N MAIN ST
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

SWEEPS UST:
Status: A
Comp Number: 4156
Number: 1
Board Of Equalization: Not reported
Ref Date: 08-30-93
Act Date: 08-30-93
Created Date: 02-29-88
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
Stg: Not reported
Content: Not reported
Number Of Tanks: Not reported

M54 **SO CAL GAS/LA MAIN ST MGP** **Manufactured Gas Plants** **1012008269**
SSW **1630 NORTH MAIN STREET** **N/A**
1/8-1/4 **LOS ANGELES, CA 90012**
0.247 mi.
1307 ft. **Site 2 of 2 in cluster M**

Relative:
Lower

Actual:
302 ft.

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55 **WETSERN BRASSWORKS** **LUST** **S108997107**
SW **1440 SPRING ST.** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.309 mi.
1633 ft.

Relative:
Lower

Actual:
303 ft.

LUST:
Region: STATE
Global Id: T0603799555
Latitude: 34.067076
Longitude: -118.23117
Case Type: LUST Cleanup Site
Status: Open - Site Assessment
Status Date: 2007-11-01 00:00:00
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900120470

WETSERN BRASSWORKS (Continued) **S108997107**

LOC Case Number: 35312
File Location: Regional Board
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

N56 **SMILAND PAINT COMPANY** **RCRA-SQG** **1000277287**
SSE **620 LAMAR STREET** **FINDS** **CAD982031411**
1/4-1/2 **LOS ANGELES, CA 90031** **HAZNET**
0.310 mi. **SLIC**
1635 ft. **Site 1 of 4 in cluster N** **EMI**
CA WDS

Relative:
Lower

Actual:
301 ft.

RCRA-SQG:
Date form received by agency: 02/27/2004
Facility name: SMILAND PAINT COMPANY
Facility address: 620 LAMAR STREET
LOS ANGELES, CA 90031
EPA ID: CAD982031411
Mailing address: 2801 WEST MISSION ROAD
ALHAMBRA, CA 91803
Contact: RICK SERRANO
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (323) 222-7616
Contact email: Not reported
EPA Region: 09
Land type: Private
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: SMILAND PAINT COMPANY
Owner/operator address: Not reported
Not reported
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: 01/01/1986
Owner/Op end date: Not reported

Owner/operator name: SMILAND PAINT 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

SMILAND PAINT COMPANY (Continued) **1000277287**

Owner/operator name: NOT REQUIRED
Owner/operator address: NOT REQUIRED
NOT REQUIRED, ME 99999
Owner/operator country: Not reported
Owner/operator telephone: (415) 555-1212
Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Owner/operator name: SMILAND PAINT COMPANY
Owner/operator address: 2801 WEST MISSION ROAD
ALHAMBRA, CA 91803
Owner/operator country: US
Owner/operator telephone: Not reported
Legal status: Private
Owner/Operator Type: Owner
Owner/Op start date: 01/01/1986
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

Historical Generators:
Date form received by agency: 02/27/2004
Facility name: SMILAND PAINT COMPANY
Classification: Large Quantity Generator

Date form received by agency: 02/18/2002
Facility name: SMILAND PAINT COMPANY
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: SMILAND PAINT COMPANY
Site name: CAD982031411
Classification: Large Quantity Generator

Date form received by agency: 08/24/1987
Facility name: SMILAND PAINT COMPANY
Site name: SMILAND PAINT CORPORATION
Classification: Small Quantity Generator

SMILAND PAINT COMPANY (Continued) **1000277287**

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 06/03/2008
Date achieved compliance: 06/03/2008
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 06/03/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 04/25/2006
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/25/2006
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 06/03/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 06/03/2008
Evaluation lead agency: State

Evaluation date: 04/25/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: Not reported
Evaluation lead agency: Local

FINDS:

Registry ID: 110000473586

Environmental Interest/Information System
AFS (Aerometric Information Retrieval System (AIRS) Facility Subsystem) replaces the former Compliance Data System (CDS), the National Emission Data System (NEDS), and the Storage and Retrieval of Aerometric Data (SAROAD). AIRS is the national repository for information concerning airborne pollution in the United States. AFS is used to track emissions and compliance data from industrial plants. AFS data are utilized by states to prepare State Implementation Plans to comply with regulatory programs and by EPA as an input for the estimation of total national emissions. AFS is undergoing a major redesign to support facility operating permits required under Title V

SMILAND PAINT COMPANY (Continued) **1000277287**

of the Clean Air Act.

The NEI (National Emissions Inventory) database contains information on stationary and mobile sources that emit criteria air pollutants and their precursors, as well as hazardous air pollutants (HAPs).

US EPA TRIS (Toxics Release Inventory System) contains information from facilities on the amounts of over 300 listed toxic chemicals that these facilities release directly to air, water, land, or that are transported off-site.

RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

HAZNET:

Gepaid:	CAD982031411
Contact:	ROBERT M SMILAND
Telephone:	2132227000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	620 LAMAR ST
Mailing City,St,Zip:	LOS ANGELES, CA 900312513
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture Waste
Disposal Method:	Recycler
Tons:	8.9446
Facility County:	Los Angeles

Gepaid:	CAD982031411
Contact:	ROBERT M SMILAND
Telephone:	2132227000
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	620 LAMAR ST
Mailing City,St,Zip:	LOS ANGELES, CA 900312513

SMILAND PAINT COMPANY (Continued) **1000277287**

Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: 32.9846
Facility County: Los Angeles

Gepaid: CAD982031411
Contact: ROBERT M SMILAND
Telephone: 2132227000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 620 LAMAR ST
Mailing City,St,Zip: LOS ANGELES, CA 900312513
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Unspecified organic liquid mixture
Disposal Method: Recycler
Tons: 18.9895
Facility County: Los Angeles

Gepaid: CAD982031411
Contact: ROBERT M SMILAND
Telephone: 2132227000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 620 LAMAR ST
Mailing City,St,Zip: LOS ANGELES, CA 900312513
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Paint sludge
Disposal Method: Recycler
Tons: 35.4449
Facility County: Los Angeles

Gepaid: CAD982031411
Contact: ROBERT M SMILAND
Telephone: 2132227000
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 620 LAMAR ST
Mailing City,St,Zip: LOS ANGELES, CA 900312513
Gen County: Los Angeles
TSD EPA ID: CAD008252405
TSD County: Los Angeles
Waste Category: Unspecified solvent mixture Waste
Disposal Method: Recycler
Tons: 13.1355
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
31 additional CA_HAZNET: record(s) in the EDR Site Report.

SMILAND PAINT COMPANY (Continued) **1000277287**

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	2005-09-02 00:00:00
Global Id:	T0603770626
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.066012
Longitude:	-118.222533
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	Not reported
RB Case Number:	1185
File Location:	Regional Board
Potential Media Affected:	Other Groundwater (uses other than drinking water), Soil, Soil Vapor
Potential Contaminants of Concern:	* Solvents, Acetone, Arsenic, Chromium, Heating Oil / Fuel Oil
General Comments:	The Site is currently owned by Lamar Plaza LLC, which purchased the property from Smiland Land Company (SLC) on October 31, 2007 and is reportedly using it for paint manufacturing. Smiland Paint Company (SPC), predecessor to SLC, occupied and operated a paint manufacturing facility from approximately 1986 to 2004. Similar operations were conducted at the Site by North American Paint Company and Valspar Corporation from approximately 1937 to 1985. The Site was occupied by residences and horse stables prior to 1937. Different site investigations conducted at the Site since 1985 documented the presence of gasoline, diesel and oil range petroleum hydrocarbons, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs) and heavy metals in the soil and groundwater. Groundwater is encountered at approximately 20 feet below ground surface (bgs) in on-site soil borings. Groundwater flow direction is unknown beneath the Site since there are no installed wells. Free product floating on the water table was also encountered in borings advanced to collect soil and groundwater samples. Site investigations are still underway.

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	53209
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	53209

SMILAND PAINT COMPANY (Continued) **1000277287**

Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1997
County Code:	19
Air Basin:	SC
Facility ID:	53209
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	24
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1998
County Code:	19
Air Basin:	SC
Facility ID:	53209
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	24
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1999
County Code:	19
Air Basin:	SC
Facility ID:	53209
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	24

SMILAND PAINT COMPANY (Continued) **1000277287**

Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	2000
County Code:	19
Air Basin:	SC
Facility ID:	53209
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	24
Reactive Organic Gases Tons/Yr:	24
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	2001
County Code:	19
Air Basin:	SC
Facility ID:	53209
Air District Name:	SC
SIC Code:	2851
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Y
Consolidated Emission Reporting Rule:	B
Total Organic Hydrocarbon Gases Tons/Yr:	14
Reactive Organic Gases Tons/Yr:	13
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

CA WDS:

Facility ID:	4 19I004532
Facility Type:	Other - Does not fall into the category of Municipal/Domestic, Industrial, Agricultural or Solid Waste (Class I, II or III)
Facility Status:	Active - Any facility with a continuous or seasonal discharge that is under Waste Discharge Requirements.
NPDES Number:	CAS000001 The 1st 2 characters designate the state. The remaining 7 are assigned by the Regional Board
Subregion:	4
Facility Telephone:	Not reported
Facility Contact:	Not reported
Agency Name:	BOB SMILAND
Agency Address:	Not reported
Agency City,St,Zip:	0
Agency Contact:	Not reported
Agency Telephone:	Not reported

SMILAND PAINT COMPANY (Continued) **1000277287**

Agency Type:	Not reported
SIC Code:	0
SIC Code 2:	Not reported
Primary Waste:	Not reported
Primary Waste Type:	Not reported
Secondary Waste:	Not reported
Secondary Waste Type:	Not reported
Design Flow:	0
Baseline Flow:	0
Reclamation:	Not reported
POTW:	Not reported
Treat To Water:	Minor Threat to Water Quality. A violation of a regional board order should cause a relatively minor impairment of beneficial uses compared to a major or minor threat. Not: All nurds without a TTWQ will be considered a minor threat to water quality unless coded at a higher Level. A Zero (0) may be used to code those NURDS that are found to represent no threat to water quality.
Complexity:	Category C - Facilities having no waste treatment systems, such as cooling water dischargers or thosewho must comply through best management practices, facilities with passive waste treatment and disposal systems, such as septic systems with subsurface disposal, or dischargers having waste storage systems with land disposal such as dairy waste ponds.

N57 **VALSPAR CORPORTION** **FINDS** **1000385647**
SSE **620 LAMAR ST** **HAZNET** **CAD990663775**
1/4-1/2 **LOS ANGELES, CA 90031** **LUST**
0.310 mi. **SLIC**
1635 ft. **Site 2 of 4 in cluster N** **HIST UST**
RCRA-NonGen
Relative: **HIST CORTESE**
Lower

Actual: **301 ft.**

FINDS:

Registry ID: 110009551485

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

HAZNET:

Gepaid:	CAC002627043
Contact:	VICTOR MARTINEZ
Telephone:	3232244133
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	620 LAMAR ST
Mailing City,St,Zip:	LOS ANGELES, CA 900312513
Gen County:	Los Angeles
TSD EPA ID:	NVT330010000
TSD County:	99
Waste Category:	Off-specification, aged, or surplus organics

VALSPAR CORPORTION (Continued) **1000385647**

Disposal Method: H039
Tons: 0.58
Facility County: Los Angeles

Gepaid: CAC002627043
Contact: VICTOR MARTINEZ
Telephone: 3232244133
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 620 LAMAR ST
Mailing City,St,Zip: LOS ANGELES, CA 900312513
Gen County: Los Angeles
TSD EPA ID: TXD077603371
TSD County: 99
Waste Category: Hydrocarbon solvents (benzene, hexane, Stoddard, etc.)
Disposal Method: H061
Tons: 12.8
Facility County: Los Angeles

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
facid: 900310016
Status: Pollution Characterization
Substance: Solvents
Substance Quantity: Not reported
Local Case No: Not reported
Case Type: Groundwater
Abatement Method Used at the Site: Excavate and Dispose
Global ID: T0603700783
W Global ID: W0605100649
Staff: SLC
Local Agency: 19050
Cross Street: NORTH MAIN
Enforcement Type: Not reported
Date Leak Discovered: Not reported
Date Leak First Reported: 10/1/1985
Date Leak Record Entered: 12/31/1986
Date Confirmation Began: Not reported
Date Leak Stopped: Not reported
Date Case Last Changed on Database: 3/22/1992
Date the Case was Closed: Not reported
How Leak Discovered: Not reported
How Leak Stopped: Not reported
Cause of Leak: UNK
Leak Source: UNK
Operator: Not reported
Water System: DAVE GRIFFITH L A D W P
Well Name: Not reported
Approx. Dist To Production Well (ft): 6370.606718234212687300781885
Source of Cleanup Funding: UNK
Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 6/16/1988
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported

VALSPAR CORPORTION (Continued) **1000385647**

Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Yes
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	BLANK RP
RP Address:	Not reported
Program:	SLIC
Lat/Long:	34.0663752 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600649-001GEN
Summary:	*SAP REQUESTED. CONTAMINATION BELIEVED TO COME FROM OFF-SITE

SLIC:

Region:	STATE
Facility Status:	**Open - Site Assessment**
Status Date:	1988-06-16 00:00:00
Global Id:	T0603700783
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Lead Agency Case Number:	Not reported
Latitude:	34.0663752
Longitude:	-118.2224745
Case Type:	Cleanup Program Site
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900310016
File Location:	Not reported
Potential Media Affected:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	* Solvents
General Comments:	Not reported

HIST UST:

Region:	STATE
Facility ID:	00000019010
Facility Type:	Other
Other Type:	Not reported
Total Tanks:	0006
Contact Name:	Not reported
Telephone:	2132225111
Owner Name:	THE VALSPAR CORPORATION
Owner Address:	1101 THIRD STREET SOUTH
Owner City,St,Zip:	MINNEAPOLIS, MN 55415
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00007500

VALSPAR CORPORTION (Continued) **1000385647**

Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 002
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 003
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Visual

Tank Num: 006
Container Num: 6
Year Installed: Not reported
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Visual

RCRA-NonGen:
Date form received by agency: 07/18/1980
Facility name: VALSPAR CORPORTION
Facility address: 620 LAMAR ST
LOS ANGELES, CA 90031
EPA ID: CAD990663775
Mailing address: PO BOX 2176

VALSPAR CORPORTION (Continued) **1000385647**

	LOS ANGELES, CA 90051
Contact:	ENVIRONMENTAL MANAGER
Contact address:	620 LAMAR ST
	LOS ANGELES, CA 90031
Contact country:	US
Contact telephone:	(213) 222-5111
Contact email:	Not reported
EPA Region:	09
Land type:	Facility is not located on Indian land. Additional information is not known.
Classification:	Non-Generator
Description:	Handler: Non-Generators do not presently generate hazardous waste

Owner/Operator Summary:

Owner/operator name:	VALSPAR CORPORTION
Owner/operator address:	PO BOX 2176
	LOS ANGELES, CA 90051
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 222-5111
Legal status:	Private
Owner/Operator Type:	Owner
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Owner/operator name:	VALSPAR CORPORTION
Owner/operator address:	PO BOX 2176
	CITY NOT REPORTED, CA 99999
Owner/operator country:	Not reported
Owner/operator telephone:	(213) 222-5111
Legal status:	Private
Owner/Operator Type:	Operator
Owner/Op start date:	Not reported
Owner/Op end date:	Not reported

Handler Activities Summary:

U.S. importer of hazardous waste:	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

Evaluation Action Summary:

Evaluation date:	02/05/1985
Evaluation:	COMPLIANCE EVALUATION INSPECTION ON-SITE

VALSPAR CORPORTION (Continued) **1000385647**

Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/05/1985
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900310016

N58 **TRANSIT MIXED CONCRETE CO-LOS** **HAZNET** **U001561303**
SSE **625 LAMAR ST** **HIST UST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031** **EMI**
0.314 mi. **HIST CORTESE**
1659 ft. **Site 3 of 4 in cluster N**

Relative: Lower

Actual: 301 ft.

HAZNET:
Gepaid: CAL000140901
Contact: CHRISTINE JONES ENV MGR
Telephone: 9099745500
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: POST OFFICE BOX 4120
Mailing City,St,Zip: ONTARIO, CA 917611067
Gen County: Los Angeles
TSD EPA ID: Not reported
TSD County: Los Angeles
Waste Category: Unspecified aqueous solution
Disposal Method: Recycler
Tons: 2.91
Facility County: Not reported

HIST UST:
Region: STATE
Facility ID: 00000003610
Facility Type: Other
Other Type: READY MIXED CONCRETE
Total Tanks: 0003
Contact Name: JOHN H. YOUNG
Telephone: 2132211828
Owner Name: TRANSIT MIXED CONCRETE COMPANY
Owner Address: 4760 VALLEY BLVD.
Owner City,St,Zip: LOS ANGELES, CA 90032

Tank Num: 001
Container Num: 1
Year Installed: 1960
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

TRANSIT MIXED CONCRETE CO-LOS (Continued) **U001561303**

Tank Num: 002
Container Num: 2
Year Installed: 1960
Tank Capacity: 00010000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 3
Year Installed: 1960
Tank Capacity: 00000500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

EMI:

Year:	1995
County Code:	19
Air Basin:	SC
Facility ID:	25551
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	2
Reactive Organic Gases Tons/Yr:	2
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	1

Year:	1996
County Code:	19
Air Basin:	SC
Facility ID:	25551
Air District Name:	SC
SIC Code:	3273
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	1
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

CORTESE:

Region:	CORTESE
Facility County Code:	19

TRANSIT MIXED CONCRETE CO-LOS (Continued) **U001561303**

Reg By: LTNKA
Reg Id: 900310134

N59 **CEMEX COMPANY** **LUST** **S105032658**
SSE **625 LAMAR** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031**
0.314 mi.
1659 ft. **Site 4 of 4 in cluster N**

Relative:
Lower

Actual:
301 ft.

LUST:
Region: STATE
Global Id: T0603797339
Latitude: 34.066386
Longitude: -118.223244
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2008-02-04 00:00:00
Lead Agency: LOS ANGELES, CITY OF
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: Not reported
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Soil
Potential Contaminants of Concern: Diesel
Site History: Not reported

O60 **NASA OIL SERVICE STATION** **LUST** **S103281755**
ENE **2001 BROADWAY N** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031**
0.329 mi.
1736 ft. **Site 1 of 2 in cluster O**

Relative:
Higher

Actual:
340 ft.

LUST:
Region: STATE
Global Id: T0603700799
Latitude: 34.0726209
Longitude: -118.2202655
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2006-11-03 00:00:00
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900310189
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

LUST REG 4:
Region: 4
Regional Board: 04
County: Los Angeles
facid: 900310189

NASA OIL SERVICE STATION (Continued) **S103281755**

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:	T0603700799	
W Global ID:	W0605100649	
Staff:	MB	
Local Agency:	19050	
Cross Street:	AVENUE 20	
Enforcement Type:	DLLET	
Date Leak Discovered:	9/1/1987	
Date Leak First Reported:		7/15/1995
Date Leak Record Entered:	8/25/1995	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		8/14/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		7998.6181515693325360360672149
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		6/1/1991
Preliminary Site Assessment Began:		7/15/1995
Pollution Characterization Began:		9/21/2000
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		1/29/2001
Historical Max MTBE Date:		10/21/1998
Hist Max MTBE Conc in Groundwater:		65000
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:	NOEL ANENBERG	
RP Address:	17071 VENTURA BLVD #208	
Program:	LUST	
Lat/Long:	34.0726209 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	LOP/HIGH - ADMINISTRATIVE (CLOSURE/SB2004/ENFORCEMENT)	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600649-001GEN	
Summary:	12/14/00 4TH QTR GW MON RPT 2000; 12/22/00 SITE ASSESSMENT WP; 2/9/01 REMEDIAL ACTION PLAN; 4/12/01 1ST QTR GW MON RPT 2001	

O61 **NASA OIL COMPANY** **HAZNET** **U001562540**
ENE **2001 N BROADWAY** **UST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031** **HIST UST**
0.329 mi. **SWRCY**
1736 ft. **Site 2 of 2 in cluster O** **SWEEPS UST**

Relative:
Higher

Actual:
340 ft.

HAZNET:

Gepaid:	CAC002125040
Contact:	NASA OIL CO
Telephone:	2137482121
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	2001 N BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900310000
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Recycler
Tons:	.2293
Facility County:	Los Angeles

UST:

Global ID:	6601
Latitude:	34.07266
Longitude:	-118.22009

HIST UST:

Region:	STATE
Facility ID:	00000041244
Facility Type:	Gas Station
Other Type:	Not reported
Total Tanks:	0005
Contact Name:	NOEL ANENBERG, PRESIDENT
Telephone:	2132283816
Owner Name:	BANK OF AMERICA AS TRUSTEE, TR
Owner Address:	615 S. FLOWER ST., 7TH FLOOR
Owner City,St,Zip:	LOS ANGELES, CA 90071
Tank Num:	001
Container Num:	1
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	PRODUCT
Type of Fuel:	REGULAR
Tank Construction:	Not reported
Leak Detection:	Not reported
Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00000000
Tank Used for:	PRODUCT
Type of Fuel:	UNLEADED
Tank Construction:	Not reported
Leak Detection:	None
Tank Num:	003

NASA OIL COMPANY (Continued) **U001562540**

Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

Tank Num: 004
Container Num: 4
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: None

Tank Num: 005
Container Num: 5
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: PRODUCT
Type of Fuel: REGULAR
Tank Construction: Not reported
Leak Detection: None

SWRCY:
Certification Status: R
Facility Phone Number: (323) 223-7100
Date facility became certified: 1/27/2000
Date facility began operating: 2/1/2000
Date facility ceased operating: 4/30/2000
Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Faciltiy Located: 530
Convenience Zone Where Faciltiy Located 2: 2937
Convenience Zone Where Faciltiy Located 3: 5376
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: AL
Glass Beverage Containers Redeemed: GL
Plastic Beverage Containers Redeemed: PL
Other mat beverage containers redeemed: Not reported
Refillable Beverage Containers Redeemed: Not reported

Certification Status: R
Facility Phone Number: (323) 223-7100
Date facility became certified: 8/9/2001
Date facility began operating: 8/20/2001
Date facility ceased operating: 3/29/2003
Whether The Facility Is Grandfathered: Not reported
Convenience Zone Where Faciltiy Located: 530
Convenience Zone Where Faciltiy Located 2: 2937
Convenience Zone Where Faciltiy Located 3: 5376
Convenience Zone Where Faciltiy Located 4: Not Accepted
Convenience Zone Where Faciltiy Located 5: Not Accepted

NASA OIL COMPANY (Continued) **U001562540**

Convenience Zone Where Faciltiy Located 6: Not Accepted
Convenience Zone Where Faciltiy 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

SWEEPS UST:
Status: A
Comp Number: 2214
Number: 1
Board Of Equalization: 44-012191
Ref Date: 03-04-93
Act Date: 03-04-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002214-000001
Actv Date: 04-20-88
Capacity: Not reported
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: 5

Status: A
Comp Number: 2214
Number: 1
Board Of Equalization: 44-012191
Ref Date: 03-04-93
Act Date: 03-04-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002214-000002
Actv Date: 04-20-88
Capacity: Not reported
Tank Use: M.V. FUEL
Stg: P
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: A
Comp Number: 2214
Number: 1
Board Of Equalization: 44-012191
Ref Date: 03-04-93
Act Date: 03-04-93
Created Date: 02-29-88
Tank Status: A
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-002214-000003
Actv Date: 04-20-88
Capacity: Not reported
Tank Use: M.V. FUEL
Stg: P

NASA OIL COMPANY (Continued) **U001562540**

Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	A
Comp Number:	2214
Number:	1
Board Of Equalization:	44-012191
Ref Date:	03-04-93
Act Date:	03-04-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002214-000004
Actv Date:	04-20-88
Capacity:	Not reported
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	A
Comp Number:	2214
Number:	1
Board Of Equalization:	44-012191
Ref Date:	03-04-93
Act Date:	03-04-93
Created Date:	02-29-88
Tank Status:	A
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-002214-000005
Actv Date:	04-20-88
Capacity:	Not reported
Tank Use:	M.V. FUEL
Stg:	P
Content:	REG UNLEADED
Number Of Tanks:	Not reported

P62 **MAIN STREET OIL DEPOT** **LUST** **S101297113**
SSW **1630 MAIN ST N** **HIST CORTESE** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.329 mi.
1737 ft. **Site 1 of 5 in cluster P**

Relative:
Lower

Actual:
294 ft.

LUST:

Region:	STATE
Global Id:	T0603700511
Latitude:	34.0663792
Longitude:	-118.2279897
Case Type:	LUST Cleanup Site
Status:	Open - Remediation
Status Date:	1997-01-21 00:00:00
Lead Agency:	DEPARTMENT OF TOXIC SUBSTANCES CONTROL
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	Not reported
LOC Case Number:	10253
File Location:	Local Agency
Potential Media Affect:	Other Groundwater (uses other than drinking water)

MAIN STREET OIL DEPOT (Continued) **S101297113**

Potential Contaminants of Concern: Other Solvent or Non-Petroleum Hydrocarbon
Site History: Not reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
facid:	Not reported	
Status:	Remedial action (cleanup) Underway	
Substance:	Hydrocarbons	
Substance Quantity:	Not reported	
Local Case No:	900120125	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Remove Free Product
Global ID:	T0603700511	
W Global ID:	W0605100649	
Staff:	TOX	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/3/1991
Date Leak Record Entered:	2/19/1991	
Date Confirmation Began:	Not reported	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		4/1/1998
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4835.926976286361946589409 4528
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		1/3/1991
Pollution Characterization Began:		7/6/1992
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		1/21/1997
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		Not reported
Hist Max MTBE Conc in Groundwater:		Not reported
Hist Max MTBE Conc in Soil:		Not reported
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	DWP	
RP Address:	P.O. BOX 51111, LOS ANGELES, CA 90051-0100	
Program:	Not reported	
Lat/Long:	34.0663792 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	

MAIN STREET OIL DEPOT (Continued) **S101297113**

Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: 2600649-001GEN
Summary: 3/24/98 TRANSFERRED TO DTSC; 4/13/98 1ST QTR 98 GW MON & FP RECOVERY RPT

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900120125

P63 **SO CAL GAS/LA MAIN ST MGP** **VCP** **S102564459**
SSW **1630 NORTH MAIN STREET** **ENVIROSTOR** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.329 mi.
1737 ft. **Site 2 of 5 in cluster P**

Relative:
Lower

Actual:
294 ft.

VCP:
Facility ID: 19490230
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Acres: 3
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: Not reported
Supervisor: Rita Kamat
Division Branch: Chatsworth
Site Code: 300450
Assembly: 45
Senate: 22
Special Programs Code: Voluntary Cleanup Program
Status: Active
Status Date: 2004-03-18 00:00:00
Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.0669444444444 / -118.227222222222
Alias Name: 110033615666
Alias Type: EPA (FRS #)
Alias Name: 110000609155
Alias Type: EPA (FRS #)
Alias Name: 300450
Alias Type: Project Code (Site Code)
Alias Name: 19490230
Alias Type: Envirostor ID Number
Alias Name: ECONOMIC GAS COMPANY
Alias Type: Alternate Name
Alias Name: LOS ANGELES TOWNE GAS SITE
Alias Type: Alternate Name
Alias Name: PEOPLE'S GAS & COKE COMPANY
Alias Type: Alternate Name
Alias Name: LOS ANGELES IV MGP
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS

SO CAL GAS/LA MAIN ST MGP (Continued) **S102564459**

Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS CO. - LA MAIN ST
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIF GAS CO - LA MAIN ST
Alias Type: Alternate Name
Alias Name: LOS ANGELES MAIN STREET MGP
Alias Type: Alternate Name
Alias Name: ST. JOHNS STREET MGP
Alias Type: Alternate Name
Alias Name: LOS ANGELES DEPARTMENT OF WATER & POWER
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 2004-11-27 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 2007-03-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2001-05-04 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1995-05-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1993-10-28 00:00:00

Confirmed: NONE SPECIFIED
Confirmed Description: Not reported
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Workplan
Future Due Date: 2009
Media Affected: 10003, 10009, 10064, 10067, 10097, 10196, 10198, 10199, 20009, 20011, 20027, 30160
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

SO CAL GAS/LA MAIN ST MGP (Continued) **S102564459**

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
Potential: OTH, SOIL
Potenital Description: Not reported
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: HAZARDOUS WASTE STORAGE - TANKS/CONTAINERS, MANUFACTURED GAS PLANT

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 3
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: Not reported
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 19490230
Site Code: 300450
Assembly: 45
Senate: 22
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 2004-03-18 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.0669444444444
Longitude: -118.227222222222
Alias Name: 110033615666
Alias Type: EPA (FRS #)
Alias Name: 110000609155
Alias Type: EPA (FRS #)
Alias Name: 300450
Alias Type: Project Code (Site Code)
Alias Name: 19490230
Alias Type: Envirostor ID Number
Alias Name: ECONOMIC GAS COMPANY
Alias Type: Alternate Name
Alias Name: LOS ANGELES TOWNE GAS SITE
Alias Type: Alternate Name
Alias Name: PEOPLE'S GAS & COKE COMPANY
Alias Type: Alternate Name
Alias Name: LOS ANGELES IV MGP
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS

SO CAL GAS/LA MAIN ST MGP (Continued) **S102564459**

Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS CO. - LA MAIN ST
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIF GAS CO - LA MAIN ST
Alias Type: Alternate Name
Alias Name: LOS ANGELES MAIN STREET MGP
Alias Type: Alternate Name
Alias Name: ST. JOHNS STREET MGP
Alias Type: Alternate Name
Alias Name: LOS ANGELES DEPARTMENT OF WATER & POWER
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Characterization Workplan
Completed Date: 2004-11-27 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation Report
Completed Date: 2007-03-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2001-05-04 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1995-05-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1993-10-28 00:00:00

Confirmed: NONE SPECIFIED
Confirmed Description: Not reported
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Removal Action Workplan
Future Due Date: 2009
Media Affected: 10003, 10009, 10064, 10067, 10097, 10196, 10198, 10199, 20009, 20011, 20027, 30160
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

SO CAL GAS/LA MAIN ST MGP (Continued) **S102564459**

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
Potential: OTH, SOIL
Potenital Description: Not reported
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: HAZARDOUS WASTE STORAGE - TANKS/CONTAINERS, MANUFACTURED GAS PLANT

P64 **LA DEPARTMENT OF WATER & POWER** **RCRA-LQG** **1000102032**
SSW **1630 NORTH MAIN ST.** **RCRA-TSDF** **CAD000633305**
1/4-1/2 **LOS ANGELES, CA 90012** **CORRACTS**
0.329 mi. **CERC-NFRAP**
1737 ft. **Site 3 of 5 in cluster P**

Relative:
Lower

Actual:
294 ft.

RCRA-LQG:
Date form received by agency: 02/28/2006
Facility name: LADWP MAIN STREET CENTER
Facility address: 1630 N MAIN STREET
LOS ANGELES, CA 90012
EPA ID: CAD000633305
Mailing address: 111 NORTH HOPE STREET
ROOM 1050
LOS ANGELES, CA 90012
Contact: MARK J SEDLACEK
Contact address: Not reported
Not reported
Contact country: Not reported
Contact telephone: (213) 367-0403
Contact email: MARK.SEDLACEK@LADWP.COM
EPA Region: 09
Land type: Municipal
Classification: TSDF
Description: Handler is engaged in the treatment, storage or disposal of hazardous waste
TSD commencement date: Not reported
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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

100 kg of that material at any time

Owner/Operator Summary:

Owner/operator name:	LOS ANGELES DEPT OF WATER AND POWER
Owner/operator address:	111 N. HOPE STREET RM 1050
	LOS ANGELES, CA 90012
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Owner
Owner/Op start date:	01/01/1923
Owner/Op end date:	Not reported

Owner/operator name:	LOS ANGELES DEPT OF WATER AND POWER
Owner/operator address:	Not reported
	Not reported
Owner/operator country:	US
Owner/operator telephone:	Not reported
Legal status:	Municipal
Owner/Operator Type:	Operator
Owner/Op start date:	01/01/1923
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

Universal Waste Summary:

Waste type:	Batteries
Accumulated waste on-site:	No
Generated waste on-site:	No

Waste type:	Lamps
Accumulated waste on-site:	No
Generated waste on-site:	No

Waste type:	Pesticides
Accumulated waste on-site:	No
Generated waste on-site:	No

Waste type:	Thermostats
Accumulated waste on-site:	No

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Generated waste on-site: No

Historical Generators:

Date form received by agency: 02/28/2004
Facility name: LADWP MAIN STREET CENTER
Site name: MAIN STREET CENTER
Classification: Large Quantity Generator

Date form received by agency: 02/27/2002
Facility name: LADWP MAIN STREET CENTER
Site name: MAIN STREET CENTER - LADWP
Classification: Large Quantity Generator

Date form received by agency: 10/12/2000
Facility name: LADWP MAIN STREET CENTER
Site name: MAIN STREET CENTER
Classification: Large Quantity Generator

Date form received by agency: 03/04/1999
Facility name: LADWP MAIN STREET CENTER
Site name: MAIN STREET CENTER
Classification: Large Quantity Generator

Date form received by agency: 01/29/1998
Facility name: LADWP MAIN STREET CENTER
Site name: LOS ANGELES DEPT OF WATER & POWER
Classification: Large Quantity Generator

Date form received by agency: 09/01/1996
Facility name: LADWP MAIN STREET CENTER
Site name: LOS ANGELES DEPT OF WATER & POWER
Classification: Large Quantity Generator

Date form received by agency: 06/04/1996
Facility name: LADWP MAIN STREET CENTER
Site name: DEPT OF WATER POWER CITY OF LA
Classification: Large Quantity Generator

Date form received by agency: 03/14/1994
Facility name: LADWP MAIN STREET CENTER
Site name: LOS ANGELES DEPARTMENT OF WATER & POWER
Classification: Large Quantity Generator

Date form received by agency: 02/29/1992
Facility name: LADWP MAIN STREET CENTER
Site name: GENERAL SERVICES HEADQUARTERS LOS ANGELE
Classification: Large Quantity Generator

Date form received by agency: 04/03/1991
Facility name: LADWP MAIN STREET CENTER
Site name: LA DEPT OF WATER & POWER-GENERAL SERVICE
Classification: Large Quantity Generator

Date form received by agency: 08/18/1980
Facility name: LADWP MAIN STREET CENTER
Site name: LOS ANGELES DEPT OF WATER & POWER
Classification: Large Quantity Generator

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Date form received by agency: 08/18/1980
Facility name: LADWP MAIN STREET CENTER
Site name: LOS ANGELES DEPT OF WATER & POWER
Classification: Large Quantity Generator

Hazardous Waste Summary:
Waste code: 134
Waste name: 134

Waste code: 135
Waste name: 135

Waste code: 141
Waste name: 141

Waste code: 181
Waste name: 181

Waste code: 212
Waste name: 212

Waste code: 213
Waste name: 213

Waste code: 331
Waste name: 331

Waste code: 352
Waste name: 352

Waste code: 551
Waste name: 551

Waste code: 791
Waste name: 791

Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.

Waste code: D002
Waste name: A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.

Waste code: D007
Waste name: CHROMIUM

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Waste code: D008
Waste name: LEAD

Waste code: D009
Waste name: MERCURY

Waste code: D018
Waste name: BENZENE

Waste code: D039
Waste name: TETRACHLOROETHYLENE

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.

Biennial Reports:

Last Biennial Reporting Year: 2007

Annual Waste Handled:
Waste code: D001
Waste name: IGNITABLE HAZARDOUS WASTES ARE THOSE WASTES WHICH HAVE A FLASHPOINT OF LESS THAN 140 DEGREES FAHRENHEIT AS DETERMINED BY A PENSKY-MARTENS CLOSED CUP FLASH POINT TESTER. ANOTHER METHOD OF DETERMINING THE FLASH POINT OF A WASTE IS TO REVIEW THE MATERIAL SAFETY DATA SHEET, WHICH CAN BE OBTAINED FROM THE MANUFACTURER OR DISTRIBUTOR OF THE MATERIAL. LACQUER THINNER IS AN EXAMPLE OF A COMMONLY USED SOLVENT WHICH WOULD BE CONSIDERED AS IGNITABLE HAZARDOUS WASTE.
Amount (Lbs): 50885

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Waste code:	D002
Waste name:	A WASTE WHICH HAS A PH OF LESS THAN 2 OR GREATER THAN 12.5 IS CONSIDERED TO BE A CORROSIVE HAZARDOUS WASTE. SODIUM HYDROXIDE, A CAUSTIC SOLUTION WITH A HIGH PH, IS OFTEN USED BY INDUSTRIES TO CLEAN OR DEGREASE PARTS. HYDROCHLORIC ACID, A SOLUTION WITH A LOW PH, IS USED BY MANY INDUSTRIES TO CLEAN METAL PARTS PRIOR TO PAINTING. WHEN THESE CAUSTIC OR ACID SOLUTIONS BECOME CONTAMINATED AND MUST BE DISPOSED, THE WASTE WOULD BE A CORROSIVE HAZARDOUS WASTE.
Amount (Lbs):	5390
Waste code:	D004
Waste name:	ARSENIC
Amount (Lbs):	2295
Waste code:	D005
Waste name:	BARIUM
Amount (Lbs):	2295
Waste code:	D006
Waste name:	CADMIUM
Amount (Lbs):	2295
Waste code:	D007
Waste name:	CHROMIUM
Amount (Lbs):	4790
Waste code:	D008
Waste name:	LEAD
Amount (Lbs):	2970
Waste code:	D009
Waste name:	MERCURY
Amount (Lbs):	4314
Waste code:	D011
Waste name:	SILVER
Amount (Lbs):	5385
Waste code:	D018
Waste name:	BENZENE
Amount (Lbs):	41385
Waste code:	D035
Waste name:	METHYL ETHYL KETONE
Amount (Lbs):	36315
Waste code:	D038
Waste name:	PYRIDINE
Amount (Lbs):	2295
Waste code:	D039
Waste name:	TETRACHLOROETHYLENE
Amount (Lbs):	249
Waste code:	F001
Waste name:	THE FOLLOWING SPENT HALOGENATED SOLVENTS USED IN DEGREASING: TETRACHLOROETHYLENE, TRICHLOROETHYLENE, METHYLENE CHLORIDE,

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

1,1,1-TRICHLOROETHANE, CARBON TETRACHLORIDE, AND CHLORINATED FLUOROCARBONS; ALL SPENT SOLVENT MIXTURES/BLENDS USED IN DEGREASING CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 2295

Waste code: F002
Waste name: THE FOLLOWING SPENT HALOGENATED SOLVENTS: TETRACHLOROETHYLENE, METHYLENE CHLORIDE, TRICHLOROETHYLENE, 1,1,1-TRICHLOROETHANE, CHLOROBENZENE, 1,1,2-TRICHLORO-1,2,2-TRIFLUOROETHANE, ORTHO-DICHLOROBENZENE, TRICHLOROFLUOROMETHANE, AND 1,1,2-TRICHLOROETHANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE HALOGENATED SOLVENTS OR THOSE LISTED IN F001, F004, OR F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 2295

Waste code: F003
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: XYLENE, ACETONE, ETHYL ACETATE, ETHYL BENZENE, ETHYL ETHER, METHYL ISOBUTYL KETONE, N-BUTYL ALCOHOL, CYCLOHEXANONE, AND METHANOL; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONLY THE ABOVE SPENT NON-HALOGENATED SOLVENTS; AND ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS, AND, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THOSE SOLVENTS LISTED IN F001, F002, F004, AND F005, AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 48195

Waste code: F005
Waste name: THE FOLLOWING SPENT NON-HALOGENATED SOLVENTS: TOLUENE, METHYL ETHYL KETONE, CARBON DISULFIDE, ISOBUTANOL, PYRIDINE, BENZENE, 2-ETHOXYETHANOL, AND 2-NITROPROPANE; ALL SPENT SOLVENT MIXTURES/BLENDS CONTAINING, BEFORE USE, A TOTAL OF TEN PERCENT OR MORE (BY VOLUME) OF ONE OR MORE OF THE ABOVE NON-HALOGENATED SOLVENTS OR THOSE SOLVENTS LISTED IN F001, F002, OR F004; AND STILL BOTTOMS FROM THE RECOVERY OF THESE SPENT SOLVENTS AND SPENT SOLVENT MIXTURES.
Amount (Lbs): 46318

Waste code: U188
Waste name: PHENOL
Amount (Lbs): 2295

Corrective Action Summary:
Event date: 04/22/1993
Event: CA049PA

Event date: 04/22/1993
Event: CA050R9

Event date: 07/12/1993
Event: CA Prioritization, Facility or area was assigned a medium corrective

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

action priority.

Event date: 07/12/1993
Event: Stabilization Measures Evaluation,This facility is amenable to stabilization activity based on the status of corrective action work at the facility, technical factors, the degree of risk, timing considerations and administrative considerations.

Facility Has Received Notices of Violations:
Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 03/13/2008
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: 03/17/2008
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 04/23/2007
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/01/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 03/08/2007
Date achieved compliance: 03/20/2007
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/20/2007
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 05/30/2006
Date achieved compliance: 06/06/2007
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Enforcement action date: 05/30/2006
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 05/30/2006
Date achieved compliance: Not reported
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Financial Requirements
Date violation determined: 06/07/2005
Date achieved compliance: 12/13/2005
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 11/29/2005
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 04/20/2004
Date achieved compliance: 07/14/2005
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: 07/14/2005
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 20020
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 04/20/2004
Date achieved compliance: 07/14/2005
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/22/2004

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 04/20/2004
Date achieved compliance: 07/14/2005
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 07/14/2005
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 20000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Transporters - Manifest and Recordkeeping
Date violation determined: 04/20/2004
Date achieved compliance: 07/14/2005
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/22/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General
Date violation determined: 04/20/2004
Date achieved compliance: 07/14/2005
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 04/22/2004
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Tank System Standards
Date violation determined: 01/29/2003
Date achieved compliance: 02/04/2003
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/04/2003
Enf. disposition status: Not reported

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 01/29/2003
Date achieved compliance: 02/04/2003
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/04/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Tank System Standards
Date violation determined: 01/29/2003
Date achieved compliance: 02/04/2003
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: 12/08/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 114807
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Tank System Standards
Date violation determined: 01/29/2003
Date achieved compliance: 02/04/2003
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 12/08/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 97000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/20/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 01/28/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 53655
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/20/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/20/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 01/28/2003
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Proposed penalty amount: Not reported
Final penalty amount: 53655
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 12/23/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 53655
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/20/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 12/23/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 53655
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/20/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Records/Reporting
Date violation determined: 02/15/2002
Date achieved compliance: 03/19/2002
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 02/20/2002
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Tank System Standards
Date violation determined: 12/18/2000
Date achieved compliance: 02/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Tank System Standards
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: 11/07/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 72000
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 12/18/2000
Date achieved compliance: 02/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Chemical, Physical, AND Treatment
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: 11/07/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 72000
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Transporters - General
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Tank System Standards
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 11/07/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 72000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Chemical, Physical, AND Treatment
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Regulation violated: Not reported
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date violation determined: 12/18/2000
Date achieved compliance: 02/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Preparedness and Prevention
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Manifest
Date violation determined: 12/18/2000
Date achieved compliance: 02/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - General Facility Standards
Date violation determined: 12/18/2000
Date achieved compliance: 02/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Area of violation: TSD - Tank System Standards
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 01/04/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD IS-Chemical, Physical, AND Treatment
Date violation determined: 12/18/2000
Date achieved compliance: 11/02/2001
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 11/07/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 72000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 02/22/2000
Date achieved compliance: 04/11/2001
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/06/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: TSD - Container Use and Management
Date violation determined: 02/22/2000
Date achieved compliance: 03/13/2000
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General

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Date violation determined: 02/22/2000
Date achieved compliance: 04/11/2001
Violation lead agency: State
Enforcement action: INITIAL 3008(A) COMPLIANCE
Enforcement action date: 10/05/2000
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: 37000
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - General
Date violation determined: 02/22/2000
Date achieved compliance: 04/11/2001
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 04/11/2001
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 33000
Paid penalty amount: Not reported

Regulation violated: Not reported
Area of violation: Generators - Pre-transport
Date violation determined: 02/22/2000
Date achieved compliance: 03/13/2000
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.30-37.C
Area of violation: TSD - General
Date violation determined: 11/04/1998
Date achieved compliance: 11/04/1998
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 22400
Paid penalty amount: Not reported

Regulation violated: F - 270
Area of violation: TSD - General
Date violation determined: 10/01/1998

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Date achieved compliance: 11/04/1998
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.10-18.B
Area of violation: TSD - General
Date violation determined: 10/01/1998
Date achieved compliance: 11/04/1998
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 22400
Paid penalty amount: Not reported

Regulation violated: F - 264.70-77.E
Area of violation: TSD - General
Date violation determined: 10/01/1998
Date achieved compliance: 11/04/1998
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.70-77.E
Area of violation: TSD - General
Date violation determined: 10/01/1998
Date achieved compliance: 11/04/1998
Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 22400
Paid penalty amount: Not reported

Regulation violated: F - 270
Area of violation: TSD - General
Date violation determined: 10/01/1998
Date achieved compliance: 11/04/1998

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Violation lead agency: State
Enforcement action: FINAL 3008(A) COMPLIANCE ORDER
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: 22400
Paid penalty amount: Not reported

Regulation violated: F - 264.10-18.B
Area of violation: TSD - General
Date violation determined: 10/01/1998
Date achieved compliance: 11/04/1998
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 10/01/1998
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 05/30/1996
Date achieved compliance: 11/22/1996
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 270
Area of violation: TSD - General
Date violation determined: 05/22/1996
Date achieved compliance: 06/22/1996
Violation lead agency: State
Enforcement action: Not reported
Enforcement action date: Not reported
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: Not reported
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.170-177.I
Area of violation: TSD - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State

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Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 270
Area of violation: TSD - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.140-150.H
Area of violation: TSD - Financial Requirements
Date violation determined: 05/07/1994
Date achieved compliance: 10/19/1994
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 262.30-34.C
Area of violation: Generators - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL

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Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 262.50-60
Area of violation: Generators - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.70-77.E
Area of violation: TSD - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 263
Area of violation: Transporters - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: F - 264.10-18.B
Area of violation: TSD - General
Date violation determined: 05/07/1994
Date achieved compliance: 03/16/1996
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 05/13/1994

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Regulation violated: FR - 262.10-12.A
Area of violation: Generators - General
Date violation determined: 02/27/1986
Date achieved compliance: 04/25/1986
Violation lead agency: State
Enforcement action: WRITTEN INFORMAL
Enforcement action date: 03/14/1986
Enf. disposition status: Not reported
Enf. disp. status date: Not reported
Enforcement lead agency: State
Proposed penalty amount: Not reported
Final penalty amount: Not reported
Paid penalty amount: Not reported

Evaluation Action Summary:
Evaluation date: 03/25/2008
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/13/2008
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/23/2007
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 03/08/2007
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 03/20/2007
Evaluation lead agency: State

Evaluation date: 09/22/2006
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: EPA Contractor/Grantee

Evaluation date: 05/30/2006
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 06/06/2007
Evaluation lead agency: State

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Evaluation date: 05/30/2006
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 05/24/2006
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 07/14/2005
Evaluation: NOT A SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/27/2005
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 06/07/2005
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: TSD - Financial Requirements
Date achieved compliance: 12/13/2005
Evaluation lead agency: State

Evaluation date: 04/23/2004
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/20/2004
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 04/20/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 07/14/2005
Evaluation lead agency: State

Evaluation date: 04/20/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Transporters - Manifest and Recordkeeping
Date achieved compliance: 07/14/2005
Evaluation lead agency: State

Evaluation date: 04/20/2004
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Manifest

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Date achieved compliance: 07/14/2005
Evaluation lead agency: State

Evaluation date: 02/14/2003
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 01/29/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Tank System Standards
Date achieved compliance: 02/04/2003
Evaluation lead agency: State

Evaluation date: 01/29/2003
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Records/Reporting
Date achieved compliance: 02/04/2003
Evaluation lead agency: State

Evaluation date: 02/27/2002
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/15/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date achieved compliance: 03/19/2002
Evaluation lead agency: State

Evaluation date: 02/15/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Records/Reporting
Date achieved compliance: 03/19/2002
Evaluation lead agency: State

Evaluation date: 02/15/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 03/19/2002
Evaluation lead agency: State

Evaluation date: 02/15/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Manifest
Date achieved compliance: 03/19/2002
Evaluation lead agency: State

Evaluation date: 02/15/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Container Use and Management
Date achieved compliance: 03/19/2002
Evaluation lead agency: State

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Evaluation date: 02/15/2002
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General Facility Standards
Date achieved compliance: 03/19/2002
Evaluation lead agency: State

Evaluation date: 01/02/2001
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 02/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General Facility Standards
Date achieved compliance: 02/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Contingency Plan and Emergency Procedures
Date achieved compliance: 02/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Tank System Standards
Date achieved compliance: 11/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Preparedness and Prevention
Date achieved compliance: 11/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD IS-Chemical, Physical, AND Treatment
Date achieved compliance: 11/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Manifest
Date achieved compliance: 02/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Transporters - General

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Date achieved compliance: 11/02/2001
Evaluation lead agency: State

Evaluation date: 12/18/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Tank System Standards
Date achieved compliance: 02/02/2001
Evaluation lead agency: State

Evaluation date: 02/22/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Container Use and Management
Date achieved compliance: 03/13/2000
Evaluation lead agency: State

Evaluation date: 02/22/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - Pre-transport
Date achieved compliance: 03/13/2000
Evaluation lead agency: State

Evaluation date: 02/22/2000
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 04/11/2001
Evaluation lead agency: State

Evaluation date: 09/29/1998
Evaluation: SIGNIFICANT NON-COMPLIER
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 09/29/1998
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 11/04/1998
Evaluation lead agency: State

Evaluation date: 05/22/1996
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Financial Requirements
Date achieved compliance: 11/22/1996
Evaluation lead agency: State

Evaluation date: 05/22/1996
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 06/22/1996
Evaluation lead agency: State

Evaluation date: 03/30/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - Financial Requirements
Date achieved compliance: 10/19/1994
Evaluation lead agency: State

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Evaluation date: 03/30/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: TSD - General
Date achieved compliance: 03/16/1996
Evaluation lead agency: State

Evaluation date: 03/30/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Transporters - General
Date achieved compliance: 03/16/1996
Evaluation lead agency: State

Evaluation date: 03/30/1994
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Generators - General
Date achieved compliance: 03/16/1996
Evaluation lead agency: State

Evaluation date: 06/18/1986
Evaluation: FINANCIAL RECORD REVIEW
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

Evaluation date: 02/27/1986
Evaluation: NON-FINANCIAL RECORD REVIEW
Area of violation: Generators - General
Date achieved compliance: 04/25/1986
Evaluation lead agency: State

Evaluation date: 02/27/1986
Evaluation: COMPLIANCE EVALUATION INSPECTION ON-SITE
Area of violation: Not reported
Date achieved compliance: Not reported
Evaluation lead agency: State

CORRACTS:

EPA ID: CAD000633305
EPA Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 4/22/1993
Action: CA050 - RFA Completed
NAICS Code(s): 221121
Electric Bulk Power Transmission and Control
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD000633305
EPA Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 7/12/1993
Action: CA225YE - Stabilization Measures Evaluation, This facility ,is amenable to stabilization activity based on the, status of corrective action work at the facility, technical factors, the degree of risk, timing considerations and administrative considerations
NAICS Code(s): 221121

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Electric Bulk Power Transmission and Control
Original schedule date: Not reported
Schedule end date: Not reported

EPA ID: CAD000633305
EPA Region: 09
Area Name: ENTIRE FACILITY
Actual Date: 7/12/1993
Action: CA075ME - CA Prioritization, Facility or area was assigned a medium corrective action priority
NAICS Code(s): 221121
Electric Bulk Power Transmission and Control
Original schedule date: Not reported
Schedule end date: Not reported

CERC-NFRAP:
Site ID: 0904430
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP

CERCLIS-NFRAP Site Contact Name(s):
Contact Title: Not reported
Contact Name: Carl Brickner
Contact Tel: (415) 972-3814

Contact Title: Not reported
Contact Name: Brunilda Davila
Contact Tel: (415) 972-3162

Contact Title: Not reported
Contact Name: Jeff Inglis
Contact Tel: (415) 972-3095

Contact Title: Not reported
Contact Name: Karen Jurist
Contact Tel: (415) 972-3219

Contact Title: Not reported
Contact Name: Matt Mitguard
Contact Tel: (415) 972-3096

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: Not reported
Date Completed: 04/02/1992
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: Not reported
Date Completed: 05/28/1993
Priority Level: NFRAP: No further Remedial Action planned

Action: ARCHIVE SITE
Date Started: Not reported
Date Completed: 05/28/1993

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

Priority Level: Not reported

P65 **LA DEPARTMENT WATER & POWER** **HAZNET** **S107144525**
SSW **1630 N MAIN ST STE 16** **ENVIROSTOR** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.329 mi.
1737 ft. **Site 4 of 5 in cluster P**

Relative:
Lower

Actual:
294 ft.

HAZNET:

Gepaid:	CAD000633305
Contact:	MARK J SEDLACEK
Telephone:	2133670403
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	111 N HOPE ST RM 1050
Mailing City,St,Zip:	LOS ANGELES, CA 900122607
Gen County:	Los Angeles
TSD EPA ID:	CAD044429835
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture Waste
Disposal Method:	H141
Tons:	0.1
Facility County:	Los Angeles

Gepaid:	CAD000633305
Contact:	MARK J SEDLACEK
Telephone:	2133670403
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	111 N HOPE ST RM 1050
Mailing City,St,Zip:	LOS ANGELES, CA 900122607
Gen County:	Los Angeles
TSD EPA ID:	CAT080013352
TSD County:	Los Angeles
Waste Category:	Waste oil and mixed oil
Disposal Method:	H039
Tons:	52.66
Facility County:	Los Angeles

Gepaid:	CAD000633305
Contact:	MARK J SEDLACEK
Telephone:	2133670403
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	111 N HOPE ST RM 1050
Mailing City,St,Zip:	LOS ANGELES, CA 900122607
Gen County:	Los Angeles
TSD EPA ID:	KSD981506025
TSD County:	99
Waste Category:	Polychlorinated biphenyls and material containing PCB’s
Disposal Method:	H141
Tons:	18.83
Facility County:	Los Angeles

Gepaid:	CAD000633305
Contact:	MARK J SEDLACEK
Telephone:	2133670403
Facility Addr2:	Not reported

LA DEPARTMENT WATER & POWER (Continued) **S107144525**

Mailing Name: Not reported
Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900122607
Gen County: Los Angeles
TSD EPA ID: CAD980675276
TSD County: Kern
Waste Category: Unspecified oil-containing waste
Disposal Method: H132
Tons: 16.85
Facility County: Los Angeles

Gepaid: CAD000633305
Contact: MARK J SEDLACEK
Telephone: 2133670403
Facility Addr2: Not reported
Mailing Name: Not reported
Mailing Address: 111 N HOPE ST RM 1050
Mailing City,St,Zip: LOS ANGELES, CA 900122607
Gen County: Los Angeles
TSD EPA ID: AZ0000337360
TSD County: 99
Waste Category: Unspecified oil-containing waste
Disposal Method: Recycler
Tons: 21.5
Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
188 additional CA_HAZNET: record(s) in the EDR Site Report.

ENVIROSTOR:
Site Type: Corrective Action
Site Type Detailed: Corrective Action
Acres: 25
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: MBR
Program Manager: RODNEY COLLINS
Supervisor: Juli Propes
Division Branch: Chatsworth
Facility ID: 80001337
Site Code: 530028
Assembly: 45
Senate: 22
Special Program: Not reported
Status: Active
Status Date: 2009-06-15 00:00:00
Restricted Use: NO
Funding: Not reported
Latitude: 34.066884
Longitude: -118.227545
Alias Name: 80001337
Alias Type: Envirostor ID Number
Alias Name: 300425
Alias Type: Project Code (Site Code)
Alias Name: CAD000633305
Alias Type: EPA Identification Number
Alias Name: 530028

LA DEPARTMENT WATER & POWER (Continued) **S107144525**

Alias Type: Project Code (Site Code)
Alias Name: LADWP MAIN ST
Alias Type: Alternate Name

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: SWMU 1 - Former Hazardous Waste Storage Build
Completed Sub Area Name: Not reported
Completed Document Type: Technical Workplan
Completed Date: 2009-03-10 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 1998-10-28 00:00:00

Confirmed: 30001,30549,30022,30067,30108,30153,30515,30407,30587,40001,30018,3015 ,30013,30014
Confirmed Description: Arsenic
Confirmed Description: Titanium
Confirmed Description: Tetrachloroethylene (PCE)
Confirmed Description: Barium and compounds
Confirmed Description: Cadmium and compounds
Confirmed Description: Chromium VI
Confirmed Description: Selenium
Confirmed Description: Nickel
Confirmed Description: Vanadium and compounds
Confirmed Description: Not reported
Confirmed Description: Polychlorinated biphenyls (PCBs)
Confirmed Description: Cobalt
Confirmed Description: Lead
Confirmed Description: Mercury (elemental)
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: RFI Workplan
Future Due Date: 2010
Media Affected: 30001, 30067, 30108, 30153, 30154, 30013, 30014, 30407, 30515, 30549, 30587, 30018, 40001, 30022
Media Affected Desc: Not reported
Media Affected Desc: Not reported
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Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED
Management Required Desc: Not reported

LA DEPARTMENT WATER & POWER (Continued) **S107144525**

Potential:	OTH, SED, SOIL, SV
Potenital Description:	Not reported
Potenital Description:	Not reported
Potenital Description:	Not reported
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:	EQUIPMENT/INSTRUMENT REPAIR, FUEL - VEHICLE STORAGE/ REFUELING, HAZARDOUS WASTE STORAGE - TANKS/CONTAINERS, MANUFACTURED GAS PLANT, TRANSFORMER REPAIR, UTILITY - ELECTRIC, VEHICLE MAINTENANCE

P66 **SO CAL GAS/ LA MAIN ST MGP** **Manufactured Gas Plants** **1008407702**
SSW **1630 NORTH MAIN STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.329 mi.
1737 ft. **Site 5 of 5 in cluster P**

Relative:
Lower

Actual:
294 ft.

Manufactured Gas Plants:

MGP operated at the site from approximately 1906 to 1919. The MGP operations ceased at the site in 1919 when the Southern California Gas Company acquired the MGP property. In 1922 the Los Angeles City Water and Power acquired the property and dismanttled the gas plant.

Q67 **UNION PACIFIC/RAILROAD COMPANY** **LUST** **S101583212**
West **1322 BROADWAY N** **CA FID UST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012** **SWEEPS UST**
0.382 mi.
2017 ft. **Site 1 of 2 in cluster Q**

Relative:
Higher

Actual:
339 ft.

LUST:

Region:	STATE
Global Id:	T0603700512
Latitude:	34.0696471
Longitude:	-118.2318058
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	1997-12-22 00:00:00
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120143
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST REG 4:

Region:	4
Regional Board:	04
County:	Los Angeles
facid:	900120143
Status:	Case Closed
Substance:	Gasoline

UNION PACIFIC/RAILROAD COMPANY (Continued) **S101583212**

Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		VE
Global ID:	T0603700512	
W Global ID:	W0605100649	
Staff:	AT	
Local Agency:	19050	
Cross Street:	Not reported	
Enforcement Type:	Not reported	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		11/6/1990
Date Leak Record Entered:	4/15/1991	
Date Confirmation Began:	9/9/1989	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/14/1997
Date the Case was Closed:		12/22/1997
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		4610.940146921944026574655706 4
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		11/6/1990
Pollution Characterization Began:		12/28/1993
Remediation Plan Submitted:		11/21/1991
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:		53
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:	UNION PACIFIC RAILROAD COMPANY	
RP Address:	ONE MARKET PLAZA, ROOM #812, SAN FRANCISCO CA 94105	
Program:	LUST	
Lat/Long:	34.0696471 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	
Assigned Name:	2600649-001GEN	
Summary:	10/14/97 GW MON RPT 1997	

CA FID UST:

Facility ID:	19003073
Regulated By:	UTNKI
Regulated ID:	00003069

UNION PACIFIC/RAILROAD COMPANY (Continued) **S101583212**

Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 4155412557
Mail To: Not reported
Mailing Address: 1322 N BROADWAY
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

SWEEPS UST:
Status: Not reported
Comp Number: 121
Number: Not reported
Board Of Equalization: 44-010978
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000121-000001
Actv Date: Not reported
Capacity: 10000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 3

Status: Not reported
Comp Number: 121
Number: Not reported
Board Of Equalization: 44-010978
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-000121-000002
Actv Date: Not reported
Capacity: 6000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 121
Number: Not reported
Board Of Equalization: 44-010978
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported

UNION PACIFIC/RAILROAD COMPANY (Continued) **S101583212**

Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-000121-000003
Actv Date:	Not reported
Capacity:	10000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported

Q68 **UNION PACIFIC/RAILROAD CO** **HIST CORTESE** **S101296917**
West **1322 BROADWAY** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.382 mi.
2017 ft. **Site 2 of 2 in cluster Q**

Relative:
Higher

Actual:
339 ft.

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900120143

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69 **VICTOR INDUSTRIAL BATTERY** **DEED** **S105689620**
NNE **138 N SAN FERNANDO RD** **VCP** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031** **ENVIROSTOR**
0.387 mi.
2046 ft.

Relative:
Higher

Actual:
342 ft.

DEED:

Area:	PROJECT WIDE
Sub Area:	Not reported
Site Type:	VOLUNTARY CLEANUP
Status:	NO FURTHER ACTION
Deed Date(s):	3/27/1995

VCP:

Facility ID:	19360528
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Acres:	0.1
National Priorities List:	NO
Cleanup Oversight Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Lead Agency Description:	Not reported
Project Manager:	MANJUL BOSE
Supervisor:	Sayareh Amirebrahimi
Division Branch:	Chatsworth
Site Code:	300547
Assembly:	45
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	1995-03-29 00:00:00
Restricted Use:	YES
Funding:	Responsible Party
Lat/Long:	34.0754377207661 / -118.221454548526

VICTOR INDUSTRIAL BATTERY (Continued) **S105689620**

Alias Name:	110033613392
Alias Type:	EPA (FRS #)
Alias Name:	300547
Alias Type:	Project Code (Site Code)
Alias Name:	VICTOR'S INDUSTRIAL BATTERIES
Alias Type:	Alternate Name
Alias Name:	19360528
Alias Type:	Envirostor ID Number
Alias Name:	5447-014-024
Alias Type:	APN
Alias Name:	VICTOR INDUSTRIAL BATTERY
Alias Type:	Alternate Name
APN:	5447-014-024
APN Description:	Not reported

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	1995-03-29 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	1995-03-27 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Land Use Restriction
Completed Date:	1995-03-27 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	1994-03-16 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:	10015, 10097, 10119, 10120, 10124, 10193, 10194, 20001, 20009, 20011, 20013, 20024, 30013
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

VICTOR INDUSTRIAL BATTERY (Continued) **S105689620**

Management:
- Management Required: NONE SPECIFIED
- Management Required Desc: Not reported
- Potential: SOIL, SV
- Potenital Description: Not reported
- 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: BATTERY RECLAMATION

ENVIROSTOR:
- Site Type: Voluntary Cleanup
- Site Type Detailed: Voluntary Cleanup
- Acres: 0.1
- NPL: NO
- Regulatory Agencies: NONE SPECIFIED
- Lead Agency: NONE SPECIFIED
- Program Manager: MANJUL BOSE
- Supervisor: Sayareh Amirebrahimi
- Division Branch: Chatsworth
- Facility ID: 19360528
- Site Code: 300547
- Assembly: 45
- Senate: 22
- Special Program: Voluntary Cleanup Program
- Status: No Further Action
- Status Date: 1995-03-29 00:00:00
- Restricted Use: YES
- Funding: Responsible Party
- Latitude: 34.0754377207661
- Longitude: -118.221454548526
- Alias Name: 110033613392
- Alias Type: EPA (FRS #)
- Alias Name: 300547
- Alias Type: Project Code (Site Code)
- Alias Name: VICTOR'S INDUSTRIAL BATTERIES
- Alias Type: Alternate Name
- Alias Name: 19360528
- Alias Type: Envirostor ID Number
- Alias Name: 5447-014-024
- Alias Type: APN
- Alias Name: VICTOR INDUSTRIAL BATTERY
- Alias Type: Alternate Name

- APN: 5447-014-024
- APN Description: Not reported

Completed Info:
- Completed Area Name: PROJECT WIDE
- Completed Sub Area Name: Not reported
- Completed Document Type: Voluntary Cleanup Agreement
- Completed Date: 1995-03-29 00:00:00

- Completed Area Name: PROJECT WIDE

VICTOR INDUSTRIAL BATTERY (Continued) **S105689620**

Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1995-03-27 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Land Use Restriction
Completed Date: 1995-03-27 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1994-03-16 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: 10015, 10097, 10119, 10120, 10124, 10193, 10194, 20001, 20009, 20011, 20013, 20024, 30013
Media Affected Desc: Not reported
Media Affected Desc: Not reported
Media Affected Desc: Not reported
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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
Potential: SOIL, SV
Potenital Description: Not reported
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: BATTERY RECLAMATION

R70
SW
1/4-1/2
0.429 mi.
2263 ft.

CHAMPION BRASS MFG. CO.
1460 NAUD STREET
LOS ANGELES, CA 90012

Site 1 of 3 in cluster R

ENVIROSTOR | **S106797564** | **N/A**

Relative:
Lower

Actual:
302 ft.

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cypress
Facility ID:	19340795
Site Code:	Not reported
Assembly:	45
Senate:	22
Special Program:	Not reported
Status:	Refer: 1248 Local Agency
Status Date:	2004-02-13 00:00:00
Restricted Use:	NO
Funding:	Not Applicable
Latitude:	34.0663792063719
Longitude:	-118.230400423322
Alias Name:	19340795
Alias Type:	Envirostor ID Number
APN:	NONE SPECIFIED
APN Description:	Not reported

Completed Info:

Completed Area Name:	Not reported
Completed Sub Area Name:	Not reported
Completed Document Type:	Not reported
Completed Date:	Not reported
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:	NONE SPECIFIED
Media Affected Desc:	Not reported

Management:

Management Required:	NONE SPECIFIED
Management Required Desc:	Not reported
Potential:	NONE SPECIFIED
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:	NONE SPECIFIED

S71 **UPS MAIN ST. LAMAR HUB** **LUST** **S103587530**
SSE **714 LAMAR ST** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031**
0.436 mi.
2300 ft. **Site 1 of 4 in cluster S**

Relative:
Lower

Actual:
294 ft.

LUST:

Region:	STATE
Global Id:	T0603700802
Latitude:	34.0644083
Longitude:	-118.2232935
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	2005-09-30 00:00:00
Lead Agency:	LOS ANGELES RWQCB (REGION 4)
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900310216
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
facid:	900310216	
Status:	Pollution Characterization	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Excavate and Dispose
Global ID:	T0603700802	
W Global ID:	W0605100649	
Staff:	AT	
Local Agency:	19050	
Cross Street:	MAIN ST	
Enforcement Type:	MRPO	
Date Leak Discovered:	Not reported	
Date Leak First Reported:		1/9/1990
Date Leak Record Entered:	1/25/1990	
Date Confirmation Began:	11/29/1989	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		10/10/2002
Date the Case was Closed:		Not reported
How Leak Discovered:	Not reported	
How Leak Stopped:	Not reported	
Cause of Leak:	Not reported	
Leak Source:	Not reported	
Operator:	OLD CASE #020190-03	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		5926.014144078025655407 4078937
Source of Cleanup Funding:		Not reported
Preliminary Site Assessment Workplan Submitted:	11/7/1990	
Preliminary Site Assessment Began:		Not reported

UPS MAIN ST. LAMAR HUB (Continued) **S103587530**

Pollution Characterization Began:	9/14/2000
Remediation Plan Submitted:	Not reported
Remedial Action Underway:	Not reported
Post Remedial Action Monitoring Began:	Not reported
Enforcement Action Date:	Not reported
Historical Max MTBE Date:	Not reported
Hist Max MTBE Conc in Groundwater:	Not reported
Hist Max MTBE Conc in Soil:	Not reported
Significant Interim Remedial Action Taken:	Not reported
GW Qualifier:	Not reported
Soil Qualifier:	Not reported
Organization:	Not reported
Owner Contact:	Not reported
Responsible Party:	LINDA LYONS
RP Address:	55 GLENLAKE PKWY
Program:	LUST
Lat/Long:	34.0644083 / -1
Local Agency Staff:	PEJ
Beneficial Use:	Not reported
Priority:	Not reported
Cleanup Fund Id:	Not reported
Suspended:	Not reported
Assigned Name:	2600649-001GEN
Summary:	7/9/98 REVIEW; 9/27/00 OWNERSHIP INFORMATION REQUEST

S72 **EMPIRE CHEMICAL COMPANY** **SSTS** **1005428485**
SSE **715 LAMAR STREET** **ENVIROSTOR** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031**
0.436 mi.
2300 ft. **Site 2 of 4 in cluster S**

Relative:
Lower

Actual:
294 ft.

SSTS:

Product:	MILL-O-SPRAY
Status:	Active
Registration Number:	002098CA 001
Report Year:	1990
Permit:	Registered
Product Number:	00209800007
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Insecticide
Product Use:	All other products
UOM:	Not reported
Market:	Marketed in the United States
Region:	Not reported

Product:	REPELOCIDE
Status:	Active
Registration Number:	002098CA 001
Report Year:	1990
Permit:	Registered
Product Number:	00209800029
Product Type:	End-use blend, formulation, or concentrate
Product Class:	Insecticide
Product Use:	All other products
UOM:	Not reported
Market:	Marketed in the United States
Region:	Not reported

EMPIRE CHEMICAL COMPANY (Continued) **1005428485**

Product: THERMO-CIDE
Status: Active
Registration Number: 002098CA 001
Report Year: 1990
Permit: Registered
Product Number: 00209800012
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: STEROLENE
Status: Active
Registration Number: 002098CA 001
Report Year: 1990
Permit: Registered
Product Number: 00209800022
Product Type: End-use blend, formulation, or concentrate
Product Class: Disinfectant, germicide, sanitizer
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: SLAYZ
Status: Active
Registration Number: 002098CA 001
Report Year: 1990
Permit: Registered
Product Number: 00209800027
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: SC-20
Status: Active
Registration Number: 002098CA 001
Report Year: 1990
Permit: Registered
Product Number: 00183900078
Product Type: End-use blend, formulation, or concentrate
Product Class: Disinfectant, germicide, sanitizer
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: SC-10
Status: Active
Registration Number: 002098CA 001
Report Year: 1990
Permit: Registered

EMPIRE CHEMICAL COMPANY (Continued) **1005428485**

Product Number: 00209800028
Product Type: End-use blend, formulation, or concentrate
Product Class: Disinfectant, germicide, sanitizer
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: ROACHKILL
Status: Active
Registration Number: 002098CA 001
Report Year: 1990
Permit: Registered
Product Number: 00209800009
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: STEROLINE
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00209800022
Product Type: End-use blend, formulation, or concentrate
Product Class: Disinfectant, germicide, sanitizer
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: SLAYZ
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00209800027
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: SC10/20
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00183900007
Product Type: End-use blend, formulation, or concentrate
Product Class: Disinfectant, germicide, sanitizer
Product Use: All other products
UOM: Not reported

EMPIRE CHEMICAL COMPANY (Continued) **1005428485**

Market: Marketed in the United States
Region: Not reported

Product: ROACHKIL
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00509800009
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: REPELOCIDE
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00209800029
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: MILLOSPRAY
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00209800007
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

Product: THERMOCIDE
Status: Active
Registration Number: 002098CA 001
Report Year: 1991
Permit: Registered
Product Number: 00209800012
Product Type: End-use blend, formulation, or concentrate
Product Class: Insecticide
Product Use: All other products
UOM: Not reported
Market: Marketed in the United States
Region: Not reported

ENVIROSTOR:
Site Type: Historical

EMPIRE CHEMICAL COMPANY (Continued) **1005428485**

Site Type Detailed: * Historical
Acres: Not reported
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * MMONROY
Division Branch: Chatsworth
Facility ID: 19281206
Site Code: Not reported
Assembly: 45
Senate: 22
Special Program: Not reported
Status: Refer: Other Agency
Status Date: 1994-04-15 00:00:00
Restricted Use: NO
Funding: Not reported
Latitude: 34.0643208819038
Longitude: -118.223821628255
Alias Name: 19281206
Alias Type: Envirostor ID Number
Alias Name: EMPIRE ASSOCIATES
Alias Type: Alternate Name
Alias Name: EMPIRE CHEMICAL COMPANY
Alias Type: Alternate Name

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1994-04-15 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: 10002, 10003, 10009, 10063, 10064, 10077, 10097, 10098, 10196, 10198, 10199, 20020
Media Affected Desc: Not reported
Media Affected Desc: Not reported
Media Affected Desc: Not reported
Media Affected Desc: Not reported
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Media Affected Desc: Not reported
Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED

EMPIRE CHEMICAL COMPANY (Continued) **1005428485**

Management Required Desc: Not reported
Potential: NONE SPECIFIED
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: NONE SPECIFIED

S73 **UPS MAIN ST. LA FACILITY** **HIST CORTESE** **S101297095**
SSE **714 LAMAR** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031**
0.436 mi.
2300 ft. **Site 3 of 4 in cluster S**

Relative:
Lower

Actual:
294 ft.

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900310216

S74 **EMPIRE CHEMICAL CO., INC.** **HIST UST** **U001561274**
SSE **715 LAMAR ST** **EMI** **N/A**
1/4-1/2 **LOS ANGELES, CA 90031** **HIST CORTESE**
0.436 mi.
2300 ft. **Site 4 of 4 in cluster S**

Relative:
Lower

Actual:
294 ft.

HIST UST:
Region: STATE
Facility ID: 00000004954
Facility Type: Other
Other Type: MATERIAL STORAGE TAN
Total Tanks: 0001
Contact Name: WILFRED MALET
Telephone: 2132254186
Owner Name: EMPIRE CHEMICAL CO., INC.
Owner Address: 715 LAMAR ST.
Owner City,St,Zip: LOS ANGELES, CA 90031

Tank Num: 001
Container Num: 1
Year Installed: 1960
Tank Capacity: 00007500
Tank Used for: PRODUCT
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: Stock Inventor

EMI:
Year: 1987
County Code: 19
Air Basin: SC
Facility ID: 7670
Air District Name: SC
SIC Code: 2834

EMPIRE CHEMICAL CO., INC. (Continued) **U001561274**

Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	7670
Air District Name:	SC
SIC Code:	2899
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

CORTESE:

Region:	CORTESE
Facility County Code:	19
Reg By:	LTNKA
Reg Id:	900310116

75
West
1/4-1/2
0.447 mi.
2358 ft.

DOMENICH BASSO, INC.
1201 BROADWAY N
LOS ANGELES, CA 90012

HAZNET **1000207931**
LUST **N/A**
CA FID UST
HIST UST
SWEEPS UST

Relative:
Higher

Actual:
328 ft.

HAZNET:

Gepaid:	CAD028456523
Contact:	JOE BOCCALERO
Telephone:	2132212151
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1201 N BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900121407
Gen County:	Los Angeles
TSD EPA ID:	CAD008252405
TSD County:	Los Angeles
Waste Category:	Unspecified solvent mixture Waste
Disposal Method:	Recycler
Tons:	.0959
Facility County:	Los Angeles

Gepaid:	CAD028456523

DOMENICH BASSO, INC. (Continued) **1000207931**

Contact:	JOE BOCCALERO
Telephone:	2132212151
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1201 N BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900121407
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Unspecified aqueous solution
Disposal Method:	Recycler
Tons:	2.8773
Facility County:	Los Angeles

Gepaid:	CAD028456523
Contact:	JOE BOCCALERO
Telephone:	2132212151
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1201 N BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900121407
Gen County:	Los Angeles
TSD EPA ID:	CAT000613893
TSD County:	Los Angeles
Waste Category:	Oxygenated solvents (acetone, butanol, ethyl acetate, etc.)
Disposal Method:	Transfer Station
Tons:	.2220
Facility County:	Los Angeles

Gepaid:	CAD028456523
Contact:	JOE BOCCALERO
Telephone:	2132212151
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1201 N BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900121407
Gen County:	Los Angeles
TSD EPA ID:	CAD099452708
TSD County:	Los Angeles
Waste Category:	Oil/water separation sludge
Disposal Method:	Transfer Station
Tons:	4.9956
Facility County:	Los Angeles

Gepaid:	CAD028456523
Contact:	JOE BOCCALERO
Telephone:	2132212151
Facility Addr2:	Not reported
Mailing Name:	Not reported
Mailing Address:	1201 N BROADWAY
Mailing City,St,Zip:	LOS ANGELES, CA 900121407
Gen County:	Los Angeles
TSD EPA ID:	CAT000613935
TSD County:	Los Angeles
Waste Category:	Aqueous solution with less than 10% total organic residues
Disposal Method:	Not reported
Tons:	0.0166

DOMENICH BASSO, INC. (Continued) **1000207931**

Facility County: Los Angeles

Click this hyperlink while viewing on your computer to access
24 additional CA_HAZNET: record(s) in the EDR Site Report.

LUST:

Region:	STATE
Global Id:	T0603790010
Latitude:	34.068998
Longitude:	-118.233282
Case Type:	LUST Cleanup Site
Status:	Completed - Case Closed
Status Date:	2001-11-28 00:00:00
Lead Agency:	LOS ANGELES, CITY OF
Case Worker:	Not reported
Local Agency:	LOS ANGELES, CITY OF
RB Case Number:	900120452
LOC Case Number:	Not reported
File Location:	Not reported
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Gasoline
Site History:	Not reported

LUST REG 4:

Region:	4		
Regional Board:	04		
County:	Los Angeles		
facid:	900120452		
Status:	Pollution Characterization		
Substance:	Gasoline		
Substance Quantity:	Not reported		
Local Case No:	Not reported		
Case Type:	Soil		
Abatement Method Used at the Site:		Not reported	
Global ID:	T0603790010		
W Global ID:	Not reported		
Staff:	UNK		
Local Agency:	19050		
Cross Street:	BISHOPS RD		
Enforcement Type:	Not reported		
Date Leak Discovered:	3/26/1991		
Date Leak First Reported:		1/4/2001	
Date Leak Record Entered:	Not reported		
Date Confirmation Began:	Not reported		
Date Leak Stopped:	3/26/1991		
Date Case Last Changed on Database:		1/4/2001	
Date the Case was Closed:		Not reported	
How Leak Discovered:	Repair Tank		
How Leak Stopped:	Not reported		
Cause of Leak:	UNK		
Leak Source:	Tank		
Operator:	MICHAEL NICKOLOFF		
Water System:	Not reported		
Well Name:	Not reported		
Approx. Dist To Production Well (ft):		4135.2735634550055200882728 63	
Source of Cleanup Funding:		Tank	

DOMENICH BASSO, INC. (Continued) **1000207931**

Preliminary Site Assessment Workplan Submitted: Not reported
Preliminary Site Assessment Began: Not reported
Pollution Characterization Began: 1/4/2001
Remediation Plan Submitted: Not reported
Remedial Action Underway: Not reported
Post Remedial Action Monitoring Began: Not reported
Enforcement Action Date: Not reported
Historical Max MTBE Date: Not reported
Hist Max MTBE Conc in Groundwater: Not reported
Hist Max MTBE Conc in Soil: Not reported
Significant Interim Remedial Action Taken: Not reported
GW Qualifier: Not reported
Soil Qualifier: Not reported
Organization: Not reported
Owner Contact: Not reported
Responsible Party: DOMENICH BASSO, INC.
RP Address: 1201 N. BROADWAY, LOS ANGELES, CA 90012
Program: LUST
Lat/Long: 34.068998 / -1
Local Agency Staff: PEJ
Beneficial Use: Not reported
Priority: Not reported
Cleanup Fund Id: Not reported
Suspended: Not reported
Assigned Name: Not reported
Summary: Not reported

CA FID UST:
Facility ID: 19028945
Regulated By: UTNKI
Regulated ID: 00020557
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2132212151
Mail To: Not reported
Mailing Address: 1201 N BROADWAY
Mailing Address 2: Not reported
Mailing City,St,Zip: LOS ANGELES 900120000
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Inactive

HIST UST:
Region: STATE
Facility ID: 00000020557
Facility Type: Other
Other Type: AUTO DEALERSHIP
Total Tanks: 0003
Contact Name: JOE BOCCALERO
Telephone: 2132212151
Owner Name: DOMENICH BASSO, INC.
Owner Address: 1201 N BROADWAY

DOMENICH BASSO, INC. (Continued) **1000207931**

Owner City,St,Zip: LOS ANGELES, CA 90012

Tank Num: 001
Container Num: 3
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: Not reported
Tank Construction: Not reported
Leak Detection: None

Tank Num: 002
Container Num: 1
Year Installed: 1949
Tank Capacity: 00001000
Tank Used for: PRODUCT
Type of Fuel: UNLEADED
Tank Construction: Not reported
Leak Detection: Stock Inventor

Tank Num: 003
Container Num: 2
Year Installed: Not reported
Tank Capacity: 00000000
Tank Used for: WASTE
Type of Fuel: WASTE OIL
Tank Construction: Not reported
Leak Detection: None

SWEEPS UST:
Status: Not reported
Comp Number: 1421
Number: Not reported
Board Of Equalization: 44-011784
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001421-000001
Actv Date: Not reported
Capacity: 1
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: 3

Status: Not reported
Comp Number: 1421
Number: Not reported
Board Of Equalization: 44-011784
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-001421-000002

DOMENICH BASSO, INC. (Continued) **1000207931**

Actv Date:	Not reported
Capacity:	1000
Tank Use:	M.V. FUEL
Stg:	PRODUCT
Content:	REG UNLEADED
Number Of Tanks:	Not reported
Status:	Not reported
Comp Number:	1421
Number:	Not reported
Board Of Equalization:	44-011784
Ref Date:	Not reported
Act Date:	Not reported
Created Date:	Not reported
Tank Status:	Not reported
Owner Tank Id:	Not reported
Swrcb Tank Id:	19-050-001421-000003
Actv Date:	Not reported
Capacity:	1
Tank Use:	OIL
Stg:	WASTE
Content:	WASTE OIL
Number Of Tanks:	Not reported

R76 **CALIFORNIA BRASS MANUFACTURING CO.** **ENVIROSTOR** **1000252312**
SW **1447 NAUD STREET** **N/A**
1/4-1/2 **LOS ANGELES, CA 90012**
0.448 mi.
2365 ft. **Site 2 of 3 in cluster R**

Relative:
Lower

Actual:
302 ft.

ENVIROSTOR:

Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Chatsworth
Facility ID:	19330209
Site Code:	Not reported
Assembly:	45
Senate:	22
Special Program:	* Site Char & Assess Grant (CERCLA 104)
Status:	Refer: Other Agency
Status Date:	1995-08-15 00:00:00
Restricted Use:	NO
Funding:	Not reported
Latitude:	34.0661111111111
Longitude:	-118.230833333333
Alias Name:	CAD981170186
Alias Type:	CERCLIS ID
Alias Name:	WESTERN BRASS WORKS (1932-PRESENT)
Alias Type:	Alternate Name
Alias Name:	19330209
Alias Type:	Envirostor ID Number

CALIFORNIA BRASS MANUFACTURING CO. (Continued) **1000252312**

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 1981-09-15 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: 10034, 10060, 10067, 10198
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
Potential: NONE SPECIFIED
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: NONE SPECIFIED

R77 **CALIFORNIA BRASS MFG** **CERC-NFRAP** **1003878829**
SW **1447 NAUD ST** **CAD981170186**
1/4-1/2 **LOS ANGELES, CA 90012**
0.448 mi.
2365 ft. **Site 3 of 3 in cluster R**

Relative:
Lower

Actual:
302 ft.

CERC-NFRAP:
Site ID: 0902273
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL
Non NPL Status: NFRAP

CERCLIS-NFRAP Site Contact Name(s):
Contact Title: Not reported
Contact Name: Carl Brickner
Contact Tel: (415) 972-3814

Contact Title: Not reported
Contact Name: Brunilda Davila
Contact Tel: (415) 972-3162

Contact Title: Not reported
Contact Name: Jeff Inglis
Contact Tel: (415) 972-3095

CALIFORNIA BRASS MFG (Continued) **1003878829**

Contact Title: Not reported
Contact Name: Karen Jurist
Contact Tel: (415) 972-3219

Contact Title: Not reported
Contact Name: Matt Mitguard
Contact Tel: (415) 972-3096

CERCLIS-NFRAP Site Alias Name(s):
Alias Name: WESTERN BRASS IND (OWNER)
Alias Address: 1309 W SEPULVEDA BLVD
TORRANCE, CA 90501

Alias Name: WESTERN BRASS WORKS (OPER)
Alias Address: 1440 N SPRING ST
LOS ANGELES, CA 90012

CERCLIS-NFRAP Assessment History:
Action: DISCOVERY
Date Started: Not reported
Date Completed: 01/01/1986
Priority Level: Not reported

Action: PRELIMINARY ASSESSMENT
Date Started: Not reported
Date Completed: 06/01/1986
Priority Level: NFRAP: No further Remedial Action planned

Action: ARCHIVE SITE
Date Started: Not reported
Date Completed: 06/01/1986
Priority Level: Not reported

78
ENE
1/4-1/2
0.484 mi.
2554 ft.

THRIFTY #70 **LUST** **S101296918**
2214 BROADWAY N **HIST CORTESE** **N/A**
LOS ANGELES, CA 90031

Relative:
Higher

Actual:
345 ft.

LUST:
Region: STATE
Global Id: T0603700813
Latitude: 34.0734248
Longitude: -118.2178844
Case Type: LUST Cleanup Site
Status: Completed - Case Closed
Status Date: 2004-04-12 00:00:00
Lead Agency: LOS ANGELES RWQCB (REGION 4)
Case Worker: Not reported
Local Agency: LOS ANGELES, CITY OF
RB Case Number: 900310325
LOC Case Number: Not reported
File Location: Not reported
Potential Media Affect: Other Groundwater (uses other than drinking water)
Potential Contaminants of Concern: Gasoline
Site History: Not reported

THRIFTY #70 (Continued) **S101296918**

LUST REG 4:

Region:	4	
Regional Board:	04	
County:	Los Angeles	
facid:	900310325	
Status:	Case Closed	
Substance:	Gasoline	
Substance Quantity:	Not reported	
Local Case No:	Not reported	
Case Type:	Groundwater	
Abatement Method Used at the Site:		Not reported
Global ID:	T0603700813	
W Global ID:	W0605100649	
Staff:	MB	
Local Agency:	19050	
Cross Street:	24TH	
Enforcement Type:	CLOS	
Date Leak Discovered:	9/24/1987	
Date Leak First Reported:		9/28/1987
Date Leak Record Entered:	11/17/1987	
Date Confirmation Began:	9/21/1987	
Date Leak Stopped:	Not reported	
Date Case Last Changed on Database:		9/10/2002
Date the Case was Closed:		4/12/2004
How Leak Discovered:	Subsurface Monitoring	
How Leak Stopped:	Not reported	
Cause of Leak:	UNK	
Leak Source:	UNK	
Operator:	Not reported	
Water System:	DAVE GRIFFITH L A D W P	
Well Name:	Not reported	
Approx. Dist To Production Well (ft):		8760.975562414218222140799327
Source of Cleanup Funding:		UNK
Preliminary Site Assessment Workplan Submitted:		Not reported
Preliminary Site Assessment Began:		3/1/1988
Pollution Characterization Began:		12/22/1997
Remediation Plan Submitted:		Not reported
Remedial Action Underway:		Not reported
Post Remedial Action Monitoring Began:		Not reported
Enforcement Action Date:		Not reported
Historical Max MTBE Date:		8/20/1998
Hist Max MTBE Conc in Groundwater:		400
Hist Max MTBE Conc in Soil:		710
Significant Interim Remedial Action Taken:		Yes
GW Qualifier:	Not reported	
Soil Qualifier:	Not reported	
Organization:	Not reported	
Owner Contact:	Not reported	
Responsible Party:	CHRIS PANAITESCU	
RP Address:	13539 E. FOSTER RD.	
Program:	LUST	
Lat/Long:	34.0734248 / -1	
Local Agency Staff:	PEJ	
Beneficial Use:	Not reported	
Priority:	Not reported	
Cleanup Fund Id:	Not reported	
Suspended:	Not reported	

THRIFTY #70 (Continued) **S101296918**

Assigned Name: 2600649-001GEN
Summary: 2MW, OK SAP TO INSTALL 1MW.; 6/29/00 2ND QTR GW MON RPT 2000; 10/3/00 3RD QTR GW MON RPT 2000; 12/12/00 4TH QTR GW MON RPT 2000; 3/16/01 1ST QTR GW MON RPT 2001

CORTESE:
Region: CORTESE
Facility County Code: 19
Reg By: LTNKA
Reg Id: 900310325

79
SE
1/2-1
0.567 mi.
2994 ft.

M.O.R.E. OIL COMPANY **RESPONSE** **S102008346**
645 SOUTH AVE. 21 **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90031 **HIST Cal-Sites**

Relative:
Higher

Actual:
314 ft.

RESPONSE:
Facility ID: 19130103
Site Type: State Response
Site Type Detail: State Response or NPL
Acres: 0.01
National Priorities List: NO
Cleanup Oversight Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Lead Agency Description: Not reported
Project Manager: Not reported
Supervisor: Sayareh Amirebrahimi
Division Branch: Chatsworth
Site Code: Not reported
Assembly: 45
Senate: 22
Special Program Status: Not reported
Status: Certified
Status Date: 1985-05-29 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.065225
Longitude: -118.216919
Alias Name: 110002671261
Alias Type: EPA (FRS #)
Alias Name: 19130103
Alias Type: Envirostor ID Number

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 1985-05-29 00:00:00

Confirmed: 304091,3002502
Confirmed Description: Nitric Acid
Confirmed Description: TPH-MOTOR OIL
Future Area Name: Not reported
Future Sub Area Name: Not reported

M.O.R.E. OIL COMPANY (Continued) **S102008346**

Future Document Type: Not reported
Future Due Date: Not reported
Media Affected: 3002502, 304091
Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED
Management Required Desc: Not reported
Potential: SOIL
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: ILLEGAL DUMPING

ENVIROSTOR:
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 0.01
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: Sayareh Amirebrahimi
Division Branch: Chatsworth
Facility ID: 19130103
Site Code: Not reported
Assembly: 45
Senate: 22
Special Program: Not reported
Status: Certified
Status Date: 1985-05-29 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.065225
Longitude: -118.216919
Alias Name: 110002671261
Alias Type: EPA (FRS #)
Alias Name: 19130103
Alias Type: Envirostor ID Number

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Certification
Completed Date: 1985-05-29 00:00:00

Confirmed: 304091,3002502
Confirmed Description: Nitric Acid
Confirmed Description: TPH-MOTOR OIL
Future Area Name: Not reported
Future Sub Area Name: Not reported

M.O.R.E. OIL COMPANY (Continued) **S102008346**

Future Document Type: Not reported
Future Due Date: Not reported
Media Affected: 3002502, 304091
Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED
Management Required Desc: Not reported
Potential: SOIL
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: ILLEGAL DUMPING

HISTORICAL CAL-SITES:
Facility ID: 19130103
Region: 3
Region Name: GLENDALE
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: Not reported
State Senate District: 05291985
Status: CERT - CERTIFIED AS HAVING BEEN REMEDIED SATISFACTORILY UNDER DTSC OVERSIGHT
Status Name: CERTIFIED
Lead Agency: Not reported
Lead Agency: N/A
Facility Type: RP
Type Name: RESPONSIBLE PARTY
NPL: Not reported
SIC Code: 13
SIC Name: OIL & GAS EXTRACTION
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Staff Member Responsible for Site: Not reported
Supervisor Responsible for Site: Not reported
Region Water Control Board: Not reported
Region Water Control Board Name: Not reported
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported
State Assembly District Code: 45
State Senate District Code: 22
Facility ID: 19130103
Activity: CERT
Activity Name: CERTIFICATION
AWP Code: Not reported
Proposed Budget: 0
AWP Completion Date: Not reported

M.O.R.E. OIL COMPANY (Continued) **S102008346**

Revised Due Date:	Not reported
Comments Date:	05291985
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	CERT
Definition of Status:	CERTIFIED
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	645 SOUTH AVE. 21
Alternate City,St,Zip:	LOS ANGELES, CA 90031
Background Info:	M.O.R.E Oil "Mikhele Finkel" abandoned 500 drums of hazardous waste at 645 South Ave. 21. This caused spillage of acid and waste oil onto asphalt material.
Comments Date:	05291985
Comments:	545 drums of hazardous waste solids, 28 crushed drums, 3,150
Comments Date:	05291985
Comments:	gallons of waste oil were removed. The property was steam
Comments Date:	05291985
Comments:	cleaned and tested by Crosby and Overton.
ID Name:	Not reported
ID Value:	Not reported
Alternate Name:	M.O.R.E. OIL COMPANY
Special Programs Code:	Not reported
Special Programs Name:	Not reported

80
SW
1/2-1
0.594 mi.
3134 ft.

WITCO-ALLIED-KELITE
1250 N MAIN ST
LOS ANGELES, CA 90012

CA FID UST **S101617151**
VCP **N/A**
EMI
SWEEPS UST
ENVIROSTOR

Relative:
Lower

Actual:
295 ft.

CA FID UST:

Facility ID:	19028776
Regulated By:	UTNKI
Regulated ID:	00055919
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	2132220201
Mail To:	Not reported
Mailing Address:	520 MADISON AVE
Mailing Address 2:	Not reported
Mailing City,St,Zip:	LOS ANGELES 900120000
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported

WITCO-ALLIED-KELITE (Continued) **S101617151**

Status: Inactive

VCP:

Facility ID:	19281211
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Acres:	2.5
National Priorities List:	NO
Cleanup Oversight Agencies:	DTSC
Lead Agency:	NONE SPECIFIED
Lead Agency Description:	Not reported
Project Manager:	JAVIER HINOJOSA
Supervisor:	* Harlan Jeche
Division Branch:	Chatsworth
Site Code:	Not reported
Assembly:	45
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	No Further Action
Status Date:	1995-10-24 00:00:00
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.0628990984182 / -118.231377460404
Alias Name:	110002138703
Alias Type:	EPA (FRS #)
Alias Name:	19281211
Alias Type:	Envirostor ID Number
Alias Name:	WITCO CORPORATION
Alias Type:	Alternate Name
Alias Name:	ALLIED KELITE DIVISION, WITCO CORP.
Alias Type:	Alternate Name
Alias Name:	ALLIED KELITE
Alias Type:	Alternate Name
Alias Name:	ALLIED KELITE DIVISION
Alias Type:	Alternate Name
Alias Name:	5409-010-032
Alias Type:	APN
APN:	5409-010-032
APN Description:	Not reported

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement
Completed Date:	1995-05-16 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	1995-10-24 00:00:00
Confirmed:	30001-NO,30005-NO,30013-NO,30026-NO,30108-NO,30027-NO
Confirmed Description:	Not reported
Confirmed Description:	Not reported
Confirmed Description:	Not reported
Confirmed Description:	Not reported

WITCO-ALLIED-KELITE (Continued) **S101617151**

Confirmed Description:	Not reported
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:	30001, 30005, 30013, 30026, 30027, 30108
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
Potential:	OTH, SOIL, SV
Potenital Description:	Not reported
Potenital Description:	Not reported
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:	MANUFACTURING - CHEMICALS, METAL FINISHING

EMI:

Year:	1987
County Code:	19
Air Basin:	SC
Facility ID:	22569
Air District Name:	SC
SIC Code:	2869
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0
Carbon Monoxide Emissions Tons/Yr:	0
NOX - Oxides of Nitrogen Tons/Yr:	0
SOX - Oxides of Sulphur Tons/Yr:	0
Particulate Matter Tons/Yr:	0
Part. Matter 10 Micrometers & Smllr Tons/Yr:	0

Year:	1990
County Code:	19
Air Basin:	SC
Facility ID:	22569
Air District Name:	SC
SIC Code:	2899
Air District Name:	SOUTH COAST AQMD
Community Health Air Pollution Info System:	Not reported
Consolidated Emission Reporting Rule:	Not reported
Total Organic Hydrocarbon Gases Tons/Yr:	0
Reactive Organic Gases Tons/Yr:	0

WITCO-ALLIED-KELITE (Continued) **S101617151**

Carbon Monoxide Emissions Tons/Yr: 0
NOX - Oxides of Nitrogen Tons/Yr: 2
SOX - Oxides of Sulphur Tons/Yr: 0
Particulate Matter Tons/Yr: 0
Part. Matter 10 Micrometers & Smllr Tons/Yr: 0

SWEEPS UST:
Status: Not reported
Comp Number: 3131
Number: Not reported
Board Of Equalization: 44-012804
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003131-000001
Actv Date: Not reported
Capacity: 2000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: REG UNLEADED
Number Of Tanks: 5

Status: Not reported
Comp Number: 3131
Number: Not reported
Board Of Equalization: 44-012804
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003131-000002
Actv Date: Not reported
Capacity: 5000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3131
Number: Not reported
Board Of Equalization: 44-012804
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003131-000003
Actv Date: Not reported
Capacity: 5000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

WITCO-ALLIED-KELITE (Continued) **S101617151**

Status: Not reported
Comp Number: 3131
Number: Not reported
Board Of Equalization: 44-012804
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003131-000004
Actv Date: Not reported
Capacity: 5000
Tank Use: CHEMICAL
Stg: PRODUCT
Content: UNKNOWN
Number Of Tanks: Not reported

Status: Not reported
Comp Number: 3131
Number: Not reported
Board Of Equalization: 44-012804
Ref Date: Not reported
Act Date: Not reported
Created Date: Not reported
Tank Status: Not reported
Owner Tank Id: Not reported
Swrcb Tank Id: 19-050-003131-000005
Actv Date: Not reported
Capacity: 2000
Tank Use: M.V. FUEL
Stg: PRODUCT
Content: DIESEL
Number Of Tanks: Not reported

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 2.5
NPL: NO
Regulatory Agencies: DTSC
Lead Agency: NONE SPECIFIED
Program Manager: JAVIER HINOJOSA
Supervisor: * Harlan Jeche
Division Branch: Chatsworth
Facility ID: 19281211
Site Code: Not reported
Assembly: 45
Senate: 22
Special Program: Voluntary Cleanup Program
Status: No Further Action
Status Date: 1995-10-24 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.0628990984182
Longitude: -118.231377460404
Alias Name: 110002138703
Alias Type: EPA (FRS #)

WITCO-ALLIED-KELITE (Continued) **S101617151**

Alias Name: 19281211
Alias Type: Envirostor ID Number
Alias Name: WITCO CORPORATION
Alias Type: Alternate Name
Alias Name: ALLIED KELITE DIVISION, WITCO CORP.
Alias Type: Alternate Name
Alias Name: ALLIED KELITE
Alias Type: Alternate Name
Alias Name: ALLIED KELITE DIVISION
Alias Type: Alternate Name
Alias Name: 5409-010-032
Alias Type: APN

APN: 5409-010-032
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1995-05-16 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 1995-10-24 00:00:00

Confirmed: 30001-NO,30005-NO,30013-NO,30026-NO,30108-NO,30027-NO
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
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: 30001, 30005, 30013, 30026, 30027, 30108
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
Potential: OTH, SOIL, SV
Potenital Description: Not reported
Potenital Description: Not reported
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

WITCO-ALLIED-KELITE (Continued) **S101617151**

PastUse: MANUFACTURING - CHEMICALS, METAL FINISHING

81
SSW
1/2-1
0.600 mi.
3167 ft.

WILLIAM MEAD HOMES
1300 CARDINAL STREET
LOS ANGELES, CA 90012

Cortese **S101482998**
RESPONSE **N/A**
ENVIROSTOR
HIST Cal-Sites

Relative:
Lower

Actual:
293 ft.

Cortese:
Region: CORTESE
Envirostor Id: 19290312
Site/Facility Type: STATE RESPONSE
Cleanup Status: ACTIVE
Status Date: 10/5/2001
Site Code: 300545, 300434
Latitude: 34.0631027777778
Longitude: -118.230863888889

AWP:
AWP Facility ID: 19290312
Region Code: 3
Region: GLENDALE
SMBR Branch Code: SA
SMBR Branch Unit: SO CAL - GLENDALE
Site Name.: WILLIAM MEAD HOMES SITE
Current Status Date: 10052001
Current Status: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency Code: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: responsible party
Awp Site Type: RESPONSIBLE PARTY
NPL: Not Listed
Tier Of AWP Site: Not reported
Source Of Funding: Not reported
Responsible Staff Member: RKINSELL
Supervisor Responsible: Not reported
SIC Code: 29
Facility SIC: MANU - PETROLEUM & COAL PRODUCTS
RWQCB Code: Not reported
RWQCB Associated With Site: Not reported
Site Access Controlled: Not reported
Site Listed HWS List: Not reported
Hazard Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Of Contamination Sources: 0
Lat/Long: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Description Of Entity: Not reported
State Assembly Distt Code: 45
State Senate District: 22

RESPONSE:
Facility ID: 19290312
Site Type: State Response
Site Type Detail: State Response or NPL

WILLIAM MEAD HOMES (Continued) **S101482998**

Acres:	11.1
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	MICHEL ISKAROUS
Supervisor:	Allan Plaza
Division Branch:	Chatsworth
Site Code:	300545
Assembly:	45
Senate:	22
Special Program Status:	Not reported
Status:	Active
Status Date:	2001-10-05 00:00:00
Restricted Use:	NO
Funding:	Responsible Party
Latitude:	34.0631027777778
Longitude:	-118.230863888889
Alias Name:	110033620188
Alias Type:	EPA (FRS #)
Alias Name:	300545
Alias Type:	Project Code (Site Code)
Alias Name:	300434
Alias Type:	Project Code (Site Code)
Alias Name:	19290312
Alias Type:	Envirostor ID Number
Alias Name:	SOUTHERN REFINING COMPANY
Alias Type:	Alternate Name
Alias Name:	AMALGAMATED OIL COMPANY
Alias Type:	Alternate Name
Alias Name:	WILLIAM MEAD HOMES SITE
Alias Type:	Alternate Name
APN:	NONE SPECIFIED
APN Description:	Not reported

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Design/Implementation Workplan
Completed Date:	2003-04-30 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fact Sheets
Completed Date:	2000-07-01 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Fact Sheets
Completed Date:	2001-12-01 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	2003-01-09 00:00:00
Completed Area Name:	PROJECT WIDE

WILLIAM MEAD HOMES (Continued) **S101482998**

Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 2001-10-04 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2000-04-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1999-01-05 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1996-06-13 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1995-04-13 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2005-06-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2006-08-08 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2003-01-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 2003-04-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2002-06-05 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-03-11 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan

WILLIAM MEAD HOMES (Continued) **S101482998**

Completed Date: 2000-04-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1995-03-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment/Site Inspection Report (PA/SI)
Completed Date: 1994-04-22 00:00:00

Confirmed: NONE SPECIFIED
Confirmed Description: Not reported
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2009
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2009
Media Affected: 10060, 10093, 10196, 10199
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
Potential: OTH, SOIL
Potenital Description: Not reported
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: OIL FIELD

ENVIROSTOR:
Site Type: State Response
Site Type Detailed: State Response or NPL
Acres: 11.1
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: MICHEL ISKAROUS
Supervisor: Allan Plaza
Division Branch: Chatsworth
Facility ID: 19290312
Site Code: 300545
Assembly: 45
Senate: 22
Special Program: Not reported
Status: Active

WILLIAM MEAD HOMES (Continued) **S101482998**

Status Date: 2001-10-05 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.0631027777778
Longitude: -118.230863888889
Alias Name: 110033620188
Alias Type: EPA (FRS #)
Alias Name: 300545
Alias Type: Project Code (Site Code)
Alias Name: 300434
Alias Type: Project Code (Site Code)
Alias Name: 19290312
Alias Type: Envirostor ID Number
Alias Name: SOUTHERN REFINING COMPANY
Alias Type: Alternate Name
Alias Name: AMALGAMATED OIL COMPANY
Alias Type: Alternate Name
Alias Name: WILLIAM MEAD HOMES SITE
Alias Type: Alternate Name

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Design/Implementation Workplan
Completed Date: 2003-04-30 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2000-07-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2001-12-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2003-01-09 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Consent Order/Agreement/Decree/Settlement
Completed Date: 2001-10-04 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2000-04-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1999-01-05 00:00:00

WILLIAM MEAD HOMES (Continued) **S101482998**

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1996-06-13 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 1995-04-13 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2005-06-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2006-08-08 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fact Sheets
Completed Date: 2003-01-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Action Plan
Completed Date: 2003-04-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2002-06-05 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2002-03-11 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2000-04-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1995-03-02 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment/Site Inspection Report (PA/SI)
Completed Date: 1994-04-22 00:00:00

Confirmed: NONE SPECIFIED
Confirmed Description: Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Land Use Restriction
Future Due Date: 2009
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Certification
Future Due Date: 2009
Media Affected: 10060, 10093, 10196, 10199
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
Potential: OTH, SOIL
Potenital Description: Not reported
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: OIL FIELD

HISTORICAL CAL-SITES:
Facility ID: 19290312
Region: 3
Region Name: GLENDALE
Branch: SA
Branch Name: SO CAL - GLENDALE
File Name: WILLIAM MEAD HOMES SITE
State Senate District: 10052001
Status: AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
Status Name: ANNUAL WORKPLAN - ACTIVE SITE
Lead Agency: DTSC
Lead Agency: DEPT OF TOXIC SUBSTANCES CONTROL
Facility Type: RP
Type Name: RESPONSIBLE PARTY
NPL: Not Listed
SIC Code: 29
SIC Name: MANU - PETROLEUM & COAL PRODUCTS
Access: Not reported
Cortese: Not reported
Hazardous Ranking Score: Not reported
Date Site Hazard Ranked: Not reported
Groundwater Contamination: Not reported
Staff Member Responsible for Site: RKINSELL
Supervisor Responsible for Site: Not reported
Region Water Control Board: Not reported
Region Water Control Board Name: Not reported
Lat/Long Direction: Not reported
Lat/Long (dms): 0 0 0 / 0 0 0
Lat/long Method: Not reported
Lat/Long Description: Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

State Assembly District Code:	45
State Senate District Code:	22
Facility ID:	19290312
Activity:	SS
Activity Name:	SITE SCREENING
AWP Code:	S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03021995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	VCA S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04131995
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	PEA
Activity Name:	PRELIMINARY ENDANGERMENT ASSESSMENT
AWP Code:	VCA S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

Comments Date:	04261996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	VCA2S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06131996
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	RAW
Activity Name:	REMOVAL ACTION WORKPLAN
AWP Code:	S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04182000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	CHP65
Activity Name:	AMENDED ORDER/AGREEMENT, CHAPTER 6.5 TRANSITION
AWP Code:	S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01051999
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	ND S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04182000
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312

WILLIAM MEAD HOMES (Continued) **S101482998**

Activity:	RA
Activity Name:	REMOVAL ACTION
AWP Code:	S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	03112002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	ORDER
Activity Name:	I/SE, IORSE, FFA, FFSRA, VCA, EA
AWP Code:	CONSN
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10042001
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	RIFS
Activity Name:	REMEDIAL INVESTIGATION / FEASIBILITY STUDY
AWP Code:	N
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	06052002
Est Person-Yrs to complete:	0
Estimated Size:	Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	DES
Activity Name:	DESIGN
AWP Code:	N
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04302003
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	RMDL
Activity Name:	REMEDIAL ACTION (RAP REQUIRED)
AWP Code:	N
Proposed Budget:	0
AWP Completion Date:	06302005
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	COST
Activity Name:	COST RECOVERY
AWP Code:	S
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	10052001
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	RAP
Activity Name:	REMEDIAL ACTION PLAN / RECORD OF DECISION
AWP Code:	N
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	04282003
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	CERT
Activity Name:	CERTIFICATION
AWP Code:	N

WILLIAM MEAD HOMES (Continued) **S101482998**

Proposed Budget:	0
AWP Completion Date:	12302005
Revised Due Date:	Not reported
Comments Date:	Not reported
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Facility ID:	19290312
Activity:	CEQA
Activity Name:	CEQA INCLUDING NEGATIVE DECS
AWP Code:	N
Proposed Budget:	0
AWP Completion Date:	Not reported
Revised Due Date:	Not reported
Comments Date:	01092003
Est Person-Yrs to complete:	0
Estimated Size:	Not reported
Request to Delete Activity:	Not reported
Activity Status:	AWP
Definition of Status:	ANNUAL WORKPLAN - ACTIVE SITE
Liquids Removed (Gals):	0
Liquids Treated (Gals):	0
Action Included Capping:	Not reported
Well Decommissioned:	Not reported
Action Included Fencing:	Not reported
Removal Action Certification:	Not reported
Activity Comments:	Not reported
For Commercial Reuse:	0
For Industrial Reuse:	0
For Residential Reuse:	0
Unknown Type:	0
Alternate Address:	1300 CARDINAL STREET
Alternate City,St,Zip:	LOS ANGELES, CA 90012
Background Info:	This site south of Cardinal Street previously operated as a refinery from 1900 - 1924 by the Southern Refining Company and Amalgamated Oil Company. Not reported Historical documents indicated refining equipment and above ground storage tanks (AGST). Dark oily materials were discovered during construction activities in the playground area. Areas were covered to prevent contact with potential contaminants. DTSC entered into a Voluntary Cleanup Program Agreement with the RP for oversight of a Preliminary Endangerment Assessment. Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

AREA NORTH OF CARDINAL STREET
This Site is divided into two areas, the area South of Cardinal Street is designated by the letter "S" following the commitment description, and the DTSC LEAD ACTIVITIES area North of Cardial Street is designated by the letter "N" following each description.

Comments Date: 01052001
Comments: DTSC held an open house on Saturday 01/05/2001 from 11:00 a.m.
Comments Date: 01052001
Comments: to 2:00 p.m.at William Mead Homes Community Center. The purpose
Comments Date: 01052001
Comments: of the meeting was to present to the community the results of
Comments Date: 01052001
Comments: DTSCs Investigation and to address any comment/concern.
Comments Date: 01092003
Comments: DTSC approved the CEQA Initial Study.
Comments Date: 01152003
Comments: Draft RAP & Draft CEQA Negative Declaration released for 30 day
Comments Date: 01152003
Comments: public comment period.
Comments Date: 01262002
Comments: Removal Action at School completed.
Comments Date: 01292003
Comments: Public Meeting held at William Mead to present RAP and receive
Comments Date: 01292003
Comments: comments.
Comments Date: 02011998
Comments: RAW submitted 01/09/98 for DTSC review.
Comments Date: 02221999
Comments: CEQA package was submitted to Planning & Environmental Analysis
Comments Date: 02221999
Comments: Section for review and approval.
Comments Date: 02282001
Comments: DTSCs contractor completed the Site Investigation Report for
Comments Date: 02282001
Comments: William Mead Homes, North of Cardinal Street Area. The SI
Comments Date: 02282001
Comments: Reports summarized the results of the investigation that was
Comments Date: 02282001
Comments: conducted by DTSCs contractor. A total of 568 samples were
Comments Date: 02282001
Comments: collected for 178 borings and analyzed for PAHs, semi-VOCs,
Comments Date: 02282001
Comments: metals and lead.
Comments Date: 03021995
Comments: Site visit conducted. Site currently a low income housing
Comments Date: 03021995
Comments: project. Area identified for investigation is a playground
Comments Date: 03021995
Comments: in the center of housing project. No obvious releases
Comments Date: 03021995
Comments: or threat observed.
Comments Date: 03112002
Comments: DTSC reviewed and approved the "Implementation Report" for the
Comments Date: 03112002
Comments: Removal Action that took place South of Cardinal Street.
Comments Date: 03112003

WILLIAM MEAD HOMES (Continued) **S101482998**

Comments:	DTSC approved the CEQA Negative Declaration.
Comments Date:	03262004
Comments:	Housing Authority of the City of Los Angeles chose a
Comments Date:	03262004
Comments:	subcontractor (Earthtech) to excavate contaminated soils.
Comments Date:	03311998
Comments:	Comments submitted, and revised RAW for DTSC review. CEQA
Comments Date:	03311998
Comments:	package under development.
Comments Date:	04051997
Comments:	Several preliminary site control actions were taken. A fence
Comments Date:	04051997
Comments:	was installed around the playground to prevent community from
Comments Date:	04051997
Comments:	potential exposure. Signs were also posted around the fence
Comments Date:	04051997
Comments:	to prevent trespassing. Edible and medicinal plants were
Comments Date:	04051997
Comments:	removed throughout the site to prevent exposure to and in-
Comments Date:	04051997
Comments:	gestion of contaminants. Planter buckets/pots were distributed
Comments Date:	04051997
Comments:	to the community to replace removed plants. Approximately
Comments Date:	04051997
Comments:	7000 sq. ft. of soil were reseeded with Bermuda grass. In-
Comments Date:	04051997
Comments:	creased irrigation of site to maintain grass.
Comments Date:	04131995
Comments:	DTSC entered into a Voluntary Cleanup Program Agreement
Comments Date:	04131995
Comments:	with the City of Los Angeles to conduct a Preleminary
Comments Date:	04131995
Comments:	Endangerment Assessment.
Comments Date:	04161996
Comments:	PEA soil samples collected in Jan 1996. PAHs and heavy
Comments Date:	04161996
Comments:	metals identified at depths of 0-16 ft throughout the site.
Comments Date:	04161996
Comments:	High PAHs at 0-2 ft have prompted measures to prevent
Comments Date:	04161996
Comments:	exposure to dermal and ingestion routes of exposure. Re-sod
Comments Date:	04161996
Comments:	playing area & dirt cap on baseball diamond to be done. An advi-
Comments Date:	04161996
Comments:	sory letter with preliminary measures were sent 4/19/96.
Comments Date:	04161996
Comments:	On April 27, an informational public meeting was held to
Comments Date:	04161996
Comments:	inform the community.
Comments Date:	04161996
Comments:	Not reported
Comments Date:	04161996
Comments:	Not reported
Comments Date:	04182000
Comments:	CEQA:
Comments Date:	04182000
Comments:	Not reported

WILLIAM MEAD HOMES (Continued) **S101482998**

Comments Date:	04182000
Comments:	DTSC approved the Negative Declaration for the William Mead
Comments Date:	04182000
Comments:	Homes site.
Comments Date:	04182000
Comments:	Not reported
Comments Date:	04201999
Comments:	Planning & Environmental Analysis Section approved the draft
Comments Date:	04201999
Comments:	Initial Study and Negative Declarations for the RAW.
Comments Date:	04261996
Comments:	A PEA consisting of field sampling and analysis identified
Comments Date:	04261996
Comments:	the presence of elevated levels of polycyclic aromatic
Comments Date:	04261996
Comments:	hydrocarbons (PAHs) and heavy metals in the soil in various
Comments Date:	04261996
Comments:	areas of the site. Further action is warranted. The PEA is
Comments Date:	04261996
Comments:	considered complete.
Comments Date:	04282003
Comments:	DTSC approved the RAP for areas north of Cardinal street.
Comments Date:	04302003
Comments:	DTSC approved the Remedial Design and Health and Safety Plan.
Comments Date:	05012000
Comments:	DTSC approved the RAW for the William Mead Homes site.
Comments Date:	05191997
Comments:	Report for supplemental investigation, HRA, and site control
Comments Date:	05191997
Comments:	actions submitted for DTSC review.
Comments Date:	06052002
Comments:	RI/FS approved by DTSC.
Comments Date:	06131996
Comments:	DTSC and the Housing Authority of the City of Los Angeles
Comments Date:	06131996
Comments:	executed a second Voluntary Cleanup Agreement (VCA). This
Comments Date:	06131996
Comments:	VCA provides for Supplemental Investigation, Health Risk
Comments Date:	06131996
Comments:	Assessment and Removal Action.
Comments Date:	06131996
Comments:	Not reported
Comments Date:	07031998
Comments:	DTSC reviewed and tentatively approved the Removal Action
Comments Date:	07031998
Comments:	Workplan. Final approval is pending the completion of
Comments Date:	07031998
Comments:	support documents.
Comments Date:	07191998
Comments:	DTSC issued a fact sheet to inform the public with the progress
Comments Date:	07191998
Comments:	and the planned activities at the site.
Comments Date:	07191998
Comments:	Not reported
Comments Date:	07202000
Comments:	NORTH OF CARDINAL STREET SITE
Comments Date:	07202000

WILLIAM MEAD HOMES (Continued) **S101482998**

Comments:	DTSC approved and issued a Task Order for Tetra Tech, Inc. to
Comments Date:	07202000
Comments:	provide personnel services, material and equipment necessary
Comments Date:	07202000
Comments:	to conduct a Site Investigation of William Mead Homes, North
Comments Date:	07202000
Comments:	of Cardinal Street Site.
Comments Date:	07241997
Comments:	Ongoing discussions to revise HRA's progress. Public
Comments Date:	07241997
Comments:	participation activities being planned, for the presentation
Comments Date:	07241997
Comments:	of HRA.
Comments Date:	07241997
Comments:	Not reported
Comments Date:	08011996
Comments:	A draft workplan for the supplemental investigation was
Comments Date:	08011996
Comments:	submitted for DTSC review.
Comments Date:	08171999
Comments:	The RP updated and revised Draft RAW and support documents
Comments Date:	08171999
Comments:	to allow for new Treatment/Disposal Facility.
Comments Date:	08171999
Comments:	Not reported
Comments Date:	08232004
Comments:	Excavation of contaminated soils begins, expected to be
Comments Date:	08232004
Comments:	completed by June 2005.
Comments Date:	08302001
Comments:	Completion Report (RAW).
Comments Date:	09251998
Comments:	Risk Management plan, Health and Safety Plan and Draft
Comments Date:	09251998
Comments:	Engineering Design submitted for DTSC review.
Comments Date:	09251998
Comments:	Not reported
Comments Date:	10042001
Comments:	DTSC entered into a Consent Order with the Housing Authority
Comments Date:	10042001
Comments:	of the City of Los Angeles requiring them to complete a Remedial
Comments Date:	10042001
Comments:	Investigation/Feasibility Study and to implement appropriate
Comments Date:	10042001
Comments:	removal actions.
Comments Date:	10052001
Comments:	DTSC recovered a payment of $248,419.22. This amount covers
Comments Date:	10052001
Comments:	DTSC oversight cost from January 1999 to March 2001.
Comments Date:	10141999
Comments:	The draft RAW and proposed Negative Declaration were public
Comments Date:	10141999
Comments:	noticed for 30 days, public comment period starting October 14,
Comments Date:	10141999
Comments:	1999 and ending November 15, 1999.
Comments Date:	10181997
Comments:	Public meeting held to present results of HRA. CDM currently

WILLIAM MEAD HOMES (Continued) **S101482998**

Comments Date:	10181997
Comments:	preparing an addendum to HRA lead spread and Engineering
Comments Date:	10181997
Comments:	Evaluation/RAW.
Comments Date:	10251996
Comments:	Supplemental Investigation Workplan is approved. Work is to
Comments Date:	10251996
Comments:	include additional soil sampling, limited soil gas
Comments Date:	10251996
Comments:	investigation, baseline risk assessment, engineering
Comments Date:	10251996
Comments:	evaluation (remedial alternatives).
Comments Date:	10251996
Comments:	Not reported
Comments Date:	10301999
Comments:	A Public Meeting was held to accept comments on the draft RAW
Comments Date:	10301999
Comments:	and draft Negative Declaration. The meeting was held at
Comments Date:	10301999
Comments:	William Mead Homes Community Center at 1:00 P.M.
Comments Date:	10301999
Comments:	Not reported
Comments Date:	10302000
Comments:	In accordance with Field Sampling Plan and QC/QA and Health
Comments Date:	10302000
Comments:	and Safety Plan, DTSCs contractor sampled 178 boring locations
Comments Date:	10302000
Comments:	to a depth of 11 feet below ground surface to determine if
Comments Date:	10302000
Comments:	contaminants found south of Cardinal Street were present at the
Comments Date:	10302000
Comments:	northern part of William Mead Homes.
Comments Date:	10311997
Comments:	HRA approved.
Comments Date:	10311997
Comments:	Not reported
Comments Date:	11192001
Comments:	DTSCs contractor completed its Final Site Investigation Report.
Comments Date:	11192001
Comments:	The Final SI Report summarized the phase I investigation and
Comments Date:	11192001
Comments:	the phase II investigation that were completed in 9/01 and 10/01.
Comments Date:	11192001
Comments:	The Report also included the DTSC conclusion and recommendations.
Comments Date:	12011997
Comments:	Leadspread addendum to HRA reviewed and approved. Special
Comments Date:	12011997
Comments:	cantonese/vietnamese public partipation outreach conducted.
Comments Date:	12011997
Comments:	Engineerig Evaluation/Cost Analysis (EE/CA)/RAW currently being
Comments Date:	12011997
Comments:	prepared, pending Hazardous Waste characterization data
Comments Date:	12011997
Comments:	for disposal cost estimates.
Comments Date:	12011997
Comments:	Not reported
Comments Date:	12231996

WILLIAM MEAD HOMES (Continued) **S101482998**

Comments:	Supplemental Investigation field work completed.
Comments Date:	12231996
Comments:	Not reported
Comments Date:	12262001
Comments:	Elevated levels of lead were discovered beneath the sand box
Comments Date:	12262001
Comments:	play area at the Head Start State Preschool on Leroy Street,
Comments Date:	12262001
Comments:	between Magdalena Street and North Main Street. Remedial
Comments Date:	12262001
Comments:	measures taken consisted of capping the sand box with
Comments Date:	12262001
Comments:	concrete and installing a new play surface and new play
Comments Date:	12262001
Comments:	equipment.
ID Name:	CALSTARS CODE
ID Value:	300545
ID Name:	CALSTARS CODE
ID Value:	300434
Alternate Name:	WILLIAM MEAD HOMESWILLIAM MEAD HOMES SITESOUTHERN REFINING COMPANYAMALGAMATED OIL COMPANY
Special Programs Code:	Not reported
Special Programs Name:	Not reported

T82 **SO CAL GAS/ALISO E 490 BUACHET ST. MGP** **Manufactured Gas Plants** **1012008219**
SSW **490 BAUCHET ST.** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.738 mi.
3897 ft. **Site 1 of 3 in cluster T**

Relative:
Lower

Actual:
292 ft.

T83 **SO CAL GAS/ALISO E 490 BUACHET ST. MGP** **Manufactured Gas Plants** **1012008256**
SSW **490 BAUCHET ST.** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.738 mi.
3897 ft. **Site 2 of 3 in cluster T**

Relative:
Lower

Actual:
292 ft.

T84 **SO CAL GAS/ALISO E 490 BUACHET ST. MGP** **VCP** **S107737352**
SSW **490 BAUCHET ST.** **ENVIROSTOR** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.738 mi.
3897 ft. **Site 3 of 3 in cluster T**

Relative:
Lower

Actual:
292 ft.

VCP:

Facility ID:	19490241
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Acres:	1.7
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP

SO CAL GAS/ALISO E 490 BUACHET ST. MGP (Continued) **S107737352**

Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	CHAND SULTANA
Supervisor:	Rita Kamat
Division Branch:	Chatsworth
Site Code:	301002
Assembly:	46
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Certified
Status Date:	2008-06-11 00:00:00
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.0600243044579 / -118.22873173268
Alias Name:	5409-019-009
Alias Type:	APN
Alias Name:	110033609398
Alias Type:	EPA (FRS #)
Alias Name:	300626
Alias Type:	Project Code (Site Code)
Alias Name:	301002
Alias Type:	Project Code (Site Code)
Alias Name:	SO CAL GAS - ALISO E MGP
Alias Type:	Alternate Name
Alias Name:	SOUTHERN CALIFORNIA GAS
Alias Type:	Alternate Name
Alias Name:	19490241
Alias Type:	Envirostor ID Number
Alias Name:	SOUTHERN CALIFORNIA GAS COMPANY
Alias Type:	Alternate Name
Alias Name:	ALISO MANUFACTURED GAS PLANT
Alias Type:	Alternate Name
Alias Name:	ALISO E
Alias Type:	Alternate Name
Alias Name:	SO CAL GAS - ALISO E
Alias Type:	Alternate Name
APN:	5409-019-009
APN Description:	Not reported

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Remedial Investigation / Feasibility Study
Completed Date:	2005-06-01 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	CEQA - Initial Study/ Neg. Declaration
Completed Date:	2005-07-09 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Amendment - Order/Agreement
Completed Date:	1999-01-04 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Removal Action Workplan

SO CAL GAS/ALISO E 490 BUACHET ST. MGP (Continued) **S107737352**

Completed Date: 2005-07-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2007-11-12 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2007-01-30 00:00:00

Confirmed: 30472-NO,30550-NO,30022-NO,30024-NO,30025-NO,30027-NO,30001-NO,30003-N
,30593-NO
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
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: 30001, 30003, 30022, 30024, 30025, 30027, 30472, 30550, 30593
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
Potential: OTH, SOIL
Potenital Description: Not reported
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: MANUFACTURED GAS PLANT

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 1.7
NPL: NO
Regulatory Agencies: SMBRP

SO CAL GAS/ALISO E 490 BUACHET ST. MGP (Continued) **S107737352**

Lead Agency: SMBRP
Program Manager: CHAND SULTANA
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 19490241
Site Code: 301002
Assembly: 46
Senate: 22
Special Program: Voluntary Cleanup Program
Status: Certified
Status Date: 2008-06-11 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.0600243044579
Longitude: -118.22873173268
Alias Name: 5409-019-009
Alias Type: APN
Alias Name: 110033609398
Alias Type: EPA (FRS #)
Alias Name: 300626
Alias Type: Project Code (Site Code)
Alias Name: 301002
Alias Type: Project Code (Site Code)
Alias Name: SO CAL GAS - ALISO E MGP
Alias Type: Alternate Name
Alias Name: SOUTHERN CALIFORNIA GAS
Alias Type: Alternate Name
Alias Name: 19490241
Alias Type: Envirostor ID Number
Alias Name: SOUTHERN CALIFORNIA GAS COMPANY
Alias Type: Alternate Name
Alias Name: ALISO MANUFACTURED GAS PLANT
Alias Type: Alternate Name
Alias Name: ALISO E
Alias Type: Alternate Name
Alias Name: SO CAL GAS - ALISO E
Alias Type: Alternate Name

APN: 5409-019-009
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Remedial Investigation / Feasibility Study
Completed Date: 2005-06-01 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Neg. Declaration
Completed Date: 2005-07-09 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Amendment - Order/Agreement
Completed Date: 1999-01-04 00:00:00

Completed Area Name: PROJECT WIDE

SO CAL GAS/ALISO E 490 BUACHET ST. MGP (Continued) **S107737352**

Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2005-07-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2007-11-12 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Fieldwork
Completed Date: 2007-01-30 00:00:00

Confirmed: 30472-NO,30550-NO,30022-NO,30024-NO,30025-NO,30027-NO,30001-NO,30003-N
,30593-NO
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
Confirmed Description: Not reported
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: 30001, 30003, 30022, 30024, 30025, 30027, 30472, 30550, 30593
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
Potential: OTH, SOIL
Potenital Description: Not reported
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: MANUFACTURED GAS PLANT

85
NNE
1/2-1
0.754 mi.
3981 ft.

JAYBEE SITE AT LINCOLN HEIGHTS - LA DWP
301 WEST AVENUE 26
LOS ANGELES, CA 90031

VCP **S106568227**
ENVIROSTOR **N/A**

Relative:
Higher

Actual:
352 ft.

VCP:

Facility ID:	19490238
Site Type:	Voluntary Cleanup
Site Type Detail:	Voluntary Cleanup
Acres:	3.4
National Priorities List:	NO
Cleanup Oversight Agencies:	SMBRP
Lead Agency:	SMBRP
Lead Agency Description:	DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager:	ALBERTO VALMIDIANO
Supervisor:	Juli Propes
Division Branch:	Chatsworth
Site Code:	301120
Assembly:	45
Senate:	22
Special Programs Code:	Voluntary Cleanup Program
Status:	Active
Status Date:	2004-04-07 00:00:00
Restricted Use:	NO
Funding:	Responsible Party
Lat/Long:	34.08074831696 / -118.21810473774
Alias Name:	5205-009-900
Alias Type:	APN
Alias Name:	110033606649
Alias Type:	EPA (FRS #)
Alias Name:	110009268657
Alias Type:	EPA (FRS #)
Alias Name:	CAD983578667
Alias Type:	CERCLIS ID
Alias Name:	301120
Alias Type:	Project Code (Site Code)
Alias Name:	LINCOLN HEIGHTS SERVICE CENTER
Alias Type:	Alternate Name
Alias Name:	JAYBEE SITE
Alias Type:	Alternate Name
Alias Name:	DWP - CITY OF LOS ANGELES
Alias Type:	Alternate Name
Alias Name:	19490238
Alias Type:	Envirostor ID Number
Alias Name:	DEPARTMENT OF WATER & POWER, CITY OF LA
Alias Type:	Alternate Name
APN:	5205-009-900
APN Description:	Not reported

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Workplan
Completed Date:	2005-05-12 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Voluntary Cleanup Agreement

JAYBEE SITE AT LINCOLN HEIGHTS - LA DWP (Continued) **S106568227**

Completed Date: 2004-04-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1995-09-14 00:00:00

Confirmed: 30484,30550,30019,30022,30024,30025,30027,30193,30013,30593
Confirmed Description: Naphthalene
Confirmed Description: Toluene
Confirmed Description: Polynuclear aromatic hydrocarbons (PAHs)
Confirmed Description: Tetrachloroethylene (PCE)
Confirmed Description: TPH-diesel
Confirmed Description: TPH-gas
Confirmed Description: Trichloroethylene (TCE)
Confirmed Description: 1,2-Dichloroethane (EDC)
Confirmed Description: Lead
Confirmed Description: Xylenes
Future Area Name: PROJECT WIDE
Future Sub Area Name: Not reported
Future Document Type: Remedial Investigation Report
Future Due Date: 2009
Media Affected: 30013, 30019, 30022, 30024, 30025, 30027, 30193, 30484, 30550, 30593
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
Potential: OTH, SOIL
Potenital Description: Not reported
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: MANUFACTURING - OTHER

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 3.4
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: ALBERTO VALMIDIANO
Supervisor: Juli Propes
Division Branch: Chatsworth

JAYBEE SITE AT LINCOLN HEIGHTS - LA DWP (Continued) **S106568227**

Facility ID: 19490238
Site Code: 301120
Assembly: 45
Senate: 22
Special Program: Voluntary Cleanup Program
Status: Active
Status Date: 2004-04-07 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.08074831696
Longitude: -118.21810473774
Alias Name: 5205-009-900
Alias Type: APN
Alias Name: 110033606649
Alias Type: EPA (FRS #)
Alias Name: 110009268657
Alias Type: EPA (FRS #)
Alias Name: CAD983578667
Alias Type: CERCLIS ID
Alias Name: 301120
Alias Type: Project Code (Site Code)
Alias Name: LINCOLN HEIGHTS SERVICE CENTER
Alias Type: Alternate Name
Alias Name: JAYBEE SITE
Alias Type: Alternate Name
Alias Name: DWP - CITY OF LOS ANGELES
Alias Type: Alternate Name
Alias Name: 19490238
Alias Type: Envirostor ID Number
Alias Name: DEPARTMENT OF WATER & POWER, CITY OF LA
Alias Type: Alternate Name

APN: 5205-009-900
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Workplan
Completed Date: 2005-05-12 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2004-04-07 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1995-09-14 00:00:00

Confirmed: 30484,30550,30019,30022,30024,30025,30027,30193,30013,30593
Confirmed Description: Naphthalene
Confirmed Description: Toluene
Confirmed Description: Polynuclear aromatic hydrocarbons (PAHs)
Confirmed Description: Tetrachloroethylene (PCE)
Confirmed Description: TPH-diesel
Confirmed Description: TPH-gas

JAYBEE SITE AT LINCOLN HEIGHTS - LA DWP (Continued) **S106568227**

Confirmed Description:	Trichloroethylene (TCE)
Confirmed Description:	1,2-Dichloroethane (EDC)
Confirmed Description:	Lead
Confirmed Description:	Xylenes
Future Area Name:	PROJECT WIDE
Future Sub Area Name:	Not reported
Future Document Type:	Remedial Investigation Report
Future Due Date:	2009
Media Affected:	30013, 30019, 30022, 30024, 30025, 30027, 30193, 30484, 30550, 30593
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
Potential:	OTH, SOIL
Potenital Description:	Not reported
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:	MANUFACTURING - OTHER

86
NNE
1/2-1
0.765 mi.
4041 ft.

PROPOSED AMCAL MULTI-HOUSING DEVELOPMENT **ENVIROSTOR** **S106797596**
306-360 W. AVE. 26 **N/A**
LOS ANGELES, CA 90031

Relative:
Higher

Actual:
352 ft.

ENVIROSTOR:

Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	Not reported
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cypress
Facility ID:	19950002
Site Code:	Not reported
Assembly:	45
Senate:	22
Special Program:	Not reported
Status:	Refer: 1248 Local Agency
Status Date:	2003-11-14 00:00:00
Restricted Use:	NO
Funding:	Not Applicable

PROPOSED AMCAL MULTI-HOUSING DEVELOPMENT (Continued) **S106797596**

Latitude: 0
Longitude: 0
Alias Name: 19950002
Alias Type: Envirostor ID Number

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: Not reported
Completed Sub Area Name: Not reported
Completed Document Type: Not reported
Completed Date: Not reported

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: NONE SPECIFIED
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED
Management Required Desc: Not reported
Potential: NONE SPECIFIED
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: NONE SPECIFIED

87
SW
1/2-1
0.782 mi.
4128 ft.

Relative:
Lower

Actual:
292 ft.

CORNFIELD SITE **VCP** **S105557560**
1245 N. SPRING STREET **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90012

VCP:
Facility ID: 19400013
Site Type: Voluntary Cleanup
Site Type Detail: Voluntary Cleanup
Acres: 32
National Priorities List: NO
Cleanup Oversight Agencies: SMBRP
Lead Agency: SMBRP
Lead Agency Description: DTSC - Site Mitigation And Brownfield Reuse Program
Project Manager: TEDD YARGEAU
Supervisor: Rita Kamat
Division Branch: Chatsworth
Site Code: 301019
Assembly: 45
Senate: 21
Special Programs Code: Voluntary Cleanup Program
Status: Certified
Status Date: 2003-02-28 00:00:00

CORNFIELD SITE (Continued) **S105557560**

Restricted Use: NO
Funding: Responsible Party
Lat/Long: 34.0680555555556 / -118.232222222222
Alias Name: 110033613686
Alias Type: EPA (FRS #)
Alias Name: 301019
Alias Type: Project Code (Site Code)
Alias Name: CORNFIELDS
Alias Type: Alternate Name
Alias Name: CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: FORMER CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: CORNFIELDS RAILYARD
Alias Type: Alternate Name
Alias Name: 19400013
Alias Type: Envirostor ID Number

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2003-02-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Completed Date: 2002-11-15 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2002-05-17 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2001-08-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2002-11-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2002-09-16 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2001-12-20 00:00:00

Confirmed: 30001,30013,3002502

CORNFIELD SITE (Continued) **S105557560**

Confirmed Description: Arsenic
Confirmed Description: Lead
Confirmed Description: TPH-MOTOR OIL
Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Media Affected: 30001, 30013, 3002502
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
Potential: OTH, SOIL
Potenital Description: Not reported
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: FUEL - VEHICLE STORAGE/ REFUELING, RAIL ROAD MAINTENANCE SHOP, RAILROAD RIGHT OF WAY

ENVIROSTOR:
Site Type: Voluntary Cleanup
Site Type Detailed: Voluntary Cleanup
Acres: 32
NPL: NO
Regulatory Agencies: SMBRP
Lead Agency: SMBRP
Program Manager: TEDD YARGEAU
Supervisor: Rita Kamat
Division Branch: Chatsworth
Facility ID: 19400013
Site Code: 301019
Assembly: 45
Senate: 21
Special Program: Voluntary Cleanup Program
Status: Certified
Status Date: 2003-02-28 00:00:00
Restricted Use: NO
Funding: Responsible Party
Latitude: 34.0680555555556
Longitude: -118.232222222222
Alias Name: 110033613686
Alias Type: EPA (FRS #)
Alias Name: 301019
Alias Type: Project Code (Site Code)
Alias Name: CORNFIELDS
Alias Type: Alternate Name
Alias Name: CORNFIELDS SITE
Alias Type: Alternate Name
Alias Name: FORMER CORNFIELDS SITE
Alias Type: Alternate Name

CORNFIELD SITE (Continued) **S105557560**

Alias Name: CORNFIELDS RAILYARD
Alias Type: Alternate Name
Alias Name: 19400013
Alias Type: Envirostor ID Number

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Completion Report
Completed Date: 2003-02-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: CEQA - Initial Study/ Mitigated Neg. Dec. (MND)
Completed Date: 2002-11-15 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2002-05-17 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Voluntary Cleanup Agreement
Completed Date: 2001-08-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Removal Action Workplan
Completed Date: 2002-11-18 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2002-09-16 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 2001-12-20 00:00:00

Confirmed: 30001,30013,3002502
Confirmed Description: Arsenic
Confirmed Description: Lead
Confirmed Description: TPH-MOTOR OIL
Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Media Affected: 30001, 30013, 3002502
Media Affected Desc: Not reported
Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:

CORNFIELD SITE (Continued) **S105557560**

Management Required:	NONE SPECIFIED
Management Required Desc:	Not reported
Potential:	OTH, SOIL
Potenital Description:	Not reported
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:	FUEL - VEHICLE STORAGE/ REFUELING, RAIL ROAD MAINTENANCE SHOP, RAILROAD RIGHT OF WAY

88
ESE
1/2-1
0.797 mi.
4211 ft.

BUILDERS HARDWARE FINISHERS
1846 SICHEL ST
LOS ANGELES, CA 90031

RCRA-SQG **1000278696**
FINDS **CAD020155461**
CERC-NFRAP
CONSENT
LIENS 2

Relative:
Higher

Actual:
324 ft.

RCRA-SQG:

Date form received by agency:	09/01/1996
Facility name:	BUILDERS HARDWARE FINISHERS
Facility address:	1846 SICHEL ST LOS ANGELES, CA 90031
EPA ID:	CAD020155461
Mailing address:	SICHEL ST LOS ANGELES, CA 90031
Contact:	Not reported
Contact address:	Not reported Not reported
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:	JOE DURAN
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

BUILDERS HARDWARE FINISHERS (Continued) **1000278696**

Legal status: Private
Owner/Operator Type: Operator
Owner/Op start date: Not reported
Owner/Op end date: Not reported

Handler Activities Summary:
U.S. importer of hazardous waste: 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:

Registry ID: 110002638682

Environmental Interest/Information System
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

ICIS (Integrated Compliance Information System) is the Integrated Compliance Information System and provides a database that, when complete, will contain integrated Enforcement and Compliance information across most of EPA's programs. The vision for ICIS is to replace EPA's independent databases that contain Enforcement data with a single repository for that information. Currently, ICIS contains all Federal Administrative and Judicial enforcement actions. This information is maintained in ICIS by EPA in the Regional offices and it Headquarters. A future release of ICIS will replace the Permit Compliance System (PCS) which supports the NPDES and will integrate that information with Federal actions already in the system. ICIS also has the capability to track other activities occurring in the Region that support Compliance and Enforcement programs. These include; Incident Tracking, Compliance Assistance, and Compliance Monitoring.

CERC-NFRAP:
Site ID: 0900183
Federal Facility: Not a Federal Facility
NPL Status: Not on the NPL

BUILDERS HARDWARE FINISHERS (Continued) **1000278696**

Non NPL Status: Removal Only Site (No Site Assessment Work Needed)

CERCLIS-NFRAP Site Contact Name(s):

Contact Title: Not reported
Contact Name: Steven Arbaugh
Contact Tel: Not reported

Contact Title: Not reported
Contact Name: Carl Brickner
Contact Tel: (415) 972-3814

Contact Title: Not reported
Contact Name: Brunilda Davila
Contact Tel: (415) 972-3162

Contact Title: Not reported
Contact Name: Jim Hanson
Contact Tel: Not reported

Contact Title: Not reported
Contact Name: Jeff Inglis
Contact Tel: (415) 972-3095

Contact Title: Not reported
Contact Name: Karen Jurist
Contact Tel: (415) 972-3219

Contact Title: Not reported
Contact Name: Matt Mitguard
Contact Tel: (415) 972-3096

Contact Title: Not reported
Contact Name: Jeannie Wong
Contact Tel: (415) 972-3079

CERCLIS-NFRAP Site Alias Name(s):

Alias Name: BHFI
Alias Address: Not reported
CA

CERCLIS-NFRAP Assessment History:

Action: LIEN ON PRP PROPERTY
Date Started: 07/05/1988
Date Completed: Not reported
Priority Level: Not reported

Action: REMOVAL
Date Started: 05/23/1988
Date Completed: 07/18/1988
Priority Level: Cleaned up

Action: ADMINISTRATIVE RECORDS
Date Started: 04/24/1989
Date Completed: 04/24/1989
Priority Level: Admin Record Compiled for a Removal Event

BUILDERS HARDWARE FINISHERS (Continued) **1000278696**

Action: GP
Date Started: Not reported
Date Completed: 05/24/1989
Priority Level: Not reported

Action: RJ
Date Started: Not reported
Date Completed: 11/07/1989
Priority Level: Not reported

Action: ADMIN ORDER ON CONSENT
Date Started: Not reported
Date Completed: 01/26/1990
Priority Level: Not reported

Action: CS
Date Started: Not reported
Date Completed: 03/20/1990
Priority Level: Not reported

Action: SECTION 104(E) REF LITIGATION
Date Started: 07/06/1990
Date Completed: Not reported
Priority Level: Not reported

Action: RJ
Date Started: Not reported
Date Completed: 08/03/1990
Priority Level: Not reported

Action: FG
Date Started: Not reported
Date Completed: 10/09/1990
Priority Level: Not reported

Action: FG
Date Started: Not reported
Date Completed: 10/09/1990
Priority Level: Not reported

Action: FG
Date Started: Not reported
Date Completed: 10/12/1990
Priority Level: Not reported

Action: SECTION 107 LITIGATION
Date Started: 09/29/1989
Date Completed: 10/31/1990
Priority Level: Not reported

Action: CONSENT DECREE
Date Started: 05/14/1990
Date Completed: 10/31/1990
Priority Level: Not reported

Action: JUDICIAL/CIVIL JUDGMENT
Date Started: Not reported

BUILDERS HARDWARE FINISHERS (Continued) **1000278696**

Date Completed: 01/02/1992
Priority Level: Not reported

Action: CP
Date Started: Not reported
Date Completed: 02/01/1994
Priority Level: Not reported

Action: CU
Date Started: Not reported
Date Completed: 02/24/1995
Priority Level: Not reported

Action: ARCHIVE SITE
Date Started: Not reported
Date Completed: 01/23/1996
Priority Level: Not reported

Action: GE
Date Started: Not reported
Date Completed: Not reported
Priority Level: Not reported

CONSENT:
EPA ID: CAD020155461
Site ID: Not reported
Case Title: U.S. V BUILDER'S HARDWARE FINISHERS, INC.
Court Num: 90-5428
District: California, Cent
Entered Date: 19901031
Full-text of the consent decree for this site issued by the United States District Court is available from EDR. Contact your EDR Account Executive.

LIENS 2:
Facility name: BUILDERS HARDWARE FINISHING INC
Facility address: 1846 SICHEL ST
LOS ANGELES, CA 90031
EPA ID: CAD020155461
Action: LP001 - Lien on PRP property
Start date: 07/05/1988
Complete date: Not reported
Notice date: Not reported
Enforcemant date: Not reported
Reardon date: Not reported
Statutes: Not reported

89
SSW
1/2-1
0.804 mi.
4245 ft.

SO CAL GAS/ALISO E MGP
BAUCHET STREET AND VIGNES STREET
LOS ANGELES, CA 90012

Manufactured Gas Plants **1008407707**
N/A

Relative:
Lower

Actual:
293 ft.

Manufactured Gas Plants:

Sector E of the Aliso Street Towne Gas facility covers approximately nine acres and has been used for numerous industrial purposes including refined oil storage, 1,3-Butadiene storage, manufactured gas plant (MGP) feedstock storage, mannequin manufaccturing, and hard chrome plating. The sector is currently used for parking, a refueling station, and offices. Part of the former Aliso Street manufactured gas plant (MGP) and butadiene

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90
SW
1/2-1
0.901 mi.
4755 ft.

MAGNUS COMPANY, INC
860 NORTH MAIN STREET
LOS ANGELES, CA 90012

ENVIROSTOR **S101480911**
N/A

Relative:
Lower

Actual:
290 ft.

ENVIROSTOR:

Site Type:	Historical
Site Type Detailed:	* Historical
Acres:	0
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	* MMONROY
Division Branch:	Chatsworth
Facility ID:	19370356
Site Code:	Not reported
Assembly:	45
Senate:	22
Special Program:	* RCRA 3012 - Past Haz Waste Disp Inven Site
Status:	No Further Action
Status Date:	1984-01-24 00:00:00
Restricted Use:	NO
Funding:	Not reported
Latitude:	34.0608333333333
Longitude:	-118.235277777778
Alias Name:	19370356
Alias Type:	Envirostor ID Number
Alias Name:	CAD980636138
Alias Type:	EPA Identification Number
APN:	NONE SPECIFIED
APN Description:	Not reported

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	* Discovery
Completed Date:	1983-09-28 00:00:00
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Screening
Completed Date:	1994-10-27 00:00:00
Completed Area Name:	PROJECT WIDE

MAGNUS COMPANY, INC (Continued) **S101480911**

Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1984-01-24 00:00:00

Confirmed: 31000-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: NONE SPECIFIED,31000
Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED
Management Required Desc: Not reported
Potential: NMA
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: MANUFACTURING - METAL

91
SSW
1/2-1
0.904 mi.
4774 ft.

MOGUL CORPORATION **ENVIROSTOR** **S101481023**
967 NORTH VIGNES STREET **N/A**
LOS ANGELES, CA 90012

Relative:
Lower

Actual:
290 ft.

ENVIROSTOR:
Site Type: Evaluation
Site Type Detailed: Evaluation
Acres: 0
NPL: NO
Regulatory Agencies: NONE SPECIFIED
Lead Agency: NONE SPECIFIED
Program Manager: Not reported
Supervisor: * Frances Collier
Division Branch: Chatsworth
Facility ID: 19510059
Site Code: Not reported
Assembly: 46
Senate: 22
Special Program: EPA - PASI
Status: No Further Action
Status Date: 1985-09-09 00:00:00
Restricted Use: NO
Funding: EPA Grant
Latitude: 34.0584898977081
Longitude: -118.232713152151
Alias Name: 19510059
Alias Type: Envirostor ID Number
Alias Name: SKASOL OF SOUTHERN CALIFORNIA INC
Alias Type: Alternate Name
Alias Name: CAD056437460

MOGUL CORPORATION (Continued) **S101481023**

Alias Type: EPA Identification Number

APN: NONE SPECIFIED
APN Description: Not reported

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 1983-09-28 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 1987-12-04 00:00:00

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 1984-02-05 00:00:00

Confirmed: 30153-NO,30001-NO
Confirmed Description: Not reported
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: 30001, 30153
Media Affected Desc: Not reported
Media Affected Desc: Not reported

Management:
Management Required: NONE SPECIFIED
Management Required Desc: Not reported
Potential: NMA, SOIL, SV
Potenital Description: Not reported
Potenital Description: Not reported
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: MANUFACTURING - CHEMICALS

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92 **SO CAL GAS/ALISO D MGP** **Manufactured Gas Plants** **1008407706**
SSW **CESAR CHAVEZ AND LYONS STREET** **N/A**
1/2-1 **LOS ANGELES, CA 90012**
0.935 mi.
4937 ft.

Relative:
Lower

Actual:
289 ft.

Manufactured Gas Plants:

The former Aliso Street manufactured Gas Plant covered approximately 52 acres in downtown Los Angeles. The site is being investigated as 5 sectors and an overall groundwater unit. The "C" sector consists of 16.4 acres south of the Hollywood (101) Freeeway, bisected by Center Street and bounded by Commercial, Ducommun and Jackson Streets. Sector C is further subdivided into Blocks G, K, L, N, O, Q, and R. Contaminants suspected include petroleum hydrocarbons,

SO CAL GAS/ALISO D MGP (Continued) **1008407706**

volatile organic compounds, cyanide,polycyclic aromatic hydrocarbons and heavy metals

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
LOS ANGELES	1000985012	CALTRANS	RTE 134 BETWEEN 0.5 MI E OF	90012	RCRA-SQG, FINDS
LOS ANGELES	S101584278	COMMERCIAL INDUSTRIAL	352 AVENUE 21	90031	CA FID UST, SWEEPS UST
LOS ANGELES	S101584738	HUNG'S AUTO REPAIR	151 W AVENUE 24	90031	CA FID UST, SWEEPS UST
LOS ANGELES	S101586932	BRENT NEIMAN PROPERTIES/C	352 4TH AVENUE 21 AVE	90031	CA FID UST, SWEEPS UST
LOS ANGELES	2002614900	969 NORTH BROADWAY ST.	969 NORTH BROADWAY ST.		ERNS
LOS ANGELES	2000524142	MAIN STREET	MAIN STREET		ERNS
LOS ANGELES	A100344594		1630 N MAIN ST., BLDG. NO. 10	90012	AST
LOS ANGELES	S105651003		MAIN ST AND FIRST ST	90012	CHMIRS, SLIC
LOS ANGELES	1007447285	LADWP BUENA VISTA PUMP STATION	PARK ROW DRIVE	90012	RCRA-SQG
LOS ANGELES	S101617329	CITY FORD COMPANY, INCORPORATE	1600 PASADENA AVE	90031	CA FID UST, SWEEPS UST
LOS ANGELES	U001561269	CITY FORD COMPANY, INC	1600 PASADENA AVE	90031	HIST UST
LOS ANGELES	S107140795	257 S SPRING ST LLC	257 S SPRING ST LLC	90012	HAZNET
LOS ANGELES	91234685	SPRING ST BETW BELLFLOWER & LOS CO	SPRING ST BETW BELLFLOWER & LO	90012	ERNS
MONTECITO HEIGHTS	S101296867	ROSS SWISS DAIRIES	1739 ALBION ST	90031	LUST
MONTECITO HEIGHTS	S102434102	N E MUNICIPAL BUILDING	401 AVENUE 19 N	90031	LUST
MONTECITO HEIGHTS	S104159589	SUPPLY & MAINTENANCE, FIRE SH.	140 AVENUE 19 N	90031	LUST
MONTECITO HEIGHTS	S102424184	ARCO #1786	2829 BROADWAY	90031	LUST
MONTECITO HEIGHTS	S104159587	FOUA D N DAGHER	3130 BROADWAY N	90031	LUST, HIST CORTESE
MONTECITO HEIGHTS	1000589964	EMPIRE CHEMICAL COMPANY, INC.	715 LAMAR ST	90031	LUST, CA FID UST, SWEEPS UST
MONTECITO HEIGHTS	S102439208	TRANSIT MIXED CONCRETE COMPANY	625 LAMAR ST	90031	LUST

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 10/01/2009
Date Data Arrived at EDR: 10/14/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 11/13/2009
Next Scheduled EDR Contact: 01/25/2010
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/01/2009
Date Data Arrived at EDR: 10/14/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 11/13/2009
Next Scheduled EDR Contact: 01/25/2010
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/17/2009
Next Scheduled EDR Contact: 11/16/2009
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: 10/01/2009
Date Data Arrived at EDR: 10/14/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 26

Source: EPA
Telephone: N/A
Last EDR Contact: 11/13/2009
Next Scheduled EDR Contact: 01/25/2010
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: 06/30/2009
Date Data Arrived at EDR: 08/11/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 41

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 09/30/2009
Next Scheduled EDR Contact: 01/11/2010
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: 06/23/2009
Date Data Arrived at EDR: 09/02/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 19

Source: EPA
Telephone: 703-412-9810
Last EDR Contact: 09/09/2009
Next Scheduled EDR Contact: 12/14/2009
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: 09/15/2009
Date Data Arrived at EDR: 09/22/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 48

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/16/2009
Next Scheduled EDR Contact: 03/01/2010
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: 11/12/2008
Date Data Arrived at EDR: 11/18/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 118

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 11/18/2009
Next Scheduled EDR Contact: 01/18/2010
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: 11/12/2008
Date Data Arrived at EDR: 11/18/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 118

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 11/18/2009
Next Scheduled EDR Contact: 01/18/2010
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: 11/12/2008
Date Data Arrived at EDR: 11/18/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 118

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 11/18/2009
Next Scheduled EDR Contact: 01/18/2010
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: 11/12/2008
Date Data Arrived at EDR: 11/18/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 118

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 11/18/2009
Next Scheduled EDR Contact: 01/18/2010
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: 10/01/2009
Date Data Arrived at EDR: 10/09/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 10/01/2009
Date Data Arrived at EDR: 10/09/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 08/31/2009
Date Data Arrived at EDR: 09/17/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 53

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 10/06/2009
Next Scheduled EDR Contact: 01/18/2010
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: 08/27/2009
Date Data Arrived at EDR: 08/27/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/10/2009
Next Scheduled EDR Contact: 02/22/2010
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 08/27/2009
Date Data Arrived at EDR: 08/27/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/10/2009
Next Scheduled EDR Contact: 02/22/2010
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 09/02/2009
Date Data Arrived at EDR: 09/04/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 14

Source: Integrated Waste Management Board
Telephone: 916-341-6320
Last EDR Contact: 09/04/2009
Next Scheduled EDR Contact: 12/07/2009
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

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: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 10/16/2009
Next Scheduled EDR Contact: 02/01/2010
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: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
Data Release Frequency: Quarterly

LUST REG 4: Underground Storage Tank Leak List
Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/14/2009
Next Scheduled EDR Contact: 12/21/2009
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: 09/23/2009
Next Scheduled EDR Contact: 01/04/2010
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: 09/05/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 15

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/04/2010
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 10/16/2009
Next Scheduled EDR Contact: 02/01/2010
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: 11/13/2009
Next Scheduled EDR Contact: 03/01/2010
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 09/05/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 15

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/04/2010
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: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 01/04/2010
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: 10/16/2009
Next Scheduled EDR Contact: 02/01/2010
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: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 11/13/2009
Next Scheduled EDR Contact: 03/01/2010
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: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 11/09/2009
Next Scheduled EDR Contact: 02/22/2010
Data Release Frequency: Annually

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 08/20/2009
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 57

Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Semi-Annually

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: 08/21/2009
Date Data Arrived at EDR: 10/06/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 16

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Quarterly

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 08/20/2009
Date Data Arrived at EDR: 08/21/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 31
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 02/19/2009
Date Data Arrived at EDR: 02/19/2009
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 25
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 08/24/2009
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 26
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 03/24/2009
Date Data Arrived at EDR: 05/20/2009
Date Made Active in Reports: 06/17/2009
Number of Days to Update: 28
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 11/04/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 08/24/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 42
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Quarterly

State and tribal registered storage tank lists

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/05/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 24
Source: SWRCB
Telephone: 916-480-1028
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/04/2010
Data Release Frequency: Semi-Annually

AST: Aboveground Petroleum Storage Tank Facilities
Registered Aboveground Storage Tanks.

Date of Government Version: 08/01/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 21
Source: State Water Resources Control Board
Telephone: 916-341-5712
Last EDR Contact: 10/09/2009
Next Scheduled EDR Contact: 01/25/2010
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: 08/20/2009
Date Data Arrived at EDR: 08/21/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 31

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Quarterly

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 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: 10/22/2009
Next Scheduled EDR Contact: 11/16/2009
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: 08/20/2009
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 57

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Semi-Annually

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: 02/19/2009
Date Data Arrived at EDR: 02/19/2009
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 25

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 08/24/2009
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 26

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 04/01/2008
Date Data Arrived at EDR: 12/30/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 76

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 11/04/2009
Next Scheduled EDR Contact: 02/15/2010
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: 08/24/2009
Date Data Arrived at EDR: 09/10/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 42

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 08/21/2009
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 57

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
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: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
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: 08/27/2009
Date Data Arrived at EDR: 08/27/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/10/2009
Next Scheduled EDR Contact: 02/22/2010
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. 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: 07/01/2009
Date Data Arrived at EDR: 09/11/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 59

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 11/04/2009
Next Scheduled EDR Contact: 01/11/2010
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-972-3336
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 12/21/2009
Data Release Frequency: Varies

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: 11/13/2009
Next Scheduled EDR Contact: 03/01/2010
Data Release Frequency: Quarterly

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/25/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 15

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/04/2010
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 10/05/2009
Date Data Arrived at EDR: 10/05/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 8

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 12/07/2009
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 11/09/2009
Next Scheduled EDR Contact: 02/22/2010
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US CDL: Clandestine Drug Labs
A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 03/01/2009
Date Data Arrived at EDR: 06/22/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 91

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/26/2009
Next Scheduled EDR Contact: 06/22/2009
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: 08/27/2009
Date Data Arrived at EDR: 08/27/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 22

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/10/2009
Next Scheduled EDR Contact: 02/22/2010
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: 06/30/2009
Date Data Arrived at EDR: 07/23/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 11

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
Data Release Frequency: Varies

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/01/2007
Date Data Arrived at EDR: 11/19/2008
Date Made Active in Reports: 03/30/2009
Number of Days to Update: 131

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

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: 09/23/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 12/21/2009
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: 08/18/2009
Date Data Arrived at EDR: 08/21/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 31

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/02/2009
Next Scheduled EDR Contact: 02/15/2010
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: 09/08/2009
Next Scheduled EDR Contact: 12/07/2009
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: 10/29/2009
Date Data Arrived at EDR: 10/30/2009
Date Made Active in Reports: 11/13/2009
Number of Days to Update: 14

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/19/2009
Next Scheduled EDR Contact: 02/01/2010
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: 09/21/2009
Date Data Arrived at EDR: 09/22/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 21

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 12/30/2009
Next Scheduled EDR Contact: 12/28/2009
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: 10/05/2009
Date Data Arrived at EDR: 10/05/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 35

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 10/05/2009
Next Scheduled EDR Contact: 01/11/2010
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: 11/02/2009
Next Scheduled EDR Contact: 02/15/2010
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: 09/05/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 15

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/04/2010
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: 09/05/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 15

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/04/2010
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: 11/12/2008
Date Data Arrived at EDR: 11/18/2008
Date Made Active in Reports: 03/16/2009
Number of Days to Update: 118
Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 11/18/2009
Next Scheduled EDR Contact: 01/18/2010
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: 11/10/2009
Next Scheduled EDR Contact: 02/22/2010
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: 10/23/2009
Next Scheduled EDR Contact: 02/01/2010
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: 09/30/2009
Next Scheduled EDR Contact: 12/28/2009
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: 08/03/2009
Date Data Arrived at EDR: 10/27/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 13
Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 10/06/2009
Next Scheduled EDR Contact: 01/18/2010
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: 09/01/2009
Date Data Arrived at EDR: 09/22/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 30
Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 09/22/2009
Next Scheduled EDR Contact: 12/28/2009
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: 01/05/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 05/08/2009
Number of Days to Update: 1

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 09/14/2009
Next Scheduled EDR Contact: 12/14/2009
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: 08/07/2009
Date Data Arrived at EDR: 09/18/2009
Date Made Active in Reports: 11/09/2009
Number of Days to Update: 52

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/21/2009
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: 12/31/2007
Date Data Arrived at EDR: 04/09/2009
Date Made Active in Reports: 06/17/2009
Number of Days to Update: 69

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 09/14/2009
Next Scheduled EDR Contact: 12/14/2009
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: 10/07/2009
Next Scheduled EDR Contact: 01/11/2010
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: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 09/10/2009
Next Scheduled EDR Contact: 12/14/2009
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: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 09/10/2009
Next Scheduled EDR Contact: 12/14/2009
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: 12/31/2007
Date Data Arrived at EDR: 05/19/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 125

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 11/02/2009
Next Scheduled EDR Contact: 02/15/2010
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: 08/21/2009
Date Data Arrived at EDR: 08/27/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 56

Source: Environmental Protection Agency
Telephone: 202-564-5088
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
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: 05/27/2009
Date Data Arrived at EDR: 08/05/2009
Date Made Active in Reports: 09/29/2009
Number of Days to Update: 55

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/21/2009
Next Scheduled EDR Contact: 02/01/2010
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: 07/06/2009
Date Data Arrived at EDR: 07/13/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 70

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 09/21/2009
Next Scheduled EDR Contact: 12/28/2009
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: 07/28/2009
Date Data Arrived at EDR: 07/28/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 55

Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 10/16/2009
Next Scheduled EDR Contact: 01/25/2010
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: 07/23/2009
Date Data Arrived at EDR: 07/28/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 55

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 12/31/2007
Date Data Arrived at EDR: 02/19/2009
Date Made Active in Reports: 05/22/2009
Number of Days to Update: 92

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/09/2009
Next Scheduled EDR Contact: 12/07/2009
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

NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 08/31/2009
Date Data Arrived at EDR: 09/04/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 14

Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 09/04/2009
Next Scheduled EDR Contact: 12/07/2009
Data Release Frequency: Quarterly

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: 06/15/2009
Next Scheduled EDR Contact: 09/14/2009
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: 10/06/2009
Date Data Arrived at EDR: 10/07/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 6

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 10/07/2009
Next Scheduled EDR Contact: 01/18/2010
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES].

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

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: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
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: 09/22/2009
Date Data Arrived at EDR: 09/23/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 20

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 10/15/2009
Next Scheduled EDR Contact: 01/18/2010
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: 12/31/2008
Date Data Arrived at EDR: 10/21/2009
Date Made Active in Reports: 10/28/2009
Number of Days to Update: 7

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/21/2009
Next Scheduled EDR Contact: 02/01/2010
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: 12/31/2007
Date Data Arrived at EDR: 07/14/2009
Date Made Active in Reports: 07/23/2009
Number of Days to Update: 9

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 10/08/2009
Next Scheduled EDR Contact: 01/11/2010
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: 10/23/2009
Next Scheduled EDR Contact: 02/01/2010
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: 09/09/2009
Date Data Arrived at EDR: 09/09/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/09/2009
Next Scheduled EDR Contact: 02/08/2010
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: 10/23/2009
Next Scheduled EDR Contact: 02/01/2010
Data Release Frequency: N/A

PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 01/01/2008
Date Data Arrived at EDR: 02/18/2009
Date Made Active in Reports: 05/29/2009
Number of Days to Update: 100

Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 11/13/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Varies

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
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR 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
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR 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 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: 10/08/2009
Date Data Arrived at EDR: 10/09/2009
Date Made Active in Reports: 10/28/2009
Number of Days to Update: 19

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
Data Release Frequency: Semi-Annually

Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/08/2009
Date Data Arrived at EDR: 10/09/2009
Date Made Active in Reports: 11/02/2009
Number of Days to Update: 24

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
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: 09/01/2009
Date Data Arrived at EDR: 09/02/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 16

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 11/09/2009
Next Scheduled EDR Contact: 02/22/2010
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: 10/15/2009
Date Data Arrived at EDR: 10/16/2009
Date Made Active in Reports: 10/28/2009
Number of Days to Update: 12

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/16/2009
Next Scheduled EDR Contact: 02/01/2010
Data Release Frequency: Semi-Annually

KERN COUNTY:

Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 09/18/2009
Date Data Arrived at EDR: 09/18/2009
Date Made Active in Reports: 10/01/2009
Number of Days to Update: 13

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/16/2009
Next Scheduled EDR Contact: 03/01/2010
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: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
Data Release Frequency: No Update Planned

HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 05/28/2009
Date Data Arrived at EDR: 08/13/2009
Date Made Active in Reports: 08/20/2009
Number of Days to Update: 7

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/19/2009
Next Scheduled EDR Contact: 02/01/2010
Data Release Frequency: Semi-Annually

List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/26/2009
Date Data Arrived at EDR: 10/27/2009
Date Made Active in Reports: 11/13/2009
Number of Days to Update: 17

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/26/2009
Next Scheduled EDR Contact: 02/08/2010
Data Release Frequency: Varies

City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 03/05/2009
Date Data Arrived at EDR: 03/10/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 29

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 09/08/2009
Next Scheduled EDR Contact: 12/07/2009
Data Release Frequency: Varies

Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 02/11/2009
Date Data Arrived at EDR: 04/23/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 18

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/23/2009
Next Scheduled EDR Contact: 02/08/2010
Data Release Frequency: Annually

City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 08/10/2009
Date Data Arrived at EDR: 08/17/2009
Date Made Active in Reports: 08/27/2009
Number of Days to Update: 10

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/26/2009
Next Scheduled EDR Contact: 02/08/2010
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: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
Data Release Frequency: Annually

City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 10/19/2009
Date Data Arrived at EDR: 10/20/2009
Date Made Active in Reports: 11/02/2009
Number of Days to Update: 13

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/19/2009
Next Scheduled EDR Contact: 02/01/2010
Data Release Frequency: Semi-Annually

MARIN COUNTY:

Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 08/04/2009
Date Data Arrived at EDR: 08/18/2009
Date Made Active in Reports: 08/27/2009
Number of Days to Update: 9

Source: Public Works Department Waste Management
Telephone: 415-499-6647
Last EDR Contact: 10/13/2009
Next Scheduled EDR Contact: 01/25/2010
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: 09/14/2009
Next Scheduled EDR Contact: 12/21/2009
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: 09/14/2009
Next Scheduled EDR Contact: 12/21/2009
Data Release Frequency: Annually

ORANGE COUNTY:

List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 07/01/2009
Date Data Arrived at EDR: 08/31/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 18
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/13/2009
Next Scheduled EDR Contact: 03/01/2010
Data Release Frequency: Annually

List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 08/13/2009
Date Data Arrived at EDR: 09/04/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 14
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/13/2009
Next Scheduled EDR Contact: 03/01/2010
Data Release Frequency: Quarterly

List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 08/05/2009
Date Data Arrived at EDR: 08/31/2009
Date Made Active in Reports: 09/04/2009
Number of Days to Update: 4
Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: 03/01/2010
Data Release Frequency: Quarterly

PLACER COUNTY:

Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 10/07/2009
Date Data Arrived at EDR: 10/09/2009
Date Made Active in Reports: 10/28/2009
Number of Days to Update: 19
Source: Placer County Health and Human Services
Telephone: 530-889-7312
Last EDR Contact: 06/28/2009
Next Scheduled EDR Contact: 09/28/2009
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: 10/28/2009
Date Data Arrived at EDR: 10/30/2009
Date Made Active in Reports: 11/13/2009
Number of Days to Update: 14
Source: Department of Public Health
Telephone: 951-358-5055
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
Data Release Frequency: Quarterly

Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 08/24/2009
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 09/16/2009
Number of Days to Update: 21
Source: Health Services Agency
Telephone: 951-358-5055
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 06/04/2009
Date Data Arrived at EDR: 07/28/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 6

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/25/2010
Data Release Frequency: Quarterly

Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 06/04/2009
Date Data Arrived at EDR: 07/28/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 6

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 11/12/2009
Next Scheduled EDR Contact: 01/25/2010
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: 09/18/2009
Date Data Arrived at EDR: 09/21/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 22

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/16/2009
Next Scheduled EDR Contact: 03/01/2010
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: 09/24/2009
Next Scheduled EDR Contact: 12/28/2009
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: 08/17/2009
Next Scheduled EDR Contact: 11/16/2009
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: 08/18/2009
Date Data Arrived at EDR: 09/22/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 21
Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 09/22/2009
Next Scheduled EDR Contact: 12/28/2009
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: 11/16/2009
Next Scheduled EDR Contact: 03/01/2010
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: 11/16/2009
Next Scheduled EDR Contact: 03/01/2010
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: 10/14/2009
Date Data Arrived at EDR: 10/15/2009
Date Made Active in Reports: 11/02/2009
Number of Days to Update: 18
Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/11/2010
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: 10/09/2009
Date Data Arrived at EDR: 10/13/2009
Date Made Active in Reports: 11/13/2009
Number of Days to Update: 31
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 01/04/2010
Data Release Frequency: Annually

Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 04/07/2009
Date Data Arrived at EDR: 04/07/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 34
Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 01/04/2010
Data Release Frequency: Semi-Annually

SANTA CLARA COUNTY:

HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22
Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 05/29/2009
Date Data Arrived at EDR: 06/01/2009
Date Made Active in Reports: 06/15/2009
Number of Days to Update: 14
Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 09/23/2009
Next Scheduled EDR Contact: 12/21/2009
Data Release Frequency: Varies

Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 08/31/2009
Date Data Arrived at EDR: 08/31/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 18
Source: City of San Jose Fire Department
Telephone: 408-277-4659
Last EDR Contact: 11/16/2009
Next Scheduled EDR Contact: 03/01/2010
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: 09/21/2009
Date Data Arrived at EDR: 09/25/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 18
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/14/2009
Next Scheduled EDR Contact: 12/21/2009
Data Release Frequency: Quarterly

Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 09/21/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 24
Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/14/2009
Next Scheduled EDR Contact: 12/21/2009
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: 10/05/2009
Date Data Arrived at EDR: 10/06/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 7
Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 10/05/2009
Next Scheduled EDR Contact: 01/18/2010
Data Release Frequency: Quarterly

SUTTER COUNTY:

Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 04/01/2009
Date Data Arrived at EDR: 04/02/2009
Date Made Active in Reports: 04/09/2009
Number of Days to Update: 7

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 09/18/2009
Next Scheduled EDR Contact: 12/28/2009
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: 08/28/2009
Date Data Arrived at EDR: 09/08/2009
Date Made Active in Reports: 09/18/2009
Number of Days to Update: 10

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/04/2009
Next Scheduled EDR Contact: 12/07/2009
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: 08/01/2009
Date Data Arrived at EDR: 10/05/2009
Date Made Active in Reports: 10/13/2009
Number of Days to Update: 8

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/30/2009
Next Scheduled EDR Contact: 02/15/2010
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: 09/04/2009
Next Scheduled EDR Contact: 12/07/2009
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: 08/26/2009
Date Data Arrived at EDR: 09/28/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 24

Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/28/2009
Next Scheduled EDR Contact: 01/04/2010
Data Release Frequency: Quarterly

YOLO COUNTY:

Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 07/22/2009
Date Data Arrived at EDR: 09/04/2009
Date Made Active in Reports: 09/16/2009
Number of Days to Update: 12

Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 10/13/2009
Next Scheduled EDR Contact: 01/11/2010
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: 12/31/2007
Date Data Arrived at EDR: 08/26/2009
Date Made Active in Reports: 09/11/2009
Number of Days to Update: 16

Source: Department of Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 09/09/2009
Next Scheduled EDR Contact: 12/07/2009
Data Release Frequency: Annually

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 05/05/2009
Date Made Active in Reports: 05/22/2009
Number of Days to Update: 17

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/20/2009
Next Scheduled EDR Contact: 02/01/2010
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: 07/28/2009
Date Data Arrived at EDR: 08/27/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 25

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 11/10/2009
Next Scheduled EDR Contact: 02/22/2010
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: 09/08/2009
Next Scheduled EDR Contact: 12/07/2009
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 06/01/2009
Date Data Arrived at EDR: 06/12/2009
Date Made Active in Reports: 06/29/2009
Number of Days to Update: 17

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 09/14/2009
Next Scheduled EDR Contact: 12/14/2009
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2008
Date Data Arrived at EDR: 07/17/2009
Date Made Active in Reports: 08/10/2009
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/24/2009
Next Scheduled EDR Contact: 01/04/2010
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
This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

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.

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

NORTH SPRING STREET
SPRING ST/LOS ANGELES RIVER
LOS ANGELES, CA 90012

TARGET PROPERTY COORDINATES

Latitude (North):	34.07040 - 34° 4' 13.4''
Longitude (West):	118.2252 - 118° 13' 30.7''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	386943.1
UTM Y (Meters):	3770444.5
Elevation:	304 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	34118-A2 LOS ANGELES, 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).

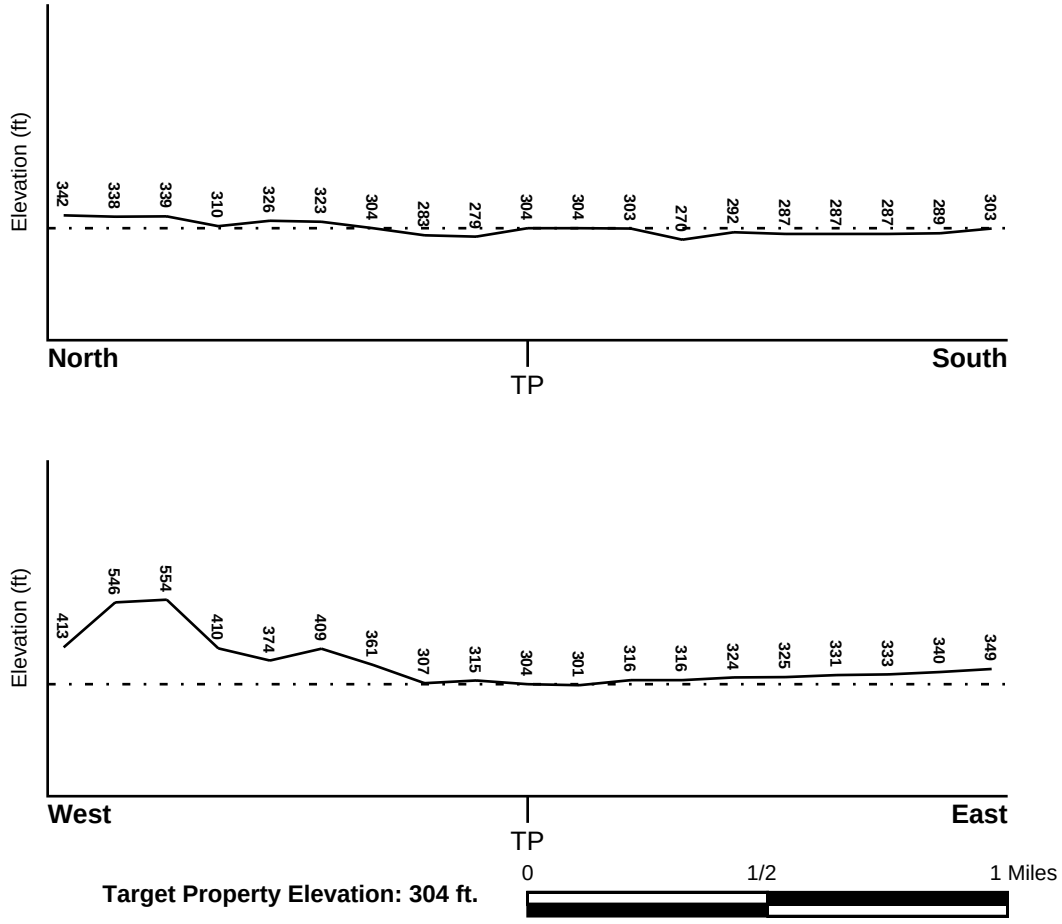
TOPOGRAPHIC INFORMATION

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 SSW

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

Target Property County	FEMA Flood Electronic Data
LOS ANGELES, CA	YES - refer to the Overview Map and Detail Map

Flood Plain Panel at Target Property:	0601370066C
Additional Panels in search area:	0601370065C 0601370075C 0601370074C

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
LOS ANGELES	Not Available

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
Location Relative to TP:	1/2 - 1 Mile SSW
Site Name:	Van Der Horst Corporation Of America
Site EPA ID Number:	CAD020159166
Surficial Aquifer Flow Dir.:	VARIABLE. A FLOW TO THE S AND SE HAS BEEN IDENTIFIED DURING FORMER INVESTIGATIONS. MORE RECENT INVESTIGATIONS IDENTIFIED A FLOW TO THE E.
Measured Depth to Water:	28 feet to 38 feet.
Hydraulic Connection:	Aquifer interconnections exist within 2 miles of the site.
Sole Source Aquifer:	No information about a sole source aquifer is available
Data Quality:	Information based on site-specific subsurface investigations is documented in the CERCLIS investigation report(s)

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW

* ©1996 Site--specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
1	1/2 - 1 Mile NE	Not Reported
2	1/2 - 1 Mile ESE	Not Reported
3	1/2 - 1 Mile SE	Not Reported

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

Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps. The following information is based on Soil Conservation Service STATSGO data.

Soil Component Name: URBAN LAND

Soil Surface Texture: variable

Hydrologic Group: Not reported

Soil Drainage Class: Not reported

Hydric Status: Soil does not meet the requirements for a hydric soil.

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 10 inches

Depth to Bedrock Max: > 10 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification			
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil	Permeability Rate (in/hr)	Soil Reaction (pH)
1	0 inches	6 inches	variable	Not reported	Not reported	Max: 0.00 Min: 0.00	Max: 0.00 Min: 0.00

OTHER SOIL TYPES IN AREA

Based on Soil Conservation Service STATSGO data, the following additional subordinant soil types may appear within the general area of target property.

Soil Surface Textures:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Surficial Soil Types:
sandy loam
gravelly - sandy loam
silt loam
clay
fine sand
gravelly - sand
sand
fine sandy loam

Shallow Soil Types:
fine sandy loam
gravelly - loam
sandy clay
sandy clay loam
clay
silty clay
sand

Deeper Soil Types:
gravelly - sandy loam
sandy loam
very gravelly - sandy loam
stratified
very fine sandy loam
weathered bedrock
sand
gravelly - fine sandy loam
silty clay loam
clay loam

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No Wells Found		

OTHER STATE DATABASE INFORMATION

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CAOG60000034221	1/8 - 1/4 Mile West
A2	CAOG60000034246	1/8 - 1/4 Mile WNW
B3	CAOG60000033950	1/2 - 1 Mile WSW
B4	CAOG60000033984	1/2 - 1 Mile WSW
B5	CAOG60000033891	1/2 - 1 Mile WSW
B6	CAOG60000033994	1/2 - 1 Mile WSW
B7	CAOG60000033976	1/2 - 1 Mile WSW
B8	CAOG60000034017	1/2 - 1 Mile West
B9	CAOG60000033876	1/2 - 1 Mile WSW
B10	CAOG60000033911	1/2 - 1 Mile WSW
B11	CAOG60000033866	1/2 - 1 Mile WSW
B12	CAOG60000033837	1/2 - 1 Mile WSW
C13	CAOG60000034035	1/2 - 1 Mile West
B14	CAOG60000033968	1/2 - 1 Mile WSW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
B15	CAOG60000033944	1/2 - 1 Mile WSW
C16	CAOG60000034006	1/2 - 1 Mile West
B17	CAOG60000033960	1/2 - 1 Mile WSW
B18	CAOG60000033910	1/2 - 1 Mile WSW
B19	CAOG60000033849	1/2 - 1 Mile WSW
B20	CAOG60000033890	1/2 - 1 Mile WSW
D21	CAOG60000033789	1/2 - 1 Mile WSW
B22	CAOG60000033981	1/2 - 1 Mile WSW
B23	CAOG60000033948	1/2 - 1 Mile WSW
B24	CAOG60000033929	1/2 - 1 Mile WSW
C25	CAOG60000033969	1/2 - 1 Mile WSW
C26	CAOG60000033946	1/2 - 1 Mile WSW
C27	CAOG60000033992	1/2 - 1 Mile West
D28	CAOG60000033834	1/2 - 1 Mile WSW
29	CAOG60000033593	1/2 - 1 Mile WSW
C30	CAOG60000034007	1/2 - 1 Mile West
D31	CAOG60000033886	1/2 - 1 Mile WSW
C32	CAOG60000033991	1/2 - 1 Mile West
C33	CAOG60000033998	1/2 - 1 Mile West
D34	CAOG60000033913	1/2 - 1 Mile WSW
C35	CAOG60000033986	1/2 - 1 Mile West
E36	CAOG60000033951	1/2 - 1 Mile WSW
C37	CAOG60000033980	1/2 - 1 Mile WSW
E38	CAOG60000033914	1/2 - 1 Mile WSW
D39	CAOG60000033785	1/2 - 1 Mile WSW
D40	CAOG60000033871	1/2 - 1 Mile WSW
D41	CAOG60000033739	1/2 - 1 Mile WSW
E42	CAOG60000033904	1/2 - 1 Mile WSW
D43	CAOG60000033815	1/2 - 1 Mile WSW
E44	CAOG60000033915	1/2 - 1 Mile WSW
E45	CAOG60000034009	1/2 - 1 Mile West
E46	CAOG60000033989	1/2 - 1 Mile West
E47	CAOG60000033928	1/2 - 1 Mile WSW
D48	CAOG60000033762	1/2 - 1 Mile WSW
E49	CAOG60000033965	1/2 - 1 Mile WSW
D50	CAOG60000033677	1/2 - 1 Mile WSW
D51	CAOG60000033804	1/2 - 1 Mile WSW
E52	CAOG60000033882	1/2 - 1 Mile WSW
D53	CAOG60000033715	1/2 - 1 Mile WSW
E54	CAOG60000033953	1/2 - 1 Mile WSW
E55	CAOG60000033839	1/2 - 1 Mile WSW
E56	CAOG60000033906	1/2 - 1 Mile WSW
E57	CAOG60000033843	1/2 - 1 Mile WSW
E58	CAOG60000033795	1/2 - 1 Mile WSW
E59	CAOG60000033971	1/2 - 1 Mile WSW
E60	CAOG60000033954	1/2 - 1 Mile WSW
F61	CAOG60000033745	1/2 - 1 Mile WSW
E62	CAOG60000033817	1/2 - 1 Mile WSW
F63	CAOG60000033786	1/2 - 1 Mile WSW
E64	CAOG60000033854	1/2 - 1 Mile WSW
E65	CAOG60000033977	1/2 - 1 Mile West
E66	CAOG60000033918	1/2 - 1 Mile WSW
E67	CAOG60000033959	1/2 - 1 Mile WSW
E68	CAOG60000033853	1/2 - 1 Mile WSW
F69	CAOG60000033829	1/2 - 1 Mile WSW
F70	CAOG60000033802	1/2 - 1 Mile WSW

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
71	CAOG60000032862	1/2 - 1 Mile SSW
E72	CAOG60000033926	1/2 - 1 Mile WSW
F73	CAOG60000033782	1/2 - 1 Mile WSW
F74	CAOG60000033755	1/2 - 1 Mile WSW
G75	CAOG60000033903	1/2 - 1 Mile WSW
G76	CAOG60000033967	1/2 - 1 Mile West
F77	CAOG60000033774	1/2 - 1 Mile WSW
G78	CAOG60000033938	1/2 - 1 Mile WSW
G79	CAOG60000033872	1/2 - 1 Mile WSW
G80	CAOG60000033919	1/2 - 1 Mile WSW
F81	CAOG60000033735	1/2 - 1 Mile WSW
G82	CAOG60000033900	1/2 - 1 Mile WSW
G83	CAOG60000033874	1/2 - 1 Mile WSW
F84	CAOG60000033721	1/2 - 1 Mile WSW
G85	CAOG60000033940	1/2 - 1 Mile WSW
F86	CAOG60000033818	1/2 - 1 Mile WSW
F87	CAOG60000033708	1/2 - 1 Mile WSW
G88	CAOG60000033846	1/2 - 1 Mile WSW
G89	CAOG60000033945	1/2 - 1 Mile WSW
F90	CAOG60000033688	1/2 - 1 Mile WSW
G91	CAOG60000033899	1/2 - 1 Mile WSW
F92	CAOG60000033724	1/2 - 1 Mile WSW
G93	CAOG60000033875	1/2 - 1 Mile WSW
94	CAOG60000032782	1/2 - 1 Mile SSE
H95	CAOG60000033641	1/2 - 1 Mile WSW
G96	CAOG60000033813	1/2 - 1 Mile WSW
G97	CAOG60000033784	1/2 - 1 Mile WSW
G98	CAOG60000033868	1/2 - 1 Mile WSW
G99	CAOG60000033909	1/2 - 1 Mile WSW
G100	CAOG60000033826	1/2 - 1 Mile WSW
H101	CAOG60000033684	1/2 - 1 Mile WSW
H102	CAOG60000033718	1/2 - 1 Mile WSW
G103	CAOG60000033788	1/2 - 1 Mile WSW
H104	CAOG60000033698	1/2 - 1 Mile WSW
G105	CAOG60000033935	1/2 - 1 Mile WSW
G106	CAOG60000033858	1/2 - 1 Mile WSW
G107	CAOG60000033801	1/2 - 1 Mile WSW
H108	CAOG60000033732	1/2 - 1 Mile WSW
H109	CAOG60000033779	1/2 - 1 Mile WSW
G110	CAOG60000033912	1/2 - 1 Mile WSW
H111	CAOG60000033706	1/2 - 1 Mile WSW
I112	CAOG60000033819	1/2 - 1 Mile WSW
I113	CAOG60000033790	1/2 - 1 Mile WSW
H114	CAOG60000033653	1/2 - 1 Mile WSW
I115	CAOG60000033873	1/2 - 1 Mile WSW
I116	CAOG60000033963	1/2 - 1 Mile West
117	CAOG60000033479	1/2 - 1 Mile ESE
I118	CAOG60000033925	1/2 - 1 Mile WSW
I119	CAOG60000033752	1/2 - 1 Mile WSW
I120	CAOG60000033864	1/2 - 1 Mile WSW
H121	CAOG60000033719	1/2 - 1 Mile WSW
I122	CAOG60000033897	1/2 - 1 Mile WSW
I123	CAOG60000033917	1/2 - 1 Mile WSW
H124	CAOG60000033620	1/2 - 1 Mile WSW
I125	CAOG60000033830	1/2 - 1 Mile WSW
I126	CAOG60000033694	1/2 - 1 Mile WSW

STATE OIL/GAS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
I127	CAOG60000033807	1/2 - 1 Mile WSW
I128	CAOG60000033924	1/2 - 1 Mile WSW
I129	CAOG60000033888	1/2 - 1 Mile WSW
I130	CAOG60000033838	1/2 - 1 Mile WSW
J131	CAOG60000033626	1/2 - 1 Mile WSW
I132	CAOG60000033922	1/2 - 1 Mile WSW
I133	CAOG60000033931	1/2 - 1 Mile West
I134	CAOG60000033665	1/2 - 1 Mile WSW
I135	CAOG60000033869	1/2 - 1 Mile WSW
I136	CAOG60000033901	1/2 - 1 Mile WSW
I137	CAOG60000033667	1/2 - 1 Mile WSW
J138	CAOG60000033610	1/2 - 1 Mile WSW
K139	CAOG60000033907	1/2 - 1 Mile WSW
K140	CAOG60000033916	1/2 - 1 Mile WSW
J141	CAOG60000033686	1/2 - 1 Mile WSW
I142	CAOG60000033738	1/2 - 1 Mile WSW
K143	CAOG60000033894	1/2 - 1 Mile WSW
K144	CAOG60000033920	1/2 - 1 Mile West
J145	CAOG60000033577	1/2 - 1 Mile WSW
J146	CAOG60000033538	1/2 - 1 Mile WSW
J147	CAOG60000033617	1/2 - 1 Mile WSW
K148	CAOG60000033880	1/2 - 1 Mile WSW
K149	CAOG60000033734	1/2 - 1 Mile WSW
J150	CAOG60000033512	1/2 - 1 Mile WSW
J151	CAOG60000033647	1/2 - 1 Mile WSW
J152	CAOG60000033576	1/2 - 1 Mile WSW
K153	CAOG60000033765	1/2 - 1 Mile WSW
K154	CAOG60000033856	1/2 - 1 Mile WSW
J155	CAOG60000033554	1/2 - 1 Mile WSW
K156	CAOG60000033758	1/2 - 1 Mile WSW
K157	CAOG60000033716	1/2 - 1 Mile WSW
K158	CAOG60000033723	1/2 - 1 Mile WSW
J159	CAOG60000033536	1/2 - 1 Mile WSW
160	CAOG60000033711	1/2 - 1 Mile WSW
K161	CAOG60000033798	1/2 - 1 Mile WSW
J162	CAOG60000033606	1/2 - 1 Mile WSW

PHYSICAL SETTING SOURCE MAP - 2641636.1s

- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Airports
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons

- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME: North Spring Street	CLIENT: URS Corporation
ADDRESS: Spring St/Los Angeles River Los Angeles CA 90012	CONTACT: Janet Tentler
LAT/LONG: 34.0704 / 118.2252	INQUIRY #: 2641636.1s
	DATE: November 19, 2009 9:42 am

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID Direction Distance Elevation			Database	EDR ID Number
1 **NE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900570061 Not Reported 8.37 12 Not Reported 08/07/1996	**AQUIFLOW**	**55212**
2 **ESE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900310225 Not Reported Not Reported Not Reported 35 07/11/1991	**AQUIFLOW**	**69668**
3 **SE** **1/2 - 1 Mile** **Higher**	Site ID: Groundwater Flow: Shallow Water Depth: Deep Water Depth: Average Water Depth: Date:	900330089 Not Reported 38’8" 39’5" Not Reported 05/06/1992	**AQUIFLOW**	**38065**

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

A1
West
1/8 - 1/4 Mile

OIL_GAS **CAOG60000034221**

Apinumber:	03716588	Operator:	Ventura Oil Co.
Lease:	Freight Depot	Well no:	1
Field:	LOS ANGELES COUNTY	Caog m2 area:	Not Reported
Map:	W1-5	Status cod:	006
Source:	hud		
Latitude27:	34.070947		
Longitude2:	-118.228481		
Latitude83:	34.070958		
Longitude8:	-118.229388		
Td:	1907		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034221

A2
WNW
1/8 - 1/4 Mile

OIL_GAS **CAOG60000034246**

Apinumber:	03700510	Operator:	Chevron U.S.A. Inc.
Lease:	So. Pacific Core Hole	Well no:	1
Field:	LOS ANGELES COUNTY	Caog m2 area:	Not Reported
Map:	W1-5	Status cod:	006
Source:	hud		
Latitude27:	34.071453		
Longitude2:	-118.228428		
Latitude83:	34.071464		
Longitude8:	-118.229335		
Td:	5750		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034246

B3
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033950**

Apinumber:	03725915	Operator:	Mericos Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067974		
Longitude2:	-118.234412		
Latitude83:	34.067985		
Longitude8:	-118.235319		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033950

B4
WSW **OIL_GAS** **CAOG60000033984**
1/2 - 1 Mile

Apinumber:	03718976	Operator:	Kenneth & Katherine Manley
Lease:	Ed Wong	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068377		
Longitude2:	-118.234664		
Latitude83:	34.068388		
Longitude8:	-118.235571		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033984

B5
WSW **OIL_GAS** **CAOG60000033891**
1/2 - 1 Mile

Apinumber:	03723856	Operator:	B. F. Breig
Lease:	Breig	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067527		
Longitude2:	-118.234388		
Latitude83:	34.067538		
Longitude8:	-118.235295		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033891

B6
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033994**

Apinumber:	03718977	Operator:	Kenneth & Katherine Manley
Lease:	Ed Wong	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068478		
Longitude2:	-118.234768		
Latitude83:	34.068489		
Longitude8:	-118.235675		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033994

B7
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033976**

Apinumber:	03723882	Operator:	Kenneth & Katherine Manley
Lease:	Ed Wong	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068254		
Longitude2:	-118.234816		
Latitude83:	34.068265		
Longitude8:	-118.235723		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033976

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

B8
West
1/2 - 1 Mile

OIL_GAS **CAOG60000034017**

Apinumber:	03725916	Operator:	Mericos Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06886		
Longitude2:	-118.235053		
Latitude83:	34.068871		
Longitude8:	-118.23596		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034017

B9
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033876**

Apinumber:	03719093	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067442		
Longitude2:	-118.234723		
Latitude83:	34.067453		
Longitude8:	-118.23563		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033876

B10
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033911**

Apinumber:	03725571	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067627		
Longitude2:	-118.234838		
Latitude83:	34.067638		
Longitude8:	-118.235745		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033911

B11
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033866**

Apinumber:	03719092	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067365		
Longitude2:	-118.234838		
Latitude83:	34.067376		
Longitude8:	-118.235745		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033866

B12
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033837**

Apinumber:	03719091	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067158		
Longitude2:	-118.234788		
Latitude83:	34.067169		
Longitude8:	-118.235695		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033837

C13
West
1/2 - 1 Mile

OIL_GAS **CAOG60000034035**

Apinumber:	03725946	Operator:	Nate Bray
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.069022		
Longitude2:	-118.235419		
Latitude83:	34.069033		
Longitude8:	-118.236326		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034035

B14
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033968**

Apinumber:	03719087	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	12
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068164		
Longitude2:	-118.235235		
Latitude83:	34.068175		
Longitude8:	-118.236142		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033968

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

B15
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033944**

Apinumber:	03719095	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	6
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067906		
Longitude2:	-118.235195		
Latitude83:	34.067917		
Longitude8:	-118.236102		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033944

C16
West
1/2 - 1 Mile

OIL_GAS **CAOG60000034006**

Apinumber:	03725945	Operator:	Nate Bray
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068777		
Longitude2:	-118.235472		
Latitude83:	34.068788		
Longitude8:	-118.236379		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034006

B17
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033960**

Apinumber:	03719096	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	7
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068047		
Longitude2:	-118.235317		
Latitude83:	34.068058		
Longitude8:	-118.236224		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033960

B18
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033910**

Apinumber:	03726136	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	9
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067623		
Longitude2:	-118.235181		
Latitude83:	34.067634		
Longitude8:	-118.236088		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033910

B19
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033849**

Apinumber:	03725464	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067247		
Longitude2:	-118.235061		
Latitude83:	34.067258		
Longitude8:	-118.235968		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033849

B20
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033890**

Apinumber:	03719094	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067525		
Longitude2:	-118.235235		
Latitude83:	34.067536		
Longitude8:	-118.236142		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033890

D21
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033789**

Apinumber:	03725568	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066959		
Longitude2:	-118.235137		
Latitude83:	34.06697		
Longitude8:	-118.236044		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033789

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

B22
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033981**

Apinumber:	03719088	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	13
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068353		
Longitude2:	-118.235689		
Latitude83:	34.068364		
Longitude8:	-118.236596		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033981

B23
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033948**

Apinumber:	03719089	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	14
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067959		
Longitude2:	-118.235645		
Latitude83:	34.06797		
Longitude8:	-118.236552		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033948

B24
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033929**

Apinumber:	03719102	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	13
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067781		
Longitude2:	-118.235735		
Latitude83:	34.067792		
Longitude8:	-118.236642		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033929

C25
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033969**

Apinumber:	03719105	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	16
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06817		
Longitude2:	-118.235863		
Latitude83:	34.068181		
Longitude8:	-118.23677		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033969

C26
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033946**

Apinumber:	03719103	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	14
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067941		
Longitude2:	-118.235805		
Latitude83:	34.067952		
Longitude8:	-118.236712		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033946

C27
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033992**

Apinumber:	03719104	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	15
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06847		
Longitude2:	-118.236007		
Latitude83:	34.068481		
Longitude8:	-118.236914		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033992

D28
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033834**

Apinumber:	03719195	Operator:	E. A. Doran Oil Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067147		
Longitude2:	-118.23565		
Latitude83:	34.067158		
Longitude8:	-118.236557		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033834

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

29
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033593**

Apinumber:	03716580	Operator:	Paul F. McKenzie
Lease:	Not Reported	Well no:	T-2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	006
Source:	hud		
Latitude27:	34.065723		
Longitude2:	-118.234941		
Latitude83:	34.065734		
Longitude8:	-118.235848		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033593

C30
West
1/2 - 1 Mile

OIL_GAS **CAOG60000034007**

Apinumber:	03719112	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	24
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068787		
Longitude2:	-118.236198		
Latitude83:	34.068798		
Longitude8:	-118.237105		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034007

D31
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033886**

Apinumber:	03719101	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	12
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067485		
Longitude2:	-118.235862		
Latitude83:	34.067496		
Longitude8:	-118.236769		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033886

C32
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033991**

Apinumber:	03719110	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	22
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068449		
Longitude2:	-118.23618		
Latitude83:	34.06846		
Longitude8:	-118.237087		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033991

C33
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033998**

Apinumber:	03719111	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	23
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06866		
Longitude2:	-118.236241		
Latitude83:	34.068671		
Longitude8:	-118.237148		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033998

D34
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033913**

Apinumber:	03719108	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	19
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067633		
Longitude2:	-118.235961		
Latitude83:	34.067644		
Longitude8:	-118.236868		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033913

C35
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033986**

Apinumber:	03719086	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	11
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068406		
Longitude2:	-118.236321		
Latitude83:	34.068417		
Longitude8:	-118.237228		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033986

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

E36
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033951**

Apinumber:	03719109	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	21
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067979		
Longitude2:	-118.236256		
Latitude83:	34.06799		
Longitude8:	-118.237163		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033951

C37
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033980**

Apinumber:	03719159	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	121
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068317		
Longitude2:	-118.236416		
Latitude83:	34.068328		
Longitude8:	-118.237323		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033980

E38
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033914**

Apinumber:	03725573	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067636		
Longitude2:	-118.236268		
Latitude83:	34.067647		
Longitude8:	-118.237175		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033914

D39
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033785**

Apinumber:	03719097	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	8
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066909		
Longitude2:	-118.236034		
Latitude83:	34.06692		
Longitude8:	-118.236941		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033785

D40
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033871**

Apinumber:	03719100	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	11
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067408		
Longitude2:	-118.23625		
Latitude83:	34.067419		
Longitude8:	-118.237157		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033871

D41
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033739**

Apinumber:	03723854	Operator:	Victor Bavario
Lease:	Scott	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066708		
Longitude2:	-118.236001		
Latitude83:	34.066719		
Longitude8:	-118.236908		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033739

E42
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033904**

Apinumber:	03725575	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	6
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067599		
Longitude2:	-118.236373		
Latitude83:	34.06761		
Longitude8:	-118.23728		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033904

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

D43
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033815**

Apinumber:	03719099	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	10
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067056		
Longitude2:	-118.236252		
Latitude83:	34.067067		
Longitude8:	-118.237159		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033815

E44
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033915**

Apinumber:	03725570	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067638		
Longitude2:	-118.236492		
Latitude83:	34.067649		
Longitude8:	-118.237399		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033915

E45
West
1/2 - 1 Mile

OIL_GAS **CAOG60000034009**

Apinumber:	03725947	Operator:	Nettleton & Kellerman
Lease:	Curtis	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068794		
Longitude2:	-118.236801		
Latitude83:	34.068805		
Longitude8:	-118.237708		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000034009

E46
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033989**

Apinumber:	03725948	Operator:	Nettleton & Kellerman
Lease:	Curtis	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068439		
Longitude2:	-118.236757		
Latitude83:	34.06845		
Longitude8:	-118.237664		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033989

E47
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033928**

Apinumber:	03719114	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	26
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067779		
Longitude2:	-118.236598		
Latitude83:	34.06779		
Longitude8:	-118.237505		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033928

D48
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033762**

Apinumber:	03719098	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	9
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066807		
Longitude2:	-118.236249		
Latitude83:	34.066818		
Longitude8:	-118.237156		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033762

E49
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033965**

Apinumber:	03719119	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	31
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068096		
Longitude2:	-118.236721		
Latitude83:	34.068107		
Longitude8:	-118.237628		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033965

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

D50
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033677**

Apinumber:	03719197	Operator:	E. A. Doran Oil Co.
Lease:	Not Reported	Well no:	5-1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066356		
Longitude2:	-118.236086		
Latitude83:	34.066367		
Longitude8:	-118.236993		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033677

D51
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033804**

Apinumber:	03719194	Operator:	E. A. Doran Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067026		
Longitude2:	-118.236409		
Latitude83:	34.067037		
Longitude8:	-118.237316		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033804

E52
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033882**

Apinumber:	03725569	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067473		
Longitude2:	-118.236593		
Latitude83:	34.067484		
Longitude8:	-118.2375		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033882

D53
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033715**

Apinumber:	03719085	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	10
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066549		
Longitude2:	-118.236235		
Latitude83:	34.06656		
Longitude8:	-118.237142		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033715

E54
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033953**

Apinumber:	03719118	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	30
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067994		
Longitude2:	-118.236837		
Latitude83:	34.068005		
Longitude8:	-118.237744		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033953

E55
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033839**

Apinumber:	03719191	Operator:	E. A. Doran Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06717		
Longitude2:	-118.236623		
Latitude83:	34.067181		
Longitude8:	-118.23753		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033839

E56
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033906**

Apinumber:	03719117	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	29
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067613		
Longitude2:	-118.236886		
Latitude83:	34.067624		
Longitude8:	-118.237793		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033906

Map ID
Direction
Distance

Database EDR ID Number

E57
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033843**

Apinumber:	03725616	Operator:	E. A. Doran Oil Co.
Lease:	Botiller	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067202		
Longitude2:	-118.236758		
Latitude83:	34.067213		
Longitude8:	-118.237665		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033843

E58
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033795**

Apinumber:	03725617	Operator:	E. A. Doran Oil Co.
Lease:	Botiller	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066967		
Longitude2:	-118.236685		
Latitude83:	34.066978		
Longitude8:	-118.237592		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033795

E59
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033971**

Apinumber:	03719124	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	36
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068184		
Longitude2:	-118.237081		
Latitude83:	34.068195		
Longitude8:	-118.237988		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033971

E60
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033954**

Apinumber:	03719090	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	15
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068		
Longitude2:	-118.237075		
Latitude83:	34.068011		
Longitude8:	-118.237982		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033954

F61
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033745**

Apinumber:	03719193	Operator:	E. A. Doran Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066746		
Longitude2:	-118.23683		
Latitude83:	34.066757		
Longitude8:	-118.237737		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033745

E62
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033817**

Apinumber:	03719113	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	25
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067067		
Longitude2:	-118.236959		
Latitude83:	34.067078		
Longitude8:	-118.237866		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033817

F63
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033786**

Apinumber:	03719106	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	17
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066911		
Longitude2:	-118.236918		
Latitude83:	34.066922		
Longitude8:	-118.237825		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033786

Map ID
Direction
Distance

Database EDR ID Number

E64
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033854**

Apinumber:	03719115	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	27
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06727		
Longitude2:	-118.237067		
Latitude83:	34.067281		
Longitude8:	-118.237974		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033854

E65
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033977**

Apinumber:	03725949	Operator:	Bill Nye Oil Co.
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06827		
Longitude2:	-118.237363		
Latitude83:	34.068281		
Longitude8:	-118.23827		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033977

E66
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033918**

Apinumber:	03725574	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	7
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06766		
Longitude2:	-118.237295		
Latitude83:	34.067671		
Longitude8:	-118.238202		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033918

E67
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033959**

Apinumber:	03719166	Operator:	State of California
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	016
Source:	hud		
Latitude27:	34.068039		
Longitude2:	-118.237427		
Latitude83:	34.06805		
Longitude8:	-118.238334		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033959

E68
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033853**

Apinumber:	03719152	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	82
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067269		
Longitude2:	-118.237307		
Latitude83:	34.06728		
Longitude8:	-118.238214		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033853

F69
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033829**

Apinumber:	03719116	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	28
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067113		
Longitude2:	-118.237272		
Latitude83:	34.067124		
Longitude8:	-118.238179		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033829

F70
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033802**

Apinumber:	03719182	Operator:	E. A. Doran Oil Co.
Lease:	Botiller	Well no:	19
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06702		
Longitude2:	-118.237309		
Latitude83:	34.067031		
Longitude8:	-118.238216		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033802

Map ID
Direction
Distance

Database EDR ID Number

71
SSW
1/2 - 1 Mile

OIL_GAS **CAOG60000032862**

Apinumber:	03720503	Operator:	Chevron U.S.A. Inc.
Lease:	Miller Corehole	Well no:	1
Field:	LOS ANGELES COUNTY	Caog m2 area:	Not Reported
Map:	119	Status cod:	007
Source:	hud		
Latitude27:	34.059565		
Longitude2:	-118.22838		
Latitude83:	34.059577		
Longitude8:	-118.229287		
Td:	0		
Sec:	27		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000032862

E72
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033926**

Apinumber:	03725647	Operator:	Geo. Geigrich
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067751		
Longitude2:	-118.237577		
Latitude83:	34.067762		
Longitude8:	-118.238484		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033926

F73
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033782**

Apinumber:	03719183	Operator:	E. A. Doran Oil Co.
Lease:	Botiller	Well no:	30
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066888		
Longitude2:	-118.237336		
Latitude83:	34.066899		
Longitude8:	-118.238243		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033782

F74
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033755**

Apinumber:	03723867	Operator:	Lee Westlake
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06678		
Longitude2:	-118.237342		
Latitude83:	34.066791		
Longitude8:	-118.238249		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033755

G75
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033903**

Apinumber:	03719129	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	42
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067597		
Longitude2:	-118.237744		
Latitude83:	34.067608		
Longitude8:	-118.238651		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033903

G76
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033967**

Apinumber:	03725646	Operator:	Geo. Geigrich
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068155		
Longitude2:	-118.237926		
Latitude83:	34.068166		
Longitude8:	-118.238833		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033967

F77
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033774**

Apinumber:	03723866	Operator:	Lee Westlake
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066853		
Longitude2:	-118.237659		
Latitude83:	34.066864		
Longitude8:	-118.238566		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033774

Map ID
Direction
Distance

Database EDR ID Number

G78
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033938**

Apinumber:	03725572	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	10
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067841		
Longitude2:	-118.237996		
Latitude83:	34.067852		
Longitude8:	-118.238903		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033938

G79
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033872**

Apinumber:	03719127	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	40
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067433		
Longitude2:	-118.237928		
Latitude83:	34.067444		
Longitude8:	-118.238835		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033872

G80
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033919**

Apinumber:	03719120	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	32
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06767		
Longitude2:	-118.238028		
Latitude83:	34.067681		
Longitude8:	-118.238935		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033919

F81
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033735**

Apinumber:	03719176	Operator:	Thomas F. Joyce
Lease:	Joyce	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066697		
Longitude2:	-118.237734		
Latitude83:	34.066708		
Longitude8:	-118.238641		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033735

G82
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033900**

Apinumber:	03719121	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	33
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067566		
Longitude2:	-118.238057		
Latitude83:	34.067577		
Longitude8:	-118.238964		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033900

G83
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033874**

Apinumber:	03719128	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	41
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067438		
Longitude2:	-118.238059		
Latitude83:	34.067449		
Longitude8:	-118.238966		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033874

F84
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033721**

Apinumber:	03719178	Operator:	Thomas F. Joyce
Lease:	Joyce	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066604		
Longitude2:	-118.237787		
Latitude83:	34.066615		
Longitude8:	-118.238694		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033721

Map ID
Direction
Distance

Database EDR ID Number

G85
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033940**

Apinumber:	03719123	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	35
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067876		
Longitude2:	-118.23825		
Latitude83:	34.067887		
Longitude8:	-118.239157		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033940

F86
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033818**

Apinumber:	03719126	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	39
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067069		
Longitude2:	-118.23804		
Latitude83:	34.06708		
Longitude8:	-118.238947		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033818

F87
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033708**

Apinumber:	03719179	Operator:	Thomas F. Joyce
Lease:	Joyce	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066507		
Longitude2:	-118.23784		
Latitude83:	34.066518		
Longitude8:	-118.238747		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033708

G88
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033846**

Apinumber:	03719134	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	49
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067229		
Longitude2:	-118.238123		
Latitude83:	34.06724		
Longitude8:	-118.23903		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033846

G89
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033945**

Apinumber:	03726054	Operator:	Rommell Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067933		
Longitude2:	-118.238384		
Latitude83:	34.067944		
Longitude8:	-118.239291		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033945

F90
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033688**

Apinumber:	03719180	Operator:	Thomas F. Joyce
Lease:	Joyce	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066396		
Longitude2:	-118.237888		
Latitude83:	34.066407		
Longitude8:	-118.238795		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033688

G91
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033899**

Apinumber:	03725477	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	58
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067557		
Longitude2:	-118.238311		
Latitude83:	34.067568		
Longitude8:	-118.239218		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033899

Map ID
Direction
Distance

Database EDR ID Number

F92
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033724**

Apinumber:	03719177	Operator:	Thomas F. Joyce
Lease:	Joyce	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066628		
Longitude2:	-118.238164		
Latitude83:	34.066639		
Longitude8:	-118.239071		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033724

G93
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033875**

Apinumber:	03723884	Operator:	Kenneth & Katherine Manley
Lease:	Lapp	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067439		
Longitude2:	-118.238456		
Latitude83:	34.06745		
Longitude8:	-118.239363		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033875

94
SSE
1/2 - 1 Mile

OIL_GAS **CAOG60000032782**

Apinumber:	03705144	Operator:	Atlantic Oil Co.
Lease:	Atlantic-Sunray L.A. Shops	Well no:	1
Field:	LOS ANGELES COUNTY	Caog m2 area:	Not Reported
Map:	119	Status cod:	006
Source:	hud		
Latitude27:	34.058583		
Longitude2:	-118.220775		
Latitude83:	34.058595		
Longitude8:	-118.221681		
Td:	0		
Sec:	26		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000032782

H95
WSW **OIL_GAS** **CAOG60000033641**
1/2 - 1 Mile

Apinumber:	03719186	Operator:	E. A. Doran Oil Co.
Lease:	Murrieta	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066085		
Longitude2:	-118.237974		
Latitude83:	34.066096		
Longitude8:	-118.238881		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033641

G96
WSW **OIL_GAS** **CAOG60000033813**
1/2 - 1 Mile

Apinumber:	03725440	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	43
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067052		
Longitude2:	-118.238366		
Latitude83:	34.067063		
Longitude8:	-118.239273		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033813

G97
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033784**

Apinumber:	03719125	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	38
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066907		
Longitude2:	-118.238366		
Latitude83:	34.066918		
Longitude8:	-118.239273		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033784

G98
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033868**

Apinumber:	03719140	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	55
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067382		
Longitude2:	-118.238605		
Latitude83:	34.067393		
Longitude8:	-118.239512		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033868

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

G99
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033909**

Apinumber:	03725478	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	57
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067619		
Longitude2:	-118.238715		
Latitude83:	34.06763		
Longitude8:	-118.239622		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033909

G100
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033826**

Apinumber:	03725480	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	60
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067099		
Longitude2:	-118.238575		
Latitude83:	34.06711		
Longitude8:	-118.239482		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033826

H101
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033684**

Apinumber:	03723871	Operator:	H. Rogalske
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066388		
Longitude2:	-118.238323		
Latitude83:	34.066399		
Longitude8:	-118.23923		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033684

H102
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033718**

Apinumber:	03725741	Operator:	Joe Gellen
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066555		
Longitude2:	-118.23846		
Latitude83:	34.066566		
Longitude8:	-118.239367		
Td:	0		
Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033718

G103
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033788**

Apinumber:	03719133	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	48
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066945		
Longitude2:	-118.23864		
Latitude83:	34.066956		
Longitude8:	-118.239547		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033788

H104
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033698**

Apinumber:	03723872	Operator:	H. Rogalske
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066443		
Longitude2:	-118.23852		
Latitude83:	34.066454		
Longitude8:	-118.239427		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033698

G105
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033935**

Apinumber:	03725950	Operator:	Bill Nye Oil Co.
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067833		
Longitude2:	-118.238992		
Latitude83:	34.067844		
Longitude8:	-118.239899		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033935

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

G106
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033858**

Apinumber:	03725479	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	59
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067292		
Longitude2:	-118.238844		
Latitude83:	34.067303		
Longitude8:	-118.239751		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033858

G107
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033801**

Apinumber:	03719139	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	54
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067019		
Longitude2:	-118.238824		
Latitude83:	34.06703		
Longitude8:	-118.239731		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033801

H108
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033732**

Apinumber:	03719137	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	52
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066684		
Longitude2:	-118.238733		
Latitude83:	34.066695		
Longitude8:	-118.23964		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033732

H109
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033779**

Apinumber:	03719138	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	53
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066877		
Longitude2:	-118.238823		
Latitude83:	34.066888		
Longitude8:	-118.23973		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033779

G110
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033912**

Apinumber:	03726015	Operator:	Parker Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067633		
Longitude2:	-118.239109		
Latitude83:	34.067644		
Longitude8:	-118.240016		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033912

H111
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033706**

Apinumber:	03719130	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	45
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066494		
Longitude2:	-118.238769		
Latitude83:	34.066505		
Longitude8:	-118.239676		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033706

I112
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033819**

Apinumber:	03719132	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	47
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067073		
Longitude2:	-118.238993		
Latitude83:	34.067084		
Longitude8:	-118.2399		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033819

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database EDR ID Number

I113
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033790**

Apinumber:	03719083	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	9
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06696		
Longitude2:	-118.23899		
Latitude83:	34.066971		
Longitude8:	-118.239897		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033790

H114
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033653**

Apinumber:	03719012	Operator:	Carl B. Breig
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066189		
Longitude2:	-118.23871		
Latitude83:	34.0662		
Longitude8:	-118.239617		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033653

I115
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033873**

Apinumber:	03725991	Operator:	Parker Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067434		
Longitude2:	-118.239201		
Latitude83:	34.067445		
Longitude8:	-118.240108		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033873

I116
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033963**

Apinumber:	03725408	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.068078		
Longitude2:	-118.239405		
Latitude83:	34.068089		
Longitude8:	-118.240312		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	?
District:	1	Site id:	CAOG60000033963

117
ESE
1/2 - 1 Mile

OIL_GAS **CAOG60000033479**

Apinumber:	03706322	Operator:	Chevron U.S.A. Inc.
Lease:	Edison Corehole	Well no:	1
Field:	LOS ANGELES COUNTY	Caog m2 area:	Not Reported
Map:	W1-5	Status cod:	007
Source:	hud		
Latitude27:	34.065146		
Longitude2:	-118.210247		
Latitude83:	34.065157		
Longitude8:	-118.211153		
Td:	4693		

Sec:	23		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033479

I118
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033925**

Apinumber:	03726019	Operator:	Parker Oil Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067739		
Longitude2:	-118.239357		
Latitude83:	34.06775		
Longitude8:	-118.240264		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033925

I119
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033752**

Apinumber:	03719131	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	46
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06677		
Longitude2:	-118.239138		
Latitude83:	34.066781		
Longitude8:	-118.240045		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033752

Map ID
Direction
Distance

Database EDR ID Number

I120
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033864**

Apinumber:	03725566	Operator:	Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067353		
Longitude2:	-118.239359		
Latitude83:	34.067364		
Longitude8:	-118.240266		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033864

H121
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033719**

Apinumber:	03719136	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	51
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066566		
Longitude2:	-118.239158		
Latitude83:	34.066577		
Longitude8:	-118.240065		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033719

I122
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033897**

Apinumber:	03726080	Operator:	Mrs. Emma Summers
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067547		
Longitude2:	-118.239496		
Latitude83:	34.067558		
Longitude8:	-118.240403		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033897

I123
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033917**

Apinumber:	03726016	Operator:	Parker Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067652		
Longitude2:	-118.239548		
Latitude83:	34.067663		
Longitude8:	-118.240455		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033917

H124
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033620**

Apinumber:	03723883	Operator:	Kenneth & Katherine Manley
Lease:	Lapp	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065923		
Longitude2:	-118.238954		
Latitude83:	34.065934		
Longitude8:	-118.239861		
Td:	0		

Sec:	22		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033620

I125
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033830**

Apinumber:	03719081	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	7
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067123		
Longitude2:	-118.239418		
Latitude83:	34.067134		
Longitude8:	-118.240325		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033830

I126
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033694**

Apinumber:	03725401	Operator:	Square Oil Co.
Lease:	Zobelein	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066419		
Longitude2:	-118.239308		
Latitude83:	34.06643		
Longitude8:	-118.240215		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033694

Map ID
Direction
Distance

Database EDR ID Number

I127
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033807**

Apinumber:	03719082	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	8
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06703		
Longitude2:	-118.239534		
Latitude83:	34.067041		
Longitude8:	-118.240441		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033807

I128
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033924**

Apinumber:	03725403	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	7
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067731		
Longitude2:	-118.239744		
Latitude83:	34.067742		
Longitude8:	-118.240651		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033924

I129
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033888**

Apinumber:	03726079	Operator:	Std. Crude Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067513		
Longitude2:	-118.23982		
Latitude83:	34.067524		
Longitude8:	-118.240727		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033888

I130
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033838**

Apinumber:	03719169	Operator:	R. Earl
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067164		
Longitude2:	-118.239723		
Latitude83:	34.067175		
Longitude8:	-118.24063		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033838

J131
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033626**

Apinumber:	03719024	Operator:	First Chinese Baptist Church Los Angeles
Lease:	A. F. Hodges	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.065957		
Longitude2:	-118.239335		
Latitude83:	34.065968		
Longitude8:	-118.240242		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033626

I132
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033922**

Apinumber:	03725406	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	6
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067715		
Longitude2:	-118.23996		
Latitude83:	34.067726		
Longitude8:	-118.240867		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033922

I133
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033931**

Apinumber:	03725407	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067801		
Longitude2:	-118.240022		
Latitude83:	34.067812		
Longitude8:	-118.240929		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033931

Map ID
Direction
Distance

Database EDR ID Number

I134
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033665**

Apinumber:	03719025	Operator:	PAMC, Ltd.
Lease:	A. F. Hodges	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.066255		
Longitude2:	-118.239594		
Latitude83:	34.066266		
Longitude8:	-118.240501		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033665

I135
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033869**

Apinumber:	03719019	Operator:	Chavez Realty Development Co.
Lease:	Not Reported	Well no:	6
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.067395		
Longitude2:	-118.240002		
Latitude83:	34.067406		
Longitude8:	-118.240909		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033869

I136
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033901**

Apinumber:	03725405	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067591		
Longitude2:	-118.240141		
Latitude83:	34.067602		
Longitude8:	-118.241048		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033901

I137
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033667**

Apinumber:	03726081	Operator:	Tyler Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066272		
Longitude2:	-118.239768		
Latitude83:	34.066283		
Longitude8:	-118.240675		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033667

J138
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033610**

Apinumber:	03719023	Operator:	Henry and Jane Fong
Lease:	A. F. Hodges	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065824		
Longitude2:	-118.239589		
Latitude83:	34.065835		
Longitude8:	-118.240496		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033610

K139
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033907**

Apinumber:	03725404	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067614		
Longitude2:	-118.24023		
Latitude83:	34.067625		
Longitude8:	-118.241137		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033907

K140
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033916**

Apinumber:	03725402	Operator:	Union Consolidated Crude Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067642		
Longitude2:	-118.240329		
Latitude83:	34.067653		
Longitude8:	-118.241236		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033916

Map ID
Direction
Distance

Database EDR ID Number

J141
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033686**

Apinumber:	03725427	Operator:	British California Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066393		
Longitude2:	-118.240099		
Latitude83:	34.066404		
Longitude8:	-118.241006		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033686

I142
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033738**

Apinumber:	03719017	Operator:	Chavez Realty Development Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.066706		
Longitude2:	-118.240227		
Latitude83:	34.066717		
Longitude8:	-118.241134		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033738

K143
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033894**

Apinumber:	03719018	Operator:	Chavez Realty Development Co.
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.06754		
Longitude2:	-118.240511		
Latitude83:	34.067551		
Longitude8:	-118.241418		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033894

K144
West
1/2 - 1 Mile

OIL_GAS **CAOG60000033920**

Apinumber:	03725425	Operator:	British California Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.0677		
Longitude2:	-118.240573		
Latitude83:	34.067711		
Longitude8:	-118.24148		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033920

J145
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033577**

Apinumber:	03719022	Operator:	First Chinese Baptist Church Los Angeles
Lease:	A. F. Hodges	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.065659		
Longitude2:	-118.2399		
Latitude83:	34.06567		
Longitude8:	-118.240807		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033577

J146
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033538**

Apinumber:	03725888	Operator:	Maier & Zoblein Brewing Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065416		
Longitude2:	-118.239867		
Latitude83:	34.065427		
Longitude8:	-118.240774		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033538

J147
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033617**

Apinumber:	03726082	Operator:	Tyler Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065879		
Longitude2:	-118.240078		
Latitude83:	34.06589		
Longitude8:	-118.240985		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033617

Map ID
Direction
Distance

Database EDR ID Number

K148
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033880**

Apinumber:	03726083	Operator:	Tyler Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067466		
Longitude2:	-118.240623		
Latitude83:	34.067477		
Longitude8:	-118.24153		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033880

K149
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033734**

Apinumber:	03719016	Operator:	Chavez Realty Development Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.066697		
Longitude2:	-118.240478		
Latitude83:	34.066708		
Longitude8:	-118.241385		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033734

J150
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033512**

Apinumber:	03725887	Operator:	Maier & Zoblein Brewing Co.
Lease:	Eastern Area Drilled 1696	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065296		
Longitude2:	-118.239927		
Latitude83:	34.065307		
Longitude8:	-118.240834		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033512

J151
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033647**

Apinumber:	03725430	Operator:	British California Oil Co.
Lease:	Not Reported	Well no:	3
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066152		
Longitude2:	-118.240298		
Latitude83:	34.066163		
Longitude8:	-118.241205		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033647

J152
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033576**

Apinumber:	03723859	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065654		
Longitude2:	-118.240141		
Latitude83:	34.065665		
Longitude8:	-118.241048		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033576

K153
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033765**

Apinumber:	03719080	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	6
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066819		
Longitude2:	-118.240589		
Latitude83:	34.06683		
Longitude8:	-118.241496		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033765

K154
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033856**

Apinumber:	03726084	Operator:	Tyler Oil Co.
Lease:	Not Reported	Well no:	4
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.067287		
Longitude2:	-118.240756		
Latitude83:	34.067298		
Longitude8:	-118.241663		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033856

Map ID
Direction
Distance

Database EDR ID Number

J155
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033554**

Apinumber:	03723858	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065498		
Longitude2:	-118.240191		
Latitude83:	34.065509		
Longitude8:	-118.241098		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033554

K156
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033758**

Apinumber:	03719015	Operator:	Chavez Realty Development Co.
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.066789		
Longitude2:	-118.240724		
Latitude83:	34.0668		
Longitude8:	-118.241631		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033758

K157
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033716**

Apinumber:	03719079	Operator:	Nate Bray (G. N.)
Lease:	Not Reported	Well no:	5
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.06655		
Longitude2:	-118.240668		
Latitude83:	34.066561		
Longitude8:	-118.241575		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033716

K158
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033723**

Apinumber:	03719142	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	64
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066625		
Longitude2:	-118.240762		
Latitude83:	34.066636		
Longitude8:	-118.241669		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033723

J159
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033536**

Apinumber:	03719141	Operator:	C. C. Harris Oil Co.
Lease:	Not Reported	Well no:	63
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.0654		
Longitude2:	-118.240353		
Latitude83:	34.065411		
Longitude8:	-118.24126		
Td:	0		

Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033536

160
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033711**

Apinumber:	03719198	Operator:	E. A. Doran Oil Co.
Lease:	Not Reported	Well no:	6
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.066541		
Longitude2:	-118.240837		
Latitude83:	34.066552		
Longitude8:	-118.241744		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033711

K161
WSW
1/2 - 1 Mile

OIL_GAS **CAOG60000033798**

Apinumber:	03719014	Operator:	Chavez Realty Development Co.
Lease:	Not Reported	Well no:	1
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	008
Source:	gps		
Latitude27:	34.066975		
Longitude2:	-118.241013		
Latitude83:	34.066986		
Longitude8:	-118.24192		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033798

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance

Database | EDR ID Number

J162
WSW
1/2 - 1 Mile

OIL_GAS | **CAOG60000033606**

Apinumber:	03719013	Operator:	Carl B. Breig
Lease:	Not Reported	Well no:	2
Field:	LOS ANGELES CITY	Caog m2 area:	Not Reported
Map:	116	Status cod:	014
Source:	hud		
Latitude27:	34.065796		
Longitude2:	-118.240685		
Latitude83:	34.065807		
Longitude8:	-118.241592		
Td:	0		
Sec:	21		
Twn:	1S	Rge:	13W
Bm:	SB		
X coord:	0		
Y coord:	0		
Zone:	Not Reported	Spuddate:	12/12/1968
Abanddate:	12/30/1899	Comments 1:	Not Reported
District:	1	Site id:	CAOG60000033606

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zip	Total Sites	> 4 Pci/L	Pct. > 4 Pci/L
90012	2	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
Living Area - 1st Floor	0.711 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	0.933 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

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^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation 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.

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
Oil and Gas well locations in the state.

RADON

State Database: CA Radon
Source: Department of Health Services
Telephone: 916-324-2208
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

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.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

STREET AND ADDRESS INFORMATION

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APPENDIX C

CALTRANS INITIAL SITE ASSESSMENT (ISA) CHECK

Initial Site Assessment (ISA) Checklist

Project Information

District: 7 County: Los Angeles Route North Spring Street Kilometer Post (Post Mile): N/A EA 931701

Description: The project area includes an approximately 1,600-foot-long corridor along North Spring Street between Mesnager Street and South Avenue 18 in the City of Los Angeles, California. The purpose of the proposed project is to widen the street and the North Spring Street Bridge over the Los Angeles River to accommodate additional vehicular lanes; new striped median and turning lane; and sidewalks and bike lanes on both sides of the bridge. The project also includes construction of a new signalized intersection at North Spring Street and Wilhardt Street.

Is the project on the HW Study Minimal-Risk Projects List (HW1)? No

Project Manager: _____ Phone # _____

Project Engineer: Kirk Cessna, DLAE Phone # (213) 620-6542

Project Screening

Attach the project location map to this checklist to show location of all known and/or potential HW sites identified.

1. Project Features: New R/W? Yes Excavation? Yes Railroad Involvement? Yes
   Structure demolition/modification? Yes
   Subsurface utility relocation? Yes
2. Project Setting: North Spring Street, between Mesnager Street and South Avenue 18
3. Rural or Urban: Urban

   Current land uses: Commercial and industrial facilities, Los Angeles River, and the Downey Recreation Center.

   Adjacent land uses: Commercial and industrial facilities, and undeveloped land.
4. Check federal, State, and local environmental and health regulatory agency records as necessary, to see if any known hazardous waste site is in or near the project area. If known site is identified, show its location on the attached map and attach additional sheets, as needed, to provide pertinent information for the proposed project.
5. Conduct Field Inspection. Date: 8/09/05 Use the attached map to locate potential or known HW sites.

   STORAGE STRUCTURE / PIPELINES:

   Underground tanks: None observed — Surface tanks: None observed

   Sumps: None observed — Ponds: None observed

   Drums: None observed — Basins: None observed

   Transformers: Yes (pole-mounted) — Landfill: None observed

   Other: None observed

Initial Site Assessment (ISA) Checklist
(continued)

CONTAMINATION: (spills, leaks, illegal dumping, etc.)

Surface staining: No | Oil sheen: No

Odors: No | Vegetation damage: No

Other: No buildings were entered.

HAZARDOUS MATERIALS: (asbestos, lead, etc.)

Buildings: None observed | Spray-on fireproofing: No

Pipe wrap: None observed | Friable tile: None observed

Acoustical plaster: None observed | Serpentine: None observed

Paint: Yes, on buildings in project area | Other: N/A

6. Additional record search, as necessary, of subsequent land uses that could have resulted in a hazardous waste site. Use the attached map to show the location of potential hazardous waste sites.

7. Other comments and/or observations: As is the case for any project that involves excavation, there is the potential for unknown hazardous contamination to be encountered during project construction. Lead contamination may be encountered during excavation in unpaved areas adjacent to traffic lanes or shoulders. Soil samples may need to be collected and analyzed for lead contamination prior to earth-moving activities. Further, lead-based paint and asbestos-containing materials may exist at the structures (e.g., bridge) and buildings that will be affected/demolished as part of the proposed project. For unknown hazardous waste/material encountered during proposed project construction, the procedures outlined in the "Caltrans Construction Hazardous Waste Contingency Plan" shall be adhered to.

ISA Determination

Does the project have potential hazardous waste involvement? Yes If there is known or potential hazardous waste involvement, is additional ISA work needed before task orders can be prepared for the Investigation? [redacted] If "Yes", explain; then give an estimate of additional time required:

An ADL Survey, Lead-Based Paint Survey, and an Asbestos Study would need to be completed. There is no estimate of time and/or cost for completion of these surveys at this time. An estimate of time and/or cost will be provided once the final design has been completed.

A brief memo should be prepared to transmit the ISA conclusions to the Project Manager and Project Engineer.

ISA Conducted by Janet L. Tedder **Date** 2/10/06

Appendix K. Noise Studies

MEMORANDUM

To: Project File

Date: April 22, 2011

From: Marieka Schrader, Environmental Planner
GPA Environmental

File: EA 931701

Subject: Addendum to Noise Study Report for the North Spring Street Viaduct Widening and Rehabilitation Project, City of Los Angeles, CA

INTRODUCTION

The City of Los Angeles (City), in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (53C-0859) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast. The proposed project includes seismically upgrading the existing bridge, improving pedestrian and bikeway facilities and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

The Draft EIR/EA for the project was approved on May 17, 2010. Subsequently, a Final EIR/EA was prepared and submitted to the City of Los Angeles City Council Transportation Committee for approval. After reviewing the alternatives presented in the environmental document on June 9, 2010, the committee recommended that the City perform additional outreach to formulate additional design options for consideration. Additionally, in February of 2011, the City of Los Angeles Cultural Heritage Commission submitted a letter to the City of Los Angeles Bureau of Engineering requesting that additional coordination be conducted with the commission to identify project alternatives that would better preserve the historic characteristics of the North Spring Street Viaduct.

In response to requests from the City of Los Angeles City Council Transportation Committee and the City of Los Angeles Cultural Heritage Commission, the City's Bridge Improvement Program explored several design options identified several alternatives that

would improve the viaduct's structural and roadway deficiencies, while taking into account its historic features.

The City also held working group meetings on June 17 and June 29, 2010 and March 10, 2011 comprised of interest groups, stakeholders, and elected officials. This coordination resulted in the development of a new design option for Alternative 2, and the consideration of a design that is either similar to the existing Beaux-Arts design or a new design that would be compatible with the historic viaduct.

A Noise Study Report was prepared for the project in January 2008, and the purpose of this memo is to discuss how the changes made to the project, specifically the addition of Design Option A, would potentially affect previously identified noise impacts resulting from the proposed project. Please reference the Noise Study Report for a more detailed noise analysis.

PROPOSED PROJECT

Existing Facility

The North Spring Street Viaduct was constructed in 1928, was widened in 1939 by removing the south-side sidewalk, seismically retrofitted in 1992, and extensively repaired (i.e., concrete spall patching, baluster removal, electrolier removal, and railing crack repair) in 1993.

North Spring Street is striped throughout most of the project's limits for four-lane (two in each direction) vehicular use. Currently, the viaduct is 50 feet wide overall, has a 4-foot wide sidewalk on its north side, and is striped for two undivided 10-foot interior lanes (one in each direction), and two 9.5-foot outer lanes. There are no shoulders or bikeways. The current configuration is constrained by the viaduct's overall width and does not meet current geometrical or design standards as described in the purpose and need below.

East of the viaduct, North Spring Street intersects with Avenue 18 and North Broadway in a five-point intersection. West of the viaduct, Aurora Street intersects with North Spring Street (north side) and Wilhardt Street intersects with North Spring Street (south side) before Baker intersects with North Spring Street.

Proposed Improvements

Four alternatives are being considered for the proposed project, including the No Build Alternative, Build Alternative 1 (seismic retrofit only), and Build Alternatives 2 and 3. Because the No Build Alternative and Alternative 1 have not changed since the original noise study was completed, and because Build Alternatives 2 and 3 would include the same viaduct improvements, the following discussion is focused on Build Alternatives 2 and 3.

Build Alternatives 2 and 3 would be constructed in two phases. Phase 1 would include all the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

For the single side widening, the seismic improvements for Build Alternatives 2 and 3 would be the same as the Alternative 1 as the existing structure would not gain additional lateral support from single side widening. For the dual side widening, the seismic retrofit would be essentially the same as the Alternative 1 except that the amount of steel pipe seat extenders encased in concrete diaphragm bolsters at arch spans would be reduced because the existing structure would gain structural lateral supports from dual side widening.

Viaduct Improvements

Viaduct improvements under Build Alternatives 2 and 3 include widening the existing viaduct by 20 feet on each side and installing 10-foot sidewalks, 5-foot shoulders (to accommodate bicycle use), and railings on each side of the viaduct. These alternatives would also include reconstructing the staircase from the north side of the widened viaduct to the Downey Recreation Center (north side widening only) and reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

Viaduct Design Option A – (Reduced Single Sided Widening)

The Viaduct Design Option A for Alternative 2 would include widening the viaduct by approximately 22 feet along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median (see attached *Figure 1*). This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wingwall on the north side would be replaced with a new one at approximately a 5-degree skew. The single side widening on the south side would either be similar to the Beaux Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under Build Alternatives 2 and 3 would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage

roads adjacent to the viaduct, extending the left-turn pocket on North Sprint Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by Alternatives 2 and 3, and would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternatives 2 and 3 would include constructing a 4-way intersection at North Spring Street and extending Wilhardt Street north to Baker Street. Under Build Alternative 2, the Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. Under Build Alternative 3, The Wilhardt Street extension would be aligned on a direct tangent arc (traditional "T" intersection) to join Baker Street.

These alternatives would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

PROJECT NOISE IMPACTS

Sensitive Receptors

According to the Noise Study Report, noise sensitive land uses within the project area include picnic areas, recreation areas, playgrounds, active sport areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals. There are residential properties at the southeast corner of the North Spring Street/Avenue 18 intersection, and residential uses also appear to exist in the building located within the triangle formed by North Spring, Aurora, and Baker streets. Recreational land uses identified within the study area include the Los Angeles State Historic Park and the Downey Recreation Center.

Project Impacts

Noise modeling was conducted in the Noise Study Report for 12 representative receptors, and predicted Future Plus Project noise levels were compared with the existing levels to determine noise increases that would result from the proposed project. Noise levels in the study area were generally predicted to increase several decibels as a result of increased

traffic volumes over time and relocation of noise sources closer to the sensitive receptors (viaduct widening).

At two receptor locations (ST-1 and M-1), noise increases were predicted to be greater (5 to 6 decibels) under Alternative 2 because of the planned demolition of the building structure at North Spring and Baker Streets, which currently functions as a barrier to traffic noise from North Spring Street. At one receptor location (LT-1), the widened viaduct deck was predicted to act as an acoustical shield and lower noise levels. Noise levels at five of the 12 modeled receptors would exceed acceptable levels unless abatement measures are implemented.

Exterior noise levels at five of the receptors (ST-1, M-5, M-6, ST-4, and ST-3) were predicted to range from 66 to 74 dBA LeqH during the peak-noise-hour, thus exceeding the threshold for frequent human outdoor uses. At four of these receivers there are no areas of frequent outdoor human use (i.e., patios, balconies with signs of frequent use, side or rear yards) where lowered noise levels would be a benefit); thus, no noise abatement measures are considered necessary for the exterior areas at these locations. One of the receptors (ST-4), represented by the northeastern portion of the Down Recreation Center, does have frequent outdoor use, and would therefore be impacted by the project.

Interior noise levels at four of the receptors (ST-1, M-5, M-6, and ST-3) were predicted to range from 41 to 49 dBA LeqH, which is below the 52 dBA interior thresholds. Noise levels at ST-4 were predicted to be 71 dBA LeqH, an increase of approximately 3 decibels from the existing conditions. Based upon these predictions, none of the 12 modeled receivers would experience a substantial (i.e., 12 dBA or greater) noise increase under future with project conditions. In addition, the project would not increase capacity, and would therefore not add to traffic noise in the area.

Construction Impacts

According to the Noise Study Report, noise impacts are expected to occur during the construction period. Noise produced by construction equipment would occur with varying intensity and duration during the various phases of construction. The most noise-intensive activities would include those associated with demolition of the viaduct and building structure. Because of the linear nature of the project and the different phases of construction, no single location (with the exception of lay down and staging areas) would experience a long-term period of construction noise.

Minimization and Abatement Measures

The City's noise ordinance and standard specifications for public works construction identify several measures designed to minimize noise impacts. The following standard measures would be implemented to minimize construction related impacts:

- Hold community meetings to explain to area residents about the construction work, time involved, and the control measures to be taken to reduce the impact of the construction work
- Limit noisy construction activities to 7:00 am to 7:00 pm by scheduling the timing and duration of construction activities to minimize noise impacts at noise sensitive locations.
- As practicable, use noise-attenuating "jackets" or portable noise screens to provide shielding for pavement breaking, jack hammering or other similar type activities when work is close to noise sensitive areas.

With implementation of the above measures, the project would not be expected to result in adverse noise impacts; therefore, no mitigation was proposed.

Abatement in the form of screen walls (soundwalls) was considered at representative noise-sensitive locations where the predicted noise levels would approach or exceed thresholds. The Downey Recreation Center is the only receptor with frequent outdoor human use where noise levels were predicted to approach or exceed thresholds. The City considered constructing a sound wall parallel to the westbound side of North Spring Street, but this was ruled out because a driveway break is required for access to the recreation center, which would render a sound wall ineffective.

Changes to Impacts Resulting from Development of Design Option A

As compared to Build Alternatives 2 and 3, Build Alternative 2 with Design Option A would require a smaller footprint than would Build Alternatives 2 and 3. Instead of widening the viaduct approximately 20 feet on each side, Design Option A would include widening only the south side of the viaduct approximately 22 feet; therefore, impacts resulting from widening to the north would not occur. The widening would extend approximately two feet further to the south, but this difference would not be expected to result in a substantial increase in noise levels south of the viaduct. At one receptor location (LT-1), the widened viaduct deck was predicted to act as an acoustical shield and lower noise levels; therefore, widening only the south side would not result in this noise reduction.

satisfaction of SHPO to reduce potential effects of the proposed project. All documentation should be prepared by professionals meeting the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

MM HIS-2: The City should submit the proposed seismic strategy plans to Caltrans for review to ensure that the plan complies with the Secretary of the Interior's Standards for Rehabilitation prior to commencement of any seismic related construction activities. The City should prepare a mitigation monitoring plan to include periodic monitoring of the construction activities to include mitigation monitoring reports with photographs indicating that the activities are compliant with the Standards. The monitor should meet the Secretary of the Interior's Professional Qualifications Standards for Architectural Historian or Historic Architect pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

MM HIS-3: The City should retain, clean and restore the existing bronze dedication plaques that are located on the viaduct. These plaques should remain on the viaduct; however if the viaduct is widened, then the dedication plaques should be relocated to an appropriate location on the widened section of the viaduct.

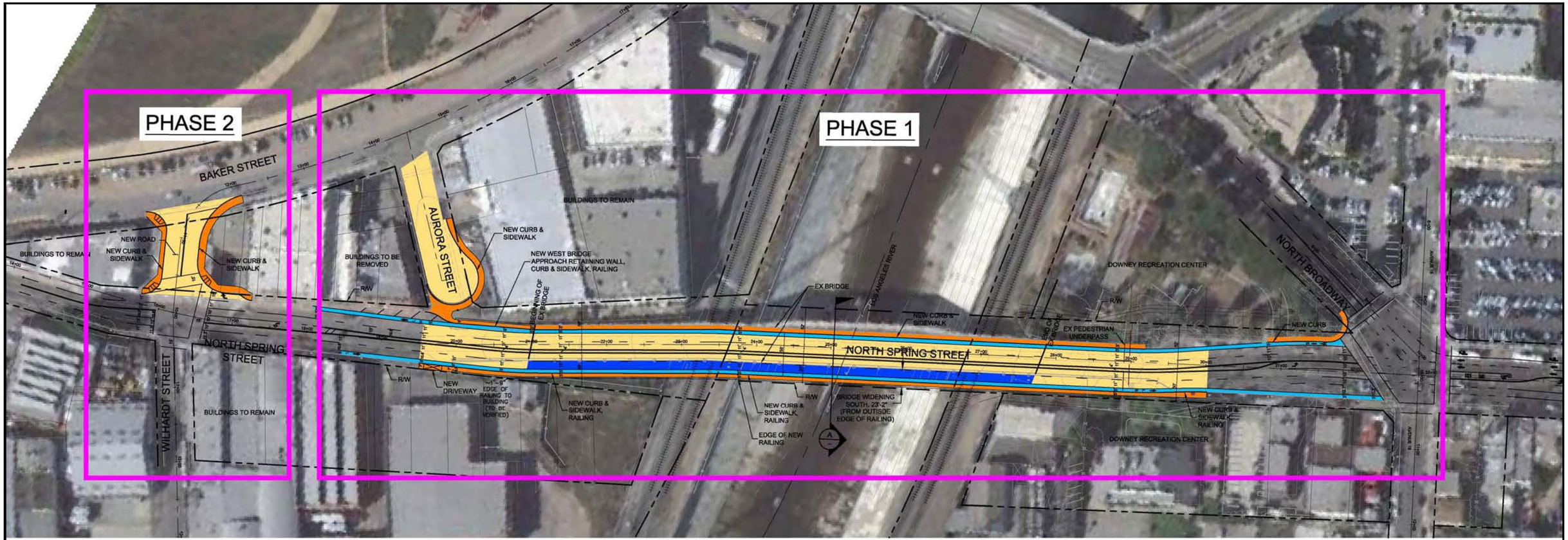
2.7.6.2 Build Alternatives 2, 3, and Build Alternative 2 with Design Option A

In addition to the measures recommended for Build Alternative 1 above (MM HIS-1 through MM HIS-3), the following measures are recommended for Build Alternatives 2 and 3 or for Build Alternative 2 with Design Option A.

MM HIS-4: The City should prepare a website, or adapt its current website, to make the information from the HABS/HAER report available to the public for at least five years. The information should also be made available to the Caltrans Transportation Library in Sacramento for inclusion on their website.

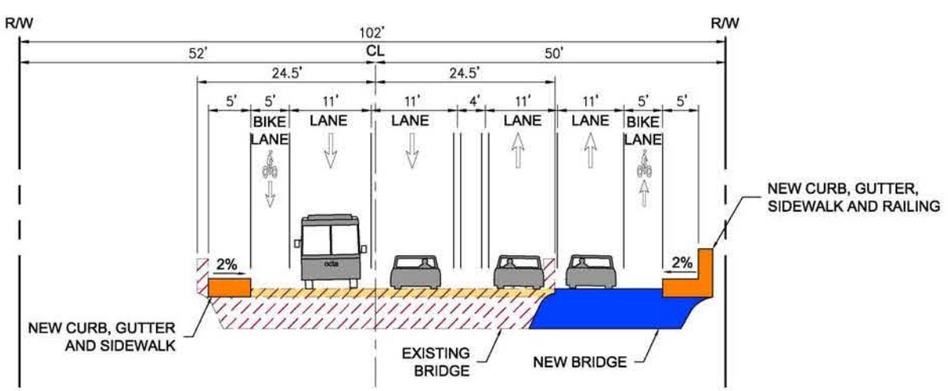
MM HIS-5: The City should install informative permanent metal plaques at both ends of the viaduct at public locations that provide a brief history of the viaduct, its engineering features and characteristics, the reasons for its alteration, and a statement of the characteristics of the replacement features. The SHPO would have 30 days to review proposed plaque information before they are produced and installed.

MM HIS-6: To the extent feasible, the City should make a reasonable effort to retain and reuse architectural features that are removed from the viaduct as part of the widening project. This includes concrete railings, electroliers, and concrete brackets, as appropriate. To the extent feasible, concrete railings and electroliers should be reused on the widened structure or incorporated into a new design for the widened portion of the viaduct. If the architectural features cannot be reasonably re-used on the viaduct, then those features should be replicated in



HATCH / LINE LEGEND

- NEW BRIDGE
- EXISTING BRIDGE
- BIKE LANE
- NEW PAVEMENT
- NEW CURB/GUTTER AND SIDEWALK



TYPICAL BRIDGE SECTION (A)
NOT TO SCALE

Figure 1 Build Alternative 2 with Design Option A

NOISE STUDY REPORT

North Spring Street Bridge Widening & Rehabilitation Project

EA 931701

BHLS-5006(219)

Bridge No. 53C-0859

Prepared for

California Department of Transportation
District 7

Prepared by

City of Los Angeles Bureau of Engineering

URS Corporation

January 2008

Cover Page Photograph Source and Description: Los Angeles Public Library, California Vertical File. 2002. Historic Photograph Collection. View looking at the Downey Avenue Bridge (now known as the North Spring Street Bridge) as seen from the Buena Vista Viaduct (now known as the North Broadway Bridge). Photograph date ca. 1920.

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E TeNS GLOSSARY OF TERMS

Acronyms and Definitions

Acronym		Definition
ANSI	American National Standard Institute	The organization that oversees the creation, promulgation and use of norms and guidelines; ANSI is also actively engaged in accerditing programs that assess conformance to standards- including the ISO 9000 (quality) and ISO 14000 (environmental) management systems.
Caltrans	California Department of Transportation	The State agency responsible for highway,bride, and rail tranportation planning, consturction, and maintenance.
CFR	Code of Federal Regulations	A codifcation of the general and permanent rules published in the Federal Register by the Executive departments and agencies of the Federal Government.
CNAs	Community Noise Analyzers	Instrument used to measure hourly and day/night sound levels.
dBA	A-weighted decibel	Frequency weighted Sound Pressure Level approximating the frequency response if the human ear.
FHWA	Federal Highway Administration	A division of the Department of transportation that cerries out the Feferal highway program s in partnership with the State and local agencies to meet the Nation's transportation needs.
L_{eq}	Equivalent sound level	The sound level which in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same period.
$L_{eq(hr)}$	Hourly noise levels	The energy-average of the A-weighted sound level occurring during a specified number of hours, in decibels, e.g, Leq (1) a one hour Leq.
L_{max}	Maximum Sound Level	The highest sound pressure level in a specific time period.
L_{min}	Minimum Sound Level	The lowest sound pressure level in a specific timep period.
LOS	Level of service	Measure by which transportation planners determine the quality of serive provided by tranportation facilities.
LRT	Light-rail transit	A form of rail transport system that generally uses electric rail cars on private rights-of-way or sometimes in streets.
LT	Long-term	-
NAC	Noise Abatement Criteria	The upper limit of acceptable traffic noise level conditions, dependent upon land use category. These levels are used to determine the impact of traffic noise on human activities.
SLM	Sound Level Meter	An insturment that is used for measuring soun levels in a specified manner. It generally comprises a microphon, an amplifier, and putput display, and frequency wieghing networks.
ST	Short-term	-
TNM	Traffic Noise Model	An FHWA approved computer program used for predicting noise impacts in the vicinity of highways.
TeNS	Technical Noise Supplement	A document that provides tehcnical background information on tranportation-related noise in general and highway traffic noise in particular.

Source: Technical Noise Supplement (TeNS), California Department of Transportation, October 1998, and Wikipedia.org

EXECUTIVE SUMMARY

This report evaluates the potential of the proposed North Spring Street Bridge Widening and Rehabilitation Project to adversely affect existing ambient noise characteristics within the proposed project's environs. This report has been prepared in accordance with *Traffic Noise Analysis Protocol* and *Technical Noise Supplement (TeNS)*[1] guidelines.

To assess the noise effects on receptors located in the area of this project, the following items are covered in this report:

- The measurement of existing noise levels at representative receptors in the project area (Section 2.2);
- The prediction of future noise levels at receptor locations (Section 2.4);
- The comparison of existing noise levels, predicted noise levels, and noise standards / noise abatement criteria (Section 5.2);
- The evaluation of potential noise mitigation/abatement (Section 5.3);
- The effect of construction noise (Section 5.4); and
- Discussion of construction noise abatement (Section 5.4.1).

The City of Los Angeles, in cooperation with the California Department of Transportation (Caltrans), proposes to widen and seismically upgrade the North Spring Street Bridge over the Los Angeles River near downtown Los Angeles. In addition, project proponents propose to improve portions of North Spring Street and Baker Street in the vicinity of the bridge. The bridge improvements would utilize federal funds made available under the Highway Bridge Program authorized by the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (**SAFETEA-LU**) authorized by Public Law 109-59.

The North Spring Street Bridge (53C-0859) was built in 1929 and is one of several bridges funded by the 1923 Viaduct Bond Act. It extends easterly from Aurora Street, almost perpendicular to a north-south trending segment of the Los Angeles River, to a point approximately 300 feet west of South Avenue 18. The structure also spans railroad tracks aligned along both sides of the river. The bridge has been determined to be functionally obsolete under the federal Highway Bridge Rehabilitation and Replacement (HBRR) [renamed:HBP under SAFETEA-LU] program and is being widened and retrofitted to address existing safety concerns associated with both structural and geometric design deficiencies including inadequate lane widths, the absence of shoulders, inadequate lateral clearance with operational railroad tracks, and deteriorating sidewalks and bridge pavement.

Traffic noise level predictions were made with FHWA's Traffic Noise Model (TNM®) Version 2.5 (FHWA, 2004). Using traffic volumes, speeds, roadway alignments, and cross-sections for the project, the resultant predicted project-related noise levels were summed with the ambient noise levels (where appropriate) and compared to existing ambient noise levels to assess the project's potential noise effects.

[1] Available online at http://www.dot.ca.gov/hq/env/noise/pub/protocol.pdf

Vehicular traffic is the dominant source contributing to ambient noise conditions, with passing trains along the railroad tracks paralleling the Los Angeles River also contributing, to a lesser degree. Future predicted noise levels were calculated for locations where existing noise measurements were obtained.. The resultant modeled traffic noise levels for the existing scenario were compared with observed peak-noise-hour levels and found to be within two decibels; thus, calibration adjustments were deemed unnecessary.

Traffic noise impacts were evaluated for 12 representative noise-sensitive receivers using Caltrans/FHWA noise impact criteria. This evaluation determined that traffic noise would not exceed Caltrans criteria for substantial noise increases (i.e., an increase of 12 A-weighted decibels (dBA) or more above existing noise levels), at any of the 12 representative locations. Noise Levels would approach or exceed Caltrans/FHWA Noise Abatement Criteria (NAC) for Activity Category B land uses (e.g., parks ST-#) during the peak noise hour. However, there are no areas of frequent outdoor human use at locations ST-1, M-5, M-6, and ST-#: therefore, no noise abatement measures are recommended for the exterior areas at these locations

In absence of interior noise level calculations or field measurements, guidelines in section 772.11 of FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (FHWA, August of 2006) were used to determine interior noise level predictions for the receptors. Based on the type of buildings and the condition of the windows, a noise reduction factor of 25 dBA was applied Noise levels were modeled at the façade of the building and are predicted to range from 66 to 74 dBA L_{eqH} during the peak-noise-hour. Therefore, the interior noise levels at ST-1, M-%, M-6 and ST-3 would range from 41 to 49 dBA L_{eqH} which is below the 52 dBA interior NAC L_{eqH} (Activity Category E).

At the fifth identified sensitive receiver (i.e., ST-4), which is representative of the northeastern portion of the Downey Recreation Center, the Future-with-Project peak-noise-hour noise level is predicted to be 71 dBA L_{eqH} ,which exceeds Caltrans/FHWA NAC for Activity Category B (includes residential and recreational land uses)A screen barrier (i.e., sound wall) was considered for the area represented by ST-4 to be located at the north side of the Downey Recreation Center. Caltrans/FHWA policy requires a sound wall to reduce traffic noise by at least 5 decibels to be considered effective (i.e., "feasible"). Because any sound wall solution would need to accommodate a driveway opening for site access, its effectiveness would be essentially zero and this potential solution dropped opening for site access, would not be feasible to construct an effective sound wall at this location.

Construction-related noise centroids would be centered on the North Spring roadway and move along the right-of-way as construction activities proceed for most of the noise generating activities associated with the proposed project. The most noise-intensive activities would be relatively confined and involve demolition of the bridge and two existing buildings planned for removal. With implementation of standard noise reduction practices, adverse impacts from construction noise are not anticipated.

1.0 PROJECT DESCRIPTION

1.1 PROPOSED PROJECT

The City of Los Angeles and the California Department of Transportation (Caltrans) propose to widen the North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and effect its removal from the Highway Bridge Rehabilitation and Replacement Eligible Bridge List. The proposed project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the city and East Los Angeles/Lincoln Heights. The proposed project's regional location and project vicinity are shown on Figure 1-1 and Figure 1-2, respectively.

The proposed project would widen the existing 50-foot-wide bridge by approximately 20 feet on each side, resulting in a 90-foot-wide by 1,000-foot-long structure extending northeasterly from Aurora Street on the west to approximately 500 feet west of South Avenue 18 in the City and County of Los Angeles. One eastbound traffic lane would be added to the existing four-lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

The project would also:

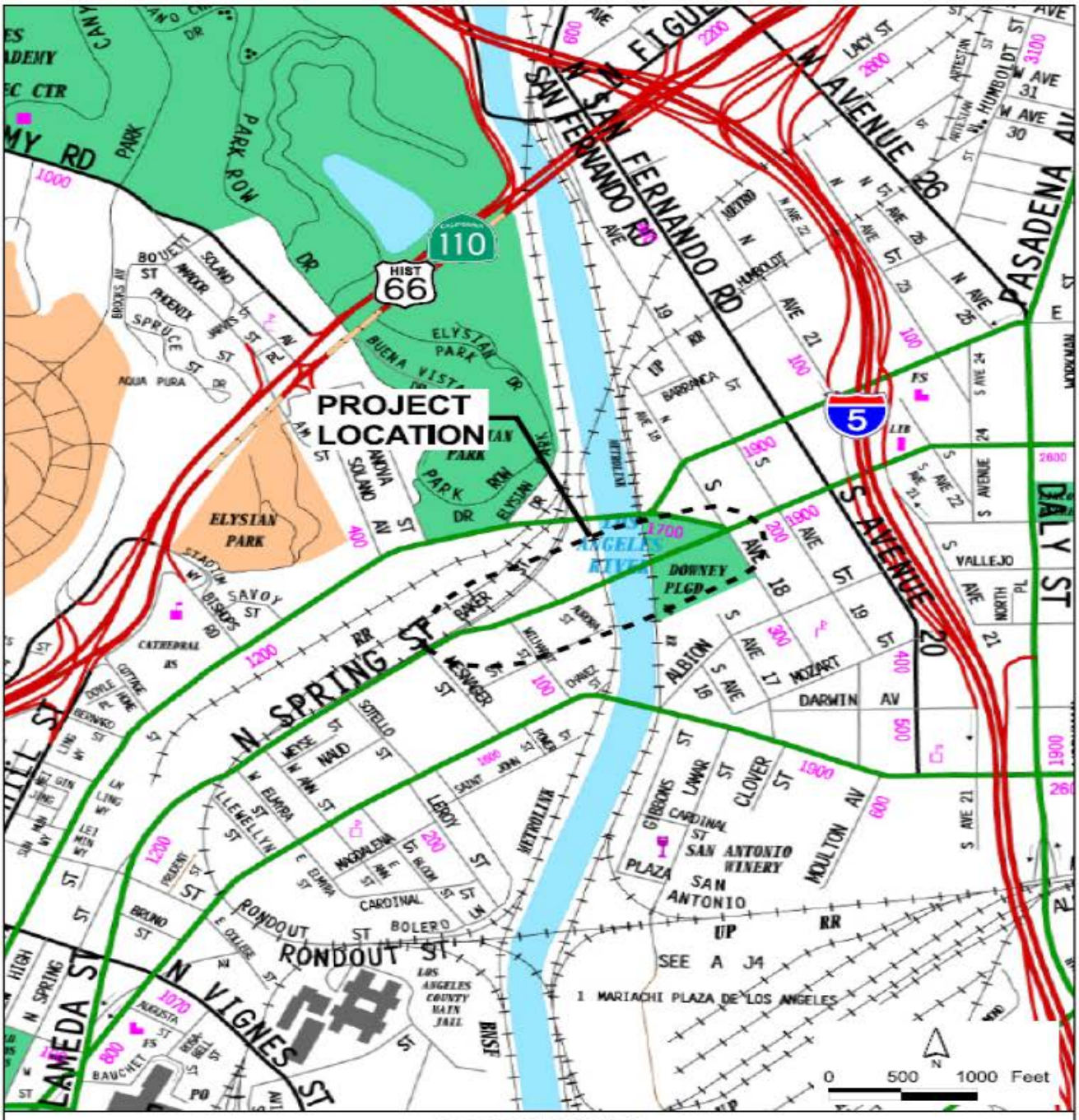
- Close the existing unsafe intersection of Aurora Street and North Spring Street;
- Eliminate the existing unsafe triangular merger of Baker Street into North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street;
- Widen the sidewalk on the north side of the North Spring Street Bridge, and provide a sidewalk on the south side of the North Spring Street Bridge;
- Widen the bridge and the roadway to accommodate a bicycle lane between the existing intersection of Wilhardt Street with North Spring Street to the intersection of North Spring Street with Avenue 18
- Create a 10 foot wide raised median on the North Street Bridge, from 90 feet west of the bridge to 140 feet east of the bridge;
- Structurally retrofit the existing bridge to meet current seismic standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
- Improve bridge railings, and approach and transition guardrails.

1.2 NO BUILD ALTERNATIVE

Under the No Build Alternative, none of the above-referenced improvements would be constructed and the existing bridge and roadway facilities would remain as they are today. Furthermore, there would be no direct noise impacts under the No Build Alternative.

Figure 1-1 – Regional Location Map

Figure 1-2 – Project Vicinity Map



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 1-2

2.0 STUDY METHODOLOGY

2.1 FUNDAMENTALS OF TRAFFIC NOISE

A number of factors affect the way the human ear perceives sound. These include the actual level of sound, the pitches or frequencies involved, the period of exposure to the noise, and fluctuations in the noise levels during exposure. Unwanted sound is referred to as noise. The following sections discuss how noise is measured and described.

2.1.1 Decibels, Frequency, and A-Weighting

Levels of sound are measured in units of decibels, abbreviated as dB. Because humans do not perceive all frequencies equally well, measured sound levels at certain frequencies are weighted to correspond to the sensitivity of the human ear. This frequency weighting is known as the "A" weighting, and sound levels that are adjusted in this way are given in units of "A-weighted" decibels. All references to noise in this report refer to A-weighted decibel levels, abbreviated as dBA.

2.1.2 Sound Descriptors

Very few sounds are constant. Most fluctuate in decibel level over both short and long periods of time. One way of describing time-varying sound is to describe the fluctuating sound energy detected over a specific time period as if it had been a steady, unchanging sound. For this purpose, a descriptor called the Equivalent Sound Level, L_{eq}, is the constant sound level that, for a given situation and period (e.g., 1 hour or 24 hours) contains the same amount of sound energy as the actual time-varying sound. To assess potential noise impacts and to determine necessary abatement measures for roadway noise, Caltrans and the Federal Highway Administration (FHWA) use the 1-hour L_{eq} during the peak-traffic-noise-hour period.

2.1.3 Perception of Noise

Potential responses of persons to changes in the noise environment are assessed by evaluating differences between the existing and predicted future noise environments. The following relationships of perception and response to quantifiable increases are used as a basis for assessing potential effects of traffic noise:

- Except under carefully controlled laboratory conditions, a change of 1 dBA is very difficult to perceive;
- In the normal uncontrolled outside environment, a 3 dBA change is considered perceptible;
- An increase of 5 dBA is considered readily perceptible and would generally result in a change in community response; and
- A 10 dBA increase is perceived as a doubling in loudness and would likely result in a widespread community response.

2.1.4 Noise Source Characteristics (Vehicles and Roadways)

Roadway noise is dependent on many factors, including: vehicle type, speed, number of vehicles, roadway surface and gradient; distance from the roadway to the receiver; ground surface characteristics (i.e., "hard" or "soft"); meteorological factors such as temperature gradients and wind; and shielding due

to structures, noise barriers, hills, the edge of a roadway, and earth berms between the road and a receiver. Generally, as vehicle speeds and/or traffic volumes increase, so does the noise level. Automobile-generated noise also is a function of tire wear (i.e., interface between the vehicle tire and roadway surface). Truck-generated noise is typically higher when grades are involved. However, heavy trucks typically operate at a more constant noise output than automobiles regardless of speed because the number of engine revolutions per minute is nearly constant over a large range of speeds; this is more evident in non-urban settings.

The noisiest component from cars is typically the tires and the tire/road interface, while for most trucks much of the noise emanates from the exhaust stack. This affects the noise reduction provided by a barrier because both the height and proximity of the source and receiver with respect to the barrier's location and height are important in determining the effectiveness of the barrier.

Roadway surface and gradient also affect the resultant noise. Surfaces vary from rough and potholed to smooth and seal-coated, and this can lead to an approximate difference of 3 to 4 dBA in generated noise levels among different types of surfaces (Bolt, Beranek and Newman, 1973). The roadway gradient primarily influences noise levels from heavy truck traffic; the greatest effect is from an uphill grade, which increases noise levels.

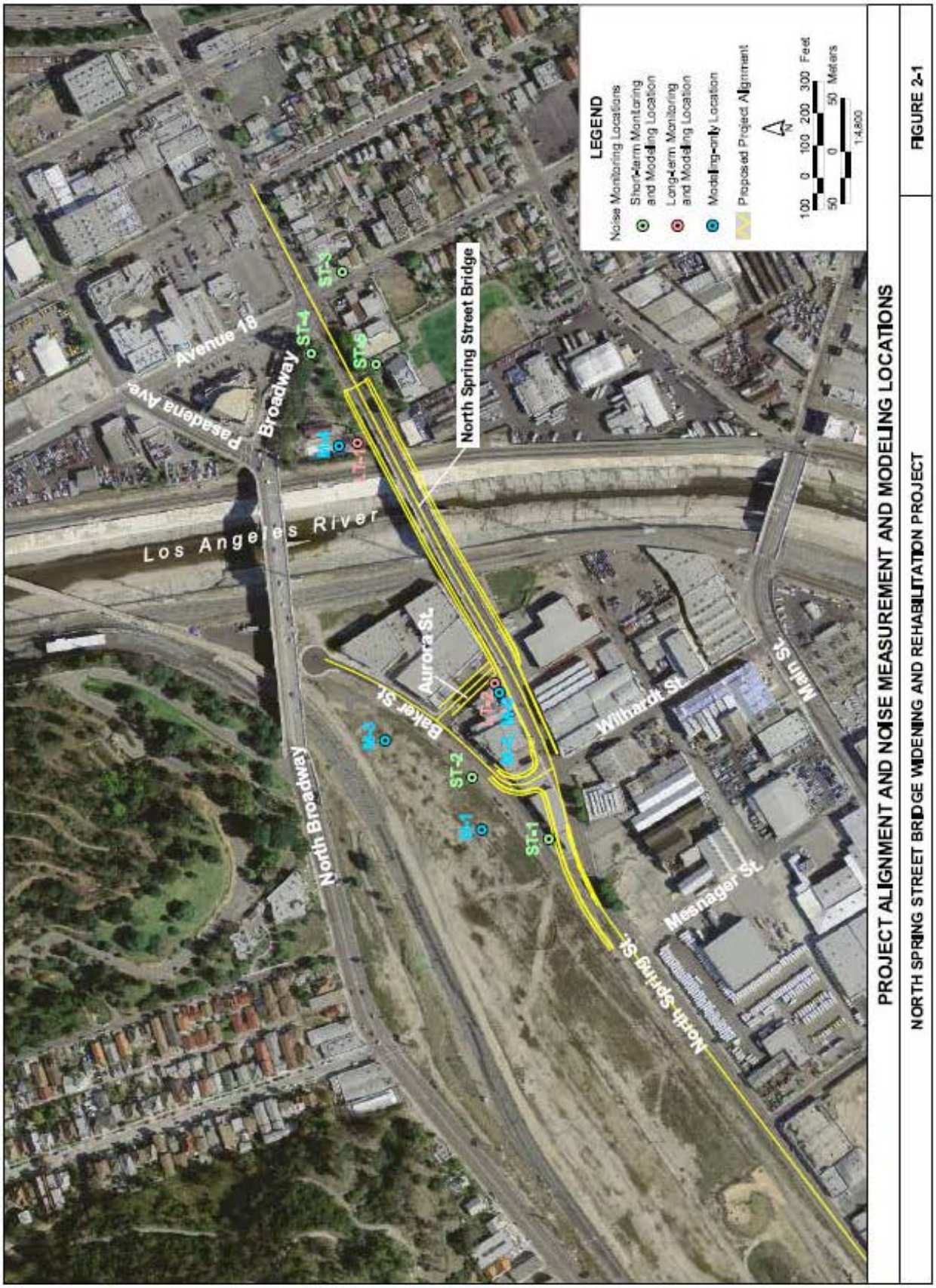
2.2 SELECTION OF RECEIVERS AND MEASUREMENT SITES

Representative noise measurement sites were selected from the inventory of noise-sensitive receptors based upon potential exposure to noise as a result of proposed project improvements. For the purposes of this study, noise-sensitive receivers are defined as those land uses identified as Activity Category B uses per Title 23 United States Code of Federal Regulations (CFR), Part 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 772). As it pertains to this project, Activity Category B land uses include recreation areas, parks, playgrounds, and residences.

Noise measurements were conducted at seven locations shown on Figure 2-1. Short-term measurements (each 15 minutes in duration) were conducted at five sites, and long-term measurements (24 hours or more) were conducted at two sites. Four of the measurement sites were located at properties hosting existing sensitive land uses. Long-term (LT) receiver site LT-1 was located in a grassy area adjacent to the pool area on the north side of the Downey Recreational Center. The Spring Street Bridge rises to a height directly north of LT-1 of approximately 25-feet, and the grass area and pool are shielded from Spring Street roadway noise by the abutment wall and above-grade arch of the bridge. Site ST-4 was also located on the north side of the Downey Recreational Center. Short-term (ST) site ST-4 was near the eastern end of the park, approximately 80 feet from Broadway and 35 feet from Spring Street. ST-5 was in a sand playground on the south side of the Downey Recreation Center. The playground ranges from approximately 10 to 15 feet below the grade of Spring Street (before the bridge), and the line of sight to the street is obscured by a retaining wall. ST-3 was located at the nearest identified residence near the project area (i.e., 208 South Avenue 18).

There are several residential and recreational land uses within the project area to the west of the bridge. Three noise measurements were conducted on the west side of the project area. The ST-1 detector was located in a gravel lot on the north side of the building at the intersection of North Spring and Baker Streets. It is believed that the second floor units of this building are currently being used as residences. ST-2 was placed farther north and east along Baker Street, across from 1709 North Spring Street and adjacent to the Los Angeles State Historical (Cornfield) Park

Figure 2.1 - Project Alignment and Noise Measurement and Modeling Locations



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Receiver location LT-2 was placed at the corner of North Spring and Aurora Streets, just east of the building at 1727 North Spring Street. It is believed that the second- and third-floor units of 1727 North Spring Street are currently being used as residences.

There are no hotels, motels, or schools within the project limits. There are several commercial and industrial land uses within the project limits, but none of these have areas of frequent exterior human use (such as employee break areas) with exposure to North Spring Street.

2.3 FIELD MEASUREMENT PROCEDURES

Existing noise levels were measured from March 31 through April 1, 2005 using Caltrans-approved methodology for sampling noise (TeNS 2006). A Brüel & Kjær Type 2231 Sound Level Meter (SLM) was used to conduct the short-term noise measurements. This is a Type 1 (Precision) instrument as defined in the American National Standard Institute (ANSI) specification S1.4-1984 and the International Electrotechnical Commission Publications 804 and 651. For the two long-term measurements, Metrosonics db-308 community noise analyzers (CNAs) were utilized. These are Type 2 (General Purpose) instruments as defined in the ANSI S1.4-1984 and the International Electrotechnical Commission Publications 804 and 651. The SLM and CNAs were set in Slow time response mode, and used the "A" weighting filter network that most closely approximates the hearing characteristics of the human ear. To ensure accuracy, the laboratory calibration of each noise instrument was field checked before and after each measurement period using an acoustical calibrator. The accuracy of each acoustical calibrator is maintained through a program established by the manufacturer, and is traceable to the National Institute of Standards and Technology. For the short-term measurements, the microphone heights were approximately 5 feet above the ground. The microphones were approximately 6 feet above the ground for the long-term measurements. The microphones were equipped with windscreens for all measurements. Appendix A lists the noise measurement instrumentation that was used for this study.

Meteorological conditions were conducive to reliable and accurate noise measurements, with clear and sunny (no precipitation), calm to moderate winds (0 to 10 miles per hour), temperatures between 75 and 86 degrees Fahrenheit, and relative humidity ranging from 11 to 18% during the short-term noise measurements.

The short-term noise measurements were each 15 minutes in duration. Two consecutive but independent measurements were conducted at sites ST-2, ST-3, ST-4, and ST-5. In all cases, the two consecutive noise measurements agreed to within 2 dBA. The short-term noise data are summarized in Table 2-1, and the field notes are provided in Appendix B. During the noise measurements, traffic count and average speed data were collected for purposes of subsequent model calibration. For the purposes of this study, average speed data was derived by a combination of "driving the pace" (i.e., driving with the flow of traffic) prior to and following the measurements, and visual observation of vehicular traffic moving through the project corridor during the measurements.

Two long-term (i.e., 24 hours or more in duration) noise measurements were conducted at LT-1 and LT-2. The purpose of the long-term noise measurements was to determine the changes in noise levels within the project area throughout a typical day. Using the difference, or offset, in the simultaneous noise levels between the short- and long-term data, the long-term measurements were used to estimate existing peak-noise hour levels at the representative receivers. The long-term noise data are summarized in Table 2-2, and the detailed data output is contained in Appendix C.

Table 2-1. Short-Term Noise Measurement Data Summary

Measurement ID	Measurement Location	Measurement Period			Noise Sources	Measurement Results, dBA					
		Date	Start Time (hh:mm)	Duration (mm:ss)		L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}
ST-1	North side of building at North Spring and Baker Streets. ~35' from Baker Street, and ~40 feet from west end of building.	3/31/2005	12:05	15:00	North Spring and Baker Streets traffic, deliveries at nearby businesses, small barking dog, prop. plane overhead, circling helicopter, trains & light-rail transit (LRT)	62.2	74.8	48.8	54.5	60.0	65.0
ST-2a	Adjacent to planned Cornfield Park, at Baker Street. ~100 feet from 1709 N. Spring St., and ~25' from north edge of Baker Street.	3/31/2005	12:35	15:00	North Spring and Baker Streets traffic, birds, saw at 1733 North Spring Street, train horns, LRT, garbage rustling	56.9	69.8	48.4	50.5	54.0	60.5
ST-2b		4/1/2005	17:45	15:00	North Spring and Baker Streets traffic, birds, train horns, LRT	57.2	71.6	50.7	53.0	55.0	59.5
ST-3a	208 South Avenue 18. ~30 feet from edge to South Avenue 18 travel way, and ~94 feet from edge of North Spring Street travel way.	3/31/2005	14:00	15:00	North Spring Street, North Broadway, and South Avenue 18 traffic, distant aircraft, distant trains	66.1	80.3	54.3	57.3	62.5	69.5
ST-3b		3/31/2005	14:20	15:00		64.5	78.3	53.5	56.5	61.5	67.5
ST-4a	Downey Recreation Center north side, near driveway. ~35' from center of South Avenue18, and ~80' from edge of South Avenue 18 travel way.	3/31/2005	14:45	15:00	North Spring Street, North Broadway, and South Avenue 18 traffic	68.0	80.6	55.0	59.5	64.5	71.0
ST-4b		3/31/2005	15:00	15:00		68.3	83.9	56.1	59.5	64.0	71.0
ST-5a	Downey Recreation Center south side, at sand lot / playground (depressed 12 to 15 feet below North Spring Street).	3/31/2005	15:45	15:00	North Spring Street traffic, small children playing, trains to west, basketball bouncing, birds	57.7	71.1	45.8	51.5	55.5	61.5
ST-5b		3/31/2005	16:05	15:00		57.0	67.8	48.0	51.5	55.0	60.0

L_{min} – Minimum sound level

Table 2-2. Long-Term Noise Measurement Data Summary

Site Number	Location	Date	Start Time	End Time	Peak-Noise-Hour L_{eq} (dBA) & Time	Quietest-Hour L_{eq} (dBA) & Time	24-Hour Avg. L_{eq} (dBA)
LT-1	North Side of Downey Recreation Center, near pool area	3/31/05 – 4/01/05	11:10	18:30	64 10:00	54 22:00	60
LT-2	NW corner of North Spring & Aurora Streets	3/31/05 – 4/01/05	12:00	18:00	73 8:00	61 2:00	70

2.4 NOISE PREDICTION METHODS

FHWA's Traffic Noise Model (TNM®) Version 2.5 (FHWA, 2004) was used to calculate the future traffic noise levels. TNM® is a state-of-the-art computer program for predicting noise levels in the vicinity of highways. The model uses national Reference Mean Emission Levels for several types of vehicles (i.e., automobiles, medium trucks, heavy trucks, buses and motorcycles) to compute hourly noise levels (L_{eqH}). The parameters used to estimate vehicular traffic noise included the Existing and Future-with-Project geometry; the a.m. and p.m. peak-hour traffic volumes and level of service (LOS); the posted speed limits; the percentages of automobiles, medium trucks, and heavy trucks; and the site conditions (i.e., acoustically reflective or absorptive terrain).

In addition to the five short-term measurement receptor locations and the two long-term measurement locations, five "modeling-only" receptor locations were used in the model in order to more completely characterize the existing and future noise environment. These "modeling-only" locations are shown on Figure 2-1 and in Table 5-2.

The projected traffic volumes and associated LOS used for this study were provided by the traffic study completed for the project by Abratique and Associates (2005).[2]

The Existing/Future-without-Project and Future-with-Project geometric input was modeled using digital topography and design drawings (alignments and profiles) supplied by the City of Los Angeles, Department of Public Works, Bureau of Engineering.

Using the measured existing noise level data and corresponding traffic counts, the noise model was calibrated as necessary in order to correctly predict noise levels at analysis locations. The TNM® model was found to agree within plus or minus 2 decibels as shown in Table 2-3. Thus, pursuant to guidance contained in the Caltrans TeNS handbook, no K-factor adjustments were made to the subsequent Existing, Future-with-Project, and Future-without-Project peak-noise-hour models.

[2]Abratique and Associates. 2005. Traffic Study Executive Summary. Los Angeles, CA.

Table 2-3. Calibration Modeling Results

Receptor #	Measured Noise Level (dBA L_{eq})	Modeled Noise Level (dBA L_{eq})	Difference (Measured – Modeled) (dBA)
ST-1	62	60	2
ST-2	57	59	-2
ST-3	66	64	2
ST-4	68	66	2
ST-5	58	60	-2

3.0 REGULATORY ENVIRONMENT

3.1 FEDERAL AND STATE POLICIES AND PROCEDURES

The Caltrans *Traffic Noise Analysis Protocol* (August 2006) was used as guidance for this study, and contains Caltrans noise policies. These policies fulfill the highway noise analysis and abatement/mitigation requirements contained in the following state and federal environmental statutes:

- California Environmental Quality Act;
- National Environmental Policy Act;
- 23 CFR 772 "Procedures for Abatement of Highway Traffic Noise and Construction Noise;" and
- Section 216 of the California Streets and Highways Code.

The FHWA stipulates procedures and criteria for noise assessment studies (i.e., 23 CFR 772) for projects funded, in whole or in part, by federal monies. This regulation requires that noise abatement measures be considered on all major transportation projects if the project will cause a substantial increase in noise levels, or if projected noise levels approach or exceed the Noise Abatement Criteria (NAC) level for activities occurring on adjacent lands.

FHWA NAC for various land use ratings (called activity categories) are given in Table 3-1. These noise criteria are assigned to both exterior and interior activities. The noise attenuation provided by most residential structures lead to compliance with the interior design noise level if the exterior criterion is attained (FHWA, 1995).

Table 3-1. Federal Noise Abatement Criteria Hourly A-Weighted Sound Level - Decibels (dBA)

Activity Category	$L_{eq(h)}$	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: Federal Highway Administration, 1982

If these criteria sound levels are predicted to be approached or exceeded by traffic noise during the noisiest 1-hour period, noise abatement measures must be considered and, if found to be reasonable and feasible, they must be incorporated as part of the project. Consistent with FHWA guidelines, Caltrans defines "approach" as being within 1 decibel of the NAC (i.e., a peak-noise-hour sound level of 66 dBA L_{eq} for Activity Category B uses, 51 dBA for Activity Category E, etc.).

The Caltrans TeNS establishes guidelines for construction of noise barriers along highways where sensitive receivers (e.g., residences) are located. It specifies parameters such as barrier dimensions,

locations, type of barriers, and standard aesthetic treatments. Pursuant to FHWA and Caltrans policies, traffic noise abatement or mitigation must be considered for transportation improvement projects when the following conditions are met:

1) Predicted regular noisiest-hour-level is expected to approach or exceed FHWA NAC (e.g., 67 dBA L_{eq} for residences or other Category B land uses) or increase ambient noise levels substantially. Caltrans considers an increase of 12 dBA to be a substantial increase.

2) A feasible noise barrier must provide a minimum traffic noise reduction of 5 dBA to achieve a noticeable change in noise level. Greater levels of noise reduction are encouraged providing they can be achieved within the reasonableness guidelines discussed below. This is also discussed further in the Caltrans *Traffic Noise Analysis Protocol*, Section 2.7.

3) A reasonable noise barrier must be cost-effective, and consideration should be taken as to the number of residences that would benefit from the barrier. In addition to cost of abatement and noise-related factors such as absolute noise levels and change in noise levels, many other factors are considered as part of the comprehensive reasonable analysis. These factors include date of development along the highway; impacts of noise abatement on other resources; opinions of impacted residents; and safety, social, economic, environmental, legal, and technological factors.

4) The noise barrier should interrupt the line-of-sight between the noise source (traffic on the roadway, including truck stacks, which are assumed to be 12 feet above the road) and the receiver (assumed to be 5 feet high).

"Unusual and extraordinary" noise abatement strategies such as providing noise insulation of residential units are rarely implemented. The *Traffic Noise Analysis Protocol* states the when considering extraordinary abatement measures, it must be demonstrated that the affected activities experience far greater traffic noise than other similar uses adjacent to highway facilities (i.e., residential units would have post-project exterior noise levels of 75 dBA L_{eq} or greater, or the project results in a noise level increase of 30 dBA or more).

3.2 CITY OF LOS ANGELES NOISE CRITERIA/STANDARDS

City of Los Angeles noise criteria/standards are applicable to the construction of the proposed project as described on the following page.

Construction Noise Regulations: The City of Los Angeles noise ordinance has noise limits for construction activities. Section 112.05 of the Los Angeles Building Code states that construction and industrial machinery shall not exceed a maximum of 75 dBA at a distance of 50 feet, except where compliance is technically infeasible. "The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or any other noise reduction device or technique during the operation of the equipment."

In addition, Section 41.40 of the Los Angeles Municipal Code restricts construction activities to specific hours of the day. According to Section 41.40, no person shall perform any construction or repair work that makes loud noises that disturb persons occupying sleeping quarters in any place of residence between the hours of 9:00 p.m. and 7:00 a.m. Furthermore, the code prohibits any person other than an individual homeowner engaged in the repair or construction of his single-family dwelling from performing any construction or repair work on land occupied by residential buildings, or within 500 feet of land so occupied, before 8:00 a.m. or after 6:00 p.m. on Saturdays or at any time on Sundays. In the event that project construction schedules necessitate construction activities to occur outside of the hours allowed by the City's noise ordinance, a permit must be obtained.

4.0 EXISTING NOISE ENVIRONMENT

4.1 LAND USE AND TERRAIN OVERVIEW

4.1.1 Overall Environment

The project would be situated in a developed urban area. Except for the bridge and approaches, terrain in the project vicinity can be characterized as gently rising along a west to east tangent. The project site is bisected by the Los Angeles River and railroad tracks, which extend parallel to the river on both sides. Land uses in the vicinity of the project consist of a mix of industrial, commercial, residential, and planned and existing recreational uses. Residential use also exists within some of the industrial-type buildings located on the north side of North Spring Street generally between Aurora and Baker Streets. Additionally, residences exist in the vicinity of the eastern end of the project area at the southeastern corner of the intersection of North Spring Street and South Avenue 18.

4.1.2 Noise Sensitive Land Uses and Site Geometry

Recreational land uses identified within the study area include the planned Los Angeles State Historic Park (formally referred to as the Cornfield Site), located north of Baker Street. The California Department of Parks and Recreation has purchased the property for future recreational development and adopted a General Plan in June 2005 that provides guidelines for achieving the vision and purpose of the Park. The Park is currently used for interim public/recreational purposes, such as low impact sports, picnics, special events, concerts, filming, and community events; therefore, this property is evaluated as a recreational use for the purposes of this analysis [3]The Downey Recreation Center, owned by the City of Los Angeles and managed by the Department of Recreation and Parks, is also recreational use and is bifurcated by North Spring Street.

Residential use appears to exist in the buildings located at the triangle formed by North Spring, Aurora, and Baker Streets. This area includes the triangular-shaped building consisting of multiple street addresses located at the parcel numbers 1635,1651, and 1710 North Spring Street (Assessor's Parcel Number For the purpose of this study, and because these particular buildings are located in an area targeted for adaptive reuse by the City, it is assumed that residential use of these particular properties are, and will continue to, take place. Finally, residences (i.e., ST-3) also exist in the vicinity of the proposed project alignment at the southeast corner of the intersection of North Spring Street on South Avenue 18.

4.2 EXISTING NOISE LEVELS (AMBIENT)

Ambient noise levels were measured from March 31 through April 1, 2005 at representative noise-sensitive land uses adjacent to the project alignment as shown n Figure 1-2. Noise-sensitive land uses include, for the purposes of this study, parks (both existing and planned) and structures used for residential purposes. The noise measurement methodology was consistent with the guidelines in the

[3] Personal communitication with Mr. Sean Wood, Superintendent, Los Angeles State Historical Park, December 19..

TeNS, August 2006. Short-term (less than 1-hour in duration) noise measurements were conducted at five sites. The short-term noise measurement data are presented in Table 2-1.

The measured short-term ambient noise levels in the project area varied from 57 dBA L_{eq} at ST-2 and ST-5(b) to 68 dBA L_{eq} at ST-4 (noise measurement terminology is explained in Section 2.3). Two long-term (i.e., 24-hours or more in duration) noise measurements were also conducted, and utilized to calculate the existing peak-noise-hour noise levels for the short-term measurement sites. The long-term noise data are summarized in Table 2-2. At both of the long-term noise measurement locations (i.e., LT-1 and LT-2), peak noise levels occurred in the morning hours and again in the late afternoon/early evening hours.

5.0 FUTURE NOISE ENVIRONMENT, IMPACTS, AND CONSIDERED ABATEMENT/MITIGATION

5.1 FUTURE TRAFFIC DATA ASSUMPTIONS

FHWA's TNM® uses the hourly traffic condition expected to result in the highest hourly noise level (i.e., the peak-noise-hour). The peak-noise-hour generally occurs when traffic is heavy but remains flowing freely. This condition is known as LOS D/E. Typically, traffic volumes in excess of LOS D/E are associated with congestion and lower travel speeds, resulting in lower noise levels.

The projected traffic volumes and associated LOS used for this study are included in the traffic analysis completed for the project by Abratique and Associates (2005).[4] Because the traffic study indicates that peak-hour LOS does not exceed LOS C, the peak-traffic hour volumes were utilized for this analysis. The analysis years were Year 2005 (Existing) and Year 2030. Because the proposed project will not, in and of itself, generate additional vehicle trips, the Year 2030 traffic volumes with the project are assumed to be the same as the year 2030 without the proposed project. Further, this analysis assumes a 1.0% per annum rate of traffic growth; this is in line with the Los Angeles Department of Transportation's protocol for such analyses.

A travel speed of 35 miles per hour was utilized for the noise modeling of Spring Street and adjacent streets, including Baker Street, North Broadway, and South Avenue 18. Truck traffic vehicle mix data were provided by Abratique and Associates as derived by their traffic counts (Abratique and Associates, 2005), and was further supplemented using traffic counts conducted during the noise modeling by URS personnel along the above-referenced adjacent street (refer to Appendix B).

5.2 FUTURE NOISE LEVELS

The results of the noise modeling for the 12 representative noise-sensitive receptor locations are shown in Table 5-2. Estimated existing and future peak-noise-hours were calculated for each of the measured and modeled receptors, using the LOS traffic data discussed in Section 5.2. The predicted future noise levels were then compared with the existing levels to determine the amount of noise increase resulting from the project, as shown in Table 5-2.

Table 5-2 presents the data in terms of peak-noise-hour L_{eq} (i.e., Caltrans/FHWA NAC). Printouts of the TNM® input and output files are contained in Appendix D. As shown in Table 5-2, Future-with-Project noise levels are generally predicted to increase several decibels compared to existing levels, as a result of the combination of increased traffic volumes over time and the widening of the bridge resulting in the relocation of the noise source slightly closer to the respective receiver. At locations ST-1 and M-1, traffic noise increases would be greater (i.e., 5 to 6 decibels) under alternative 2 because of the planned demolition of the structure at North Spring and Baker Streets, which currently functions as a barrier to traffic noise emanating from North Spring Street. In the Future-with-Project scenario, at location LT-1,

[4]Ibid. 2-6

the Future-with-Project noise level is predicted to decrease approximately 2 decibels because of increased acoustical shielding provided by the widened bridge deck.

As shown in Table 5-2, five of the 12 representative modeled receivers would exceed Caltrans/FHWA NAC for Activity Category B land uses unless abatement measures are implemented.

Exterior noise levels at receptors ST-1, M-5, M-6, ST-4, and ST-3 are predicted to range from 66 to 74 dBA L_{eqH} during the peak-noise-hour, thus exceeding the threshold for frequent human outdoor uses. At receivers ST-1, M-5, M-6, and ST-3, there are no areas of frequent outdoor human use (i.e. patios, balconies with signs of frequent use, side or rear yards) where lowered noise levels would be a benefit); thus, no noise abatement measures are considered necessary for the exterior areas at these locations.

Interior noise levels were not measured as the study team was unsuccessful in gaining admittance, despite several attempts involving knocking on doors and leaving written requests for contact. Attempts were also made to contact the owner by mail, which were also unsuccessful. Field visits indicate that the building is either legally or illegally inhabited based upon the observation of light emanating from the windows at night.

In the absence of interior noise level calculations or field measurements, guidelines in section 772.11 of the FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (FHWA, 1995) were used to determine interior noise level predictions for the receptors. According to the guidelines, noise level predictions are computed by subtracting noise reduction factors from the predicted exterior levels. The noise reduction factors vary by the type of building and the condition of the windows. The building in question is masonry (brick) building constructed in the early 1800's, with windows that appear to be single-glazed. The frames exhibit significant warping and longitudinal cracking. The Noise Study assumes the worst-case scenario for the proposed project. Noise levels were modeled at the facade of the building in question (and are predicted to range from 66 to 74 dBA L_{eqH} during the peak-noise-hour), and then 25 dBA was subtracted to determine the interior noise level. Therefore, the interior noise levels at ST-1, M-5, M-6, and ST-3 would range from 41 to 49 dBA L_{eqH}, which is below the 52 dBA interior NAC L_{eqH} (Activity Category E).

Table 5-1. Building Noise Reduction Factors

Building Type	Window Condition	Structure
All	**Open**	**10 dB**
Light Frame	**Ordinary Sash (closed)**	**20 dB**
	Storm Windows	**25 dB**
Masonry	**Single Glazed**	**25 dB**
Masonry	**Double Glazed**	**35 dB**

Source: FHWA's *Highway Traffic Noise Analysis and Abatement Policy and Guidance* (FHWA, 1995)

At receptor ST-4, which is representative of the northeasterly portion of the Downey Recreation Center, the Future-with-Project peak-noise-hour noise level is predicted to be 71 dBA L_{eqH}, an increase of approximately 3 decibels from the Existing scenario.

Based upon these predictions, none of the 12 modeled receivers would experience a substantial (i.e., 12 dBA or greater) noise increase under future with project conditions.

Table 5-2. Predicted Exterior Noise Levels

Receptor #	Receptor Location	Existing Ambient Level (based upon Noise Measurements) (dBA L_{eq})	Modeled[1] Existing Ambient Peak-Noise-Hour (dBA L_{eq})	Modeled[1] Future without Project Peak-Hour Noise Level (dBA L_{eq})	Modeled[1] Future with Project Peak-Hour Noise Level (dBA L_{eq})	Estimated Increase Over Existing Noise Level (dBA)	Criterion Noise Level[2] (dBA L_{eq})	Future with Project Noise Level Equals or Exceeds Criterion Noise Level?
ST-1	North side of building at North Spring and Baker Streets, approximately 35 feet from center of Baker, and approximately 40 feet from west end of building	62	62	63	67	5	66	Yes
M-1	Cornfield Park, approximately 130 feet northwesterly of Baker Street centerline	n/a	53	54	59	6	66	No
ST-2	Gravel shoulder north side of Baker Street across from 1709 North Spring Street	57	60	61	63	3	66	No
M-3	Cornfield Park, approximately 125 feet northwesterly of Baker Street centerline	n/a	52	53	55	3	66	No
LT-2	NW corner of North Spring Street and Aurora Street	See Table 2-2	70	71	73	3	n/a	No
M-5	Building Façade at North Spring Street and Aurora Street, second-floor	n/a	71	72	74	3	66	Yes
M-6	Building Façade at North Spring Street and Aurora Street, third-floor	n/a	71	73	74	3	66	Yes
LT-1	North Side of Downey Recreation Center, near pool area	See Table 2-2	64	65	62	-2	66	No
M-4	North Side of Downey Recreation Center, within pool area	n/a	62	64	63	1	66	No
ST-4	North side of Downey Recreation Center, near North Spring Street	68	68	70	71	3	66	Yes
ST-5	Sand lot / playground at S side of Downey Recreation Center (depressed 12 to 15 feet below North Spring Street)	58	63	64	63	0	66	No
ST-3	In front of residence at 208 South Avenue 18	66	65	67	66	1	66	Yes

1 Existing and Future peak-noise-hour noise level from proposed project, derived from the FHWA TNM® noise model, using peak-hour traffic volumes as provided by Abratique & Associates.

2 Criterion noise levels based upon Caltrans / FHWA exterior "approach or exceed" NAC for Activity Category B (which includes residential and recreational land uses).

5.3 NOISE ABATEMENT

Abatement in the form of screen walls (soundwalls) was considered at representative noise-sensitive locations where the predicted Future-with-Project noise levels approach or exceed Caltrans/FHWA NAC. For this project, receptor ST-4 is the only modeled location that represents an area of frequent outdoor human use (i.e., the northeasterly portion of the Downey Recreation Center) with Future-with-Project noise levels that approach or exceed the NAC. Construction of a soundwall parallel to the westbound side of North Spring Street at the recreation center's right-of-way line was considered for this area, but preliminarily ruled out. The construction of an effective soundwall in this location could not be accomplished because of the necessity for a driveway break for Recreation Center access.

5.3.1 Areas Where Abatement / Mitigation is not feasible

Noise abatement was found to be not feasible at the location represented by ST-4.

5.3.2 Areas Where Abatement / Mitigation is not Reasonable

Because noise abatement was found to be not feasible for this project, no reasonableness analysis was conducted.

5.4 CONSTRUCTION NOISE

5.4.1 Construction Noise Emissions

Noise produced by construction equipment required to construct the project would occur with varying intensity and duration during the various phases of construction. The most noise-intensive activities would include those associated with demolition of the bridge and buildings (under Alternative 1 and 2). These construction phases are expected to occur over an estimated 30-month period. Because of the linear nature of the project and the different phases of construction, no single location (with the exception of laydown and staging areas) would experience a long-term period of construction noise. Table 5-3 presents typical construction noise levels for various pieces of construction equipment at a distance of 15 meters. Noise levels generated by construction equipment (or by any "point source") decrease at a rate of approximately 6 dBA per doubling of distance away from the source (Diehl, 1973). Therefore, at a distance of approximately 100 feet, the noise levels will be about 6 dBA lower than at the 50-foot reference distance. Similarly, at a distance of 200 feet the noise levels would be approximately 12 dBA lower than at the 50-foot reference distance.

FHWA Construction Noise Regulations

23 CFR 772 requires that construction noise impact be identified. The FHWA Roadway Construction Noise Model (Federal Highway Administration 2006) can be used to determine if construction would result in adverse construction impacts on land uses or activities in the project area.

During the construction phases of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Construction noise is regulated by

Caltrans standard specifications, Section 7-1.01I, Sound Control Requirements. These requirements state that noise levels generated during constructions shall comply with applicable local, state and federal regulations. Table 5.3 summarizes typical noise levels produced by construction equipment commonly used on road way construction projects. As indicated, equipment involved in construction is expected to generate noise levels ranging from 70 to 90 dBA at a distance of 50 feet. Noise produced by constitution equipment would be reduced over distance at a rate of about 6 dBA per doubling distance. In accordance with Federal and State policies, construction noise levels should not exceed 86 dBA (Lmax) at a distance of 50 feet. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans standard speciation sand would be short term, intermittent, and dominated by local traffic noise. Implementing the following measures would minimize temporary construction noise impacts:

1. Equipment Noise Control should be applied to revising old equipment and designing new equipment to meet specified noise levels.

2. In-use Noise Control where existing equipment is not permitted to produce noise levels in excess of specified limits.

3. Site Restriction is an attempt to achieve noise reduction through modifying the time, place or method of operation of a particular source.

4. Personal Training of operators and supervisors is needed to become more aware of the construction site noise problem, and are given instruction on methods that they can implement to improve conditions in the local community.

Table 5-3. Noise Level Ranges of Typical Construction Equipment

Equipment	Levels in dBA at 50 feet[a]
Front Loader	73-86
Trucks	82-95
Cranes (moveable)	75-88
Cranes (derrick)	86-89
Vibrator	68-82
Saws	72-82
Pneumatic Impact Equipment	83-88
Jackhammer	81-98
Pumps	68-72
Generators	71-83
Compressors	75-87
Concrete Mixers	75-88
Concrete Pumps	81-85
Back Hoe	73-95
Pile Driving (peaks)	95-107
Tractor	77-98
Scraper/Grader	80-93
Paver	85-88

**Machinery equipped with noise control devices or other noise-reducing design features does not generate the same level of emissions as that shown in this table.*
Source: EPA, Noise from Construction Equipment and Operations, Building Equipment and Home Appliances, PB 206717, 1971.

5.4.2 Construction Noise Control

To reduce noise levels from construction to the extent that is technically feasible and avoid unnecessary annoyance from construction noise, the following construction noise control measures should be implemented:

1. Place maintenance yards, batch plants, haul roads, and other construction-oriented operations in locations that would be the least disruptive to the community.
2. Hold community meetings to explain to area residents about the construction work, time involved, and the control measures to be taken to reduce the impact of the construction work.
3. Schedule the timing and duration of construction activities to minimize noise impacts at noise-sensitive locations.

   Where practicable, use noise-attenuating "jackets" or portable noise screens to provide shielding for pavement breaking, jack hammering or other similar type activities when work is close to noise-sensitive areas. Construction Noise Impacts Section 7-1.101I of the Caltrans Standard Specification states the following.

   1) The Contractor shall comply with all local sound control and noise level rules, regulations, and ordinances which apply to any work performed pursuant to the contract.

   2) Each internal combustion engine, used for any purpose of the job or related to the job, shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project without the muffler.

   If adverse construction noise impacts are anticipated, project plans and specifications should identify abatement measures which would minimize or eliminate adverse constructions noise impacts to the community. When construction noise abatement is identified, Caltrans will consider the benefits achieved and the overall adverse social, economic, and environmental effects and the costs of the construction noise abatement measures.

   If noise barriers are planned as part of the project, Caltrans will consider constructing the barriers before beginning project construction, so that the barriers can reduce construction noise transmission to adjacent land uses. Construction of berries before project construction can be accomplished through a separate contract or as a first phase of work under the project construction contract.

6.0 REFERENCES

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Appendix A - Noise Measurement Equipment Used

The following instruments were used to conduct the field noise measurements:

- **Sound Level Meter** - Brüel & Kjær Type 2231 Digital Precision Integrating, Serial Number 1413404.
- **Community Noise Analyzers** - Metrosonics Model dB308, serial numbers 2434, 2881.
- **Acoustical Calibrators** - Brüel & Kjær Type 4231 Acoustical Calibrator (94 dBA SPL @ 1000 Hz), Serial Number 1850301; Metrosonics Model CL-304 Acoustical Calibrator (102 dBA SPL @ 1000 Hz), Serial Number 2551.
- **Psychometric Instruments** - Mannix Model CMM 880 Digital Hygrometer/Thermometer, Serial Number 8821784; Sims Model DIC Digital Anemometer, Serial Number 95022.
- **Traffic Counts** - Sportline 4-digit hand counter.

Appendix B - Field Notes

Appendix C - Long-Term Noise Data Output

Appendix D - Computer Modeling Input and Output

Appendix L. Relocation Impacts Memorandum

Memorandum

Flex your power!
Be energy efficient!

TO: Linda Tong
Region/District Project Manager
Region/District Environmental Branch Chief

DATE: May 27, 2011

FILES:

FROM: Uriel Jimenez
City of Los Angeles Bureau of Engineering
Real Estate Division

SUBJECT: **Revised Draft Relocation Impact Memorandum (Dated May 2, 2008)**
North Spring Street Bridge Widening & Rehabilitation Project

The City of Los Angeles (City), in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct and a portion of North Spring Street between Baker Street and Avenue 18 in the City of Los Angeles, California. The project includes seismically upgrading and widening the existing viaduct, improving pedestrian and bicycle facilities, reconfiguring the North Spring Street/Baker intersection, extending Wilhardt Street to connect to Baker Street, and closing Aurora Street at its intersection with North Spring Street to create a cul-de-sac.

The proposed project area is situated northeast of downtown Los Angeles in an area that includes commercial, industrial, and open space (park) land uses. The proposed project area straddles portions of the Central City North and Northeast Los Angeles Community Planning areas.

A Relocation Impact Memorandum was prepared for the above-referenced project in May 2008. The purpose of this updated memorandum is to discuss how changes made to the project since that time, specifically the addition of Design Option A, would potentially affect previously identified relocation impacts resulting from the proposed project. Please see the previous Relocation Impact Memorandum (attached) for more detailed descriptions of the relocation impact analysis.

Revisions to Relocation Impact Memorandum

The Draft EIR/EA for the project was released for public review in March 2010. Subsequently, a Final EIR/EA was prepared and submitted to the City of Los Angeles, City Council Transportation Committee for approval. After reviewing the alternatives presented in the environmental document on June 9, 2010, the committee recommended that the City perform additional outreach to formulate additional design options for consideration. Furthermore, in February of 2011, the City of Los Angeles Cultural Heritage Commission submitted a letter to the City of Los Angeles Bureau of Engineering requesting that increased coordination be conducted with the commission to identify project alternatives that would better preserve the historic characteristics of the North Spring Street Viaduct.

In response to requests from the Los Angeles City Council Transportation Committee and the City of Los Angeles Cultural Heritage Commission, the City's Bridge Improvement Program explored several design options and identified several alternatives that would improve the viaduct's structural and roadway deficiencies, while taking into account its historic features.

The City also held working group meetings on June 17 and June 29, 2010, and March 10, 2011, comprised of interest groups, stakeholders, and elected officials. This coordination resulted in the development of a design option for Alternative 2, and the consideration of a design that is either similar to the existing Beaux-Arts design or a new design that would be compatible with the historic viaduct.

Proposed Project

Existing Facility

The North Spring Street Viaduct was constructed in 1928, was widened in 1939 by removing the south-side sidewalk, seismically retrofitted in 1992, and extensively repaired (i.e., concrete spall patching, baluster removal, electrolier removal, and railing crack repair) in 1993.

North Spring Street is striped throughout most of the project's limits for four-lane (two in each direction) vehicular use. Currently, the viaduct is 50 feet wide overall, has a 4-foot wide sidewalk on its north side, and is striped for two undivided 10-foot interior lanes (one in each direction), and two 9.5-foot outer lanes. There are no shoulders or bikeways. The current configuration is constrained by the viaduct's overall width and does not meet current geometrical or design standards.

East of the viaduct, North Spring Street intersects with Avenue 18 and North Broadway in a five-point intersection. West of the viaduct, Aurora Street intersects with North Spring Street (north side) and Wilhardt Street intersects with North Spring Street (south side) before Baker intersects with North Spring Street.

Proposed Improvements

Based on the proposed project's purpose and need, several project alternatives were developed and evaluated. Interested agencies, including the Los Angeles Department of Transportation (LADOT) and Caltrans, as well as the public and other stakeholders, were afforded opportunities to provide input and direction on the development and selection of alternatives through the scoping process. Eleven alternative components, including a No Build Alternative, were developed for consideration. These conceptual project components were then screened to select those for compilation into alternative project configurations that were subsequently carried forward for further detailed analysis.

Based on these results, three "build" alternatives (Build Alternatives 1, 2, and 3) were compiled and, together with the No Build Alternative, carried forward for full environmental impact assessment. Four alternatives are being considered for the proposed project, including the No Build Alternative, Build Alternative 1 (seismic retrofit only), and Build Alternatives 2 and 3. Because the No Build

Alternative and Alternative 1 have not changed since the original relocation impacts memorandum was completed, and because Build Alternatives 2 and 3 would include the same viaduct improvements, the following discussion is focused on Build Alternatives 2 and 3.

Build Alternatives 2 and 3 would be constructed in two phases. Phase 1 would include all the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension and the conversion of Aurora Street from a through street to a cul-de-sac. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained throughout the construction of the Project.

Phase 1

Seismic Retrofit

For the single-sided widening, the seismic improvements for Build Alternatives 2 and 3 would be the same as the Alternative 1 as the existing structure would not gain additional lateral support from single-sided widening. For the dual-sided widening, the seismic retrofit would be essentially the same as the Alternative 1 except that the amount of steel pipe seat extenders encased in concrete diaphragm bolsters at arch spans would be reduced because the existing structure would gain structural lateral support from dual-sided widening.

Viaduct Improvements

Viaduct improvements under Build Alternatives 2 and 3 include widening the existing viaduct by 20 feet on each side and installing 10-foot sidewalks, 5-foot shoulders (to accommodate bicycle use), and railings on each side of the viaduct. These alternatives would also include reconstructing the staircase from the north side of the widened viaduct to the Downey Recreation Center (north side widening only), and reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

Viaduct Design Option A – (Reduced Single-Sided Widening)

The Viaduct Design Option A for Alternative 2 would include widening the viaduct by approximately 23 feet to the outside rail along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median. This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wingwall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-sided widening on the south side would either be similar to the existing Beaux-Arts design or would be a new design that is compatible with the historic viaduct.

Roadway Improvements

Roadway improvements under Build Alternatives 2 and 3 would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent to the

viaduct, extending the left-turn pocket on North Spring Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by Alternatives 2 and 3, and would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternatives 2 and 3 would include constructing a 4-way intersection at North Spring Street and Wilhardt Street after extending Wilhardt Street north to Baker Street. Under Build Alternative 2, the Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. Under Build Alternative 3, The Wilhardt Street extension would be aligned on a direct tangent arc (traditional "T" intersection) to join Baker Street.

These alternatives would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

Aurora Street would also be closed to through traffic, and would be established as a cul-de-sac with access via Baker Street. This improvement would improve the safety of North Spring Street, by reducing the potential hazards of westbound traffic coming off the viaduct. The traffic generated by the properties in the immediate vicinity of Aurora Street would merge onto North Spring Street, via a safer signalized intersection at Wilhardt Street. Existing frontage roads north of North Spring Street would remain open for access to existing businesses along the frontage road.

Project Impacts

Build Alternative 2 would require the full take of one privately-owned property (APN #5409-002-006), located at 1701 North Spring Street. This property is located on the north side of North Spring Street directly opposite of the current terminus of Wilhardt Street, and consists of non-residential, light industrial use buildings, currently used for warehouse and distribution.

Build Alternative 3 would require the full take of two privately owned properties, including APN #5409-002-005 (1635 North Spring Street), and APN #5409-002-006 (1701 North Spring Street). These properties consist of non-residential, light industrial use buildings, located along the north side of North Spring Street and east of its intersection with Baker Street. No designated (City-zoned) residential properties would be affected.

Mitigation Measures

Because this project requires the purchase of property, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act, 49 CFR 24), would be implemented. The Uniform Act establishes minimum standards for relocation assistance and compensation that include:

- Relocation advisory and financial assistance to be made available for individuals and businesses that must relocate as a result of the public acquisition of property; and
- Compliance with basic standards and requirements for appraisals and acquisition in acquiring real property.

Individuals and/or businesses affected by the proposed project would be contacted for a full explanation of the relocation plan and available benefits during the approval process. Right-of-way cost estimates would be determined by the City after project approval and adoption of the design alternative.

Based on a recent study of the Central Los Angeles Area, industrial properties (Costar), there is an adequate availability of replacement properties that are similar to and consistent with the use of the proposed acquired properties. This availability is for both properties that are for sale, and properties that are for lease.

Changes to Impacts Resulting from Development of Design Option A

As compared to Build Alternatives 2 and 3, Design Option A would require a smaller footprint than would Build Alternatives 2 and 3; however, this design option would still require the acquisition of APN #5409-002-006. This design option would not require the acquisition of APN # 5409-002-005, as is required for Build Alternative 3. Design Option A would also not require the closure of the frontage road north of the viaduct, which would be required for Build Alternatives 2 and 3; however, closure of the frontage road south of North Spring Street would still be required. Mitigation measures previously identified would be adequate for this design option, and no additional mitigation measures would be required.

Conclusion

Impacts resulting from Design option A would be similar to those identified in the Relocation Impact Memorandum (dated May 2, 2008); the same properties would still be impacted. Mitigation measures identified for acquisition of the properties identified here would be adequate for these two design options; therefore, additional analysis is not required. The changes made in this memorandum do not represent substantial changes in the project that would require supplemental documentation or recirculation of the EIR/EA.

Any person (individual, family, corporation, partnership, or association) who moves from real property or moves personal property from real property as a result of the acquisition of the real property, or required to relocate as a result of a written notice from the City of Los Angeles from the real property required for a transportation project is eligible for "Relocation Assistance." All activities would be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Relocation resources shall be available to all displacees free of discrimination.

5/27/11

Richard Galvin, Vice President
GPA Environmental

APPROVED:

5/27/2011

Uriel Jimenez, Division Manager
Department of Public Works
Bureau of Engineering, Real Estate Division

Date

Attachment:
Relocation Impacts Memorandum, California Department of Transportation (2008)

Appendix M. Traffic Analysis Summary

North Spring Street Viaduct Widening and Rehabilitation Project

Traffic Analysis Summary

An analysis of current and future traffic conditions for North Spring Street Viaduct over Los Angeles River has been completed. The traffic analysis was performed through the use of established traffic engineering techniques. Traffic counts were obtained from the latest SCAG 2008 RTP model.

The purpose of the study was to determine the impact the viaduct widening would have on traffic operation. The analysis was performed using HCS 2000 to determine the level of service (LOS) of the viaduct for current conditions (2008) and four future scenarios: 2015 and 2035 – No Project and 2015 and 2035 – With Project. The existing traffic volume was projected to year 2015 (Opening Year) and 2035 (Horizon Year) using the City's recommended Ambient Growth of 1% per year using the same model. Other projects affecting the area were assumed already included in the model.

Specific project elements consist of widening the existing North Spring Street Viaduct approximately 20 feet on each side. The number of lanes will remain the same as existing (i.e. two lanes in each direction) except bicycle lanes will be added on both sides of the roadway and the short existing third eastbound lane at the 5-point intersection will be lengthened to 620 feet. The existing left turn pocket at this end will also be lengthened.

This project will also involve closing Aurora Street (where it presently joins North Spring Street) and will include a cul-de-sac. Wilhardt Street (presently located southeast of North Spring Street) will be extended northwesterly, across North Spring Street, to Baker Street. Other project elements include utility relocation and retaining wall construction as well as seismic, landscape and traffic signal enhancements.

This project will be constructed in two phases. The first phase (Phase I) will involve construction from Aurora Street (on the southwest) to the five point intersection (on the northeast). Phase II will involve construction of the Wilhardt Street extension.

The Levels of Service (LOS) of the following years (2015 and 2035) with and without the proposed project were calculated and are as follows:

Table 1 Level of Service Analysis

Scenario	AM		PM	
	Westbound	Eastbound	Westbound	Eastbound
2015 No Project	**C**	**A**	**B**	**D**
2015 with Project	**C**	**A**	**B**	**B**
2035 No Project	**C**	**A**	**C**	**D**
2035 with Project	**C**	**A**	**C**	**B**

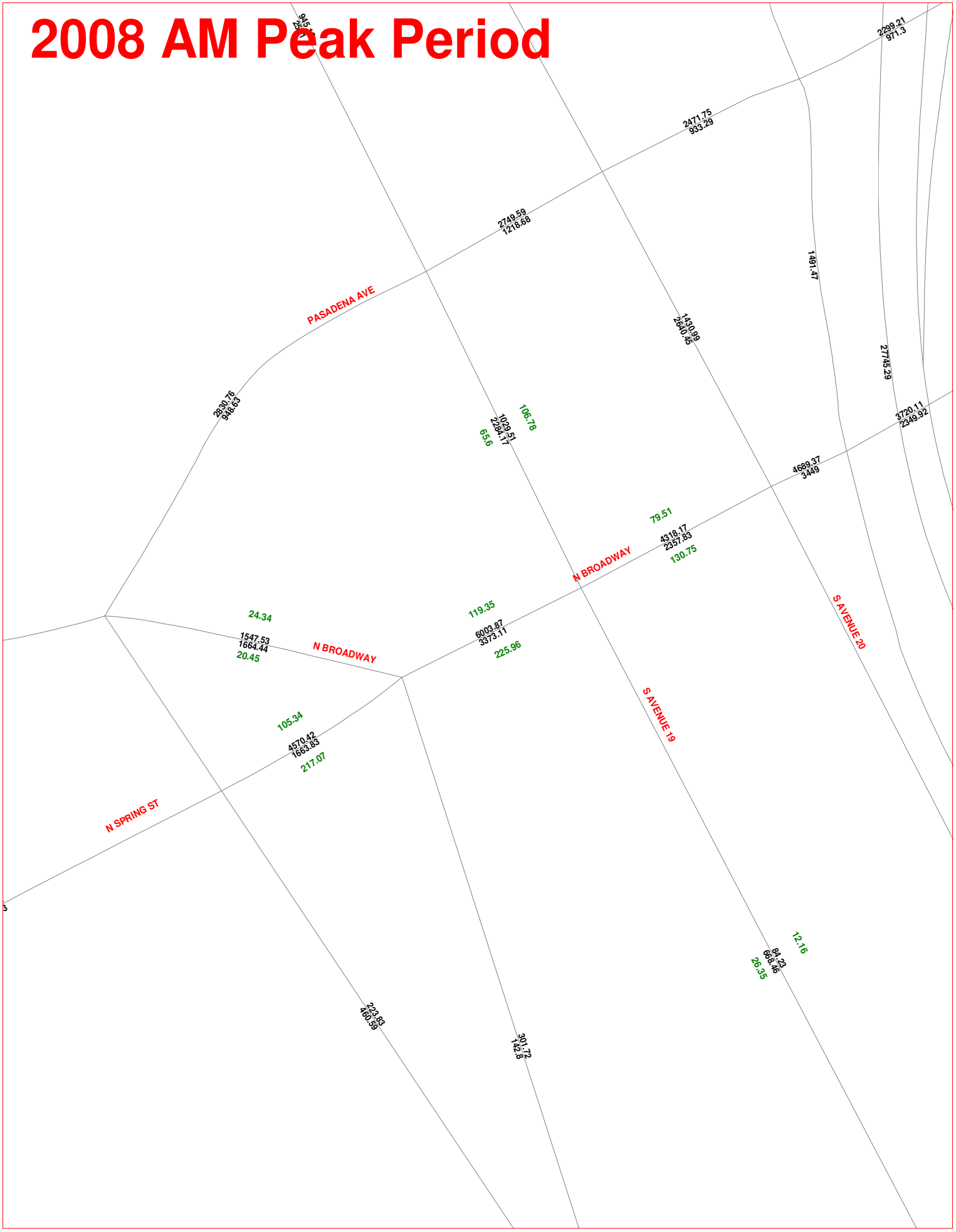
North Spring Street Viaduct Between Wilhardt Street & South Avenue 18 (N Broadway)

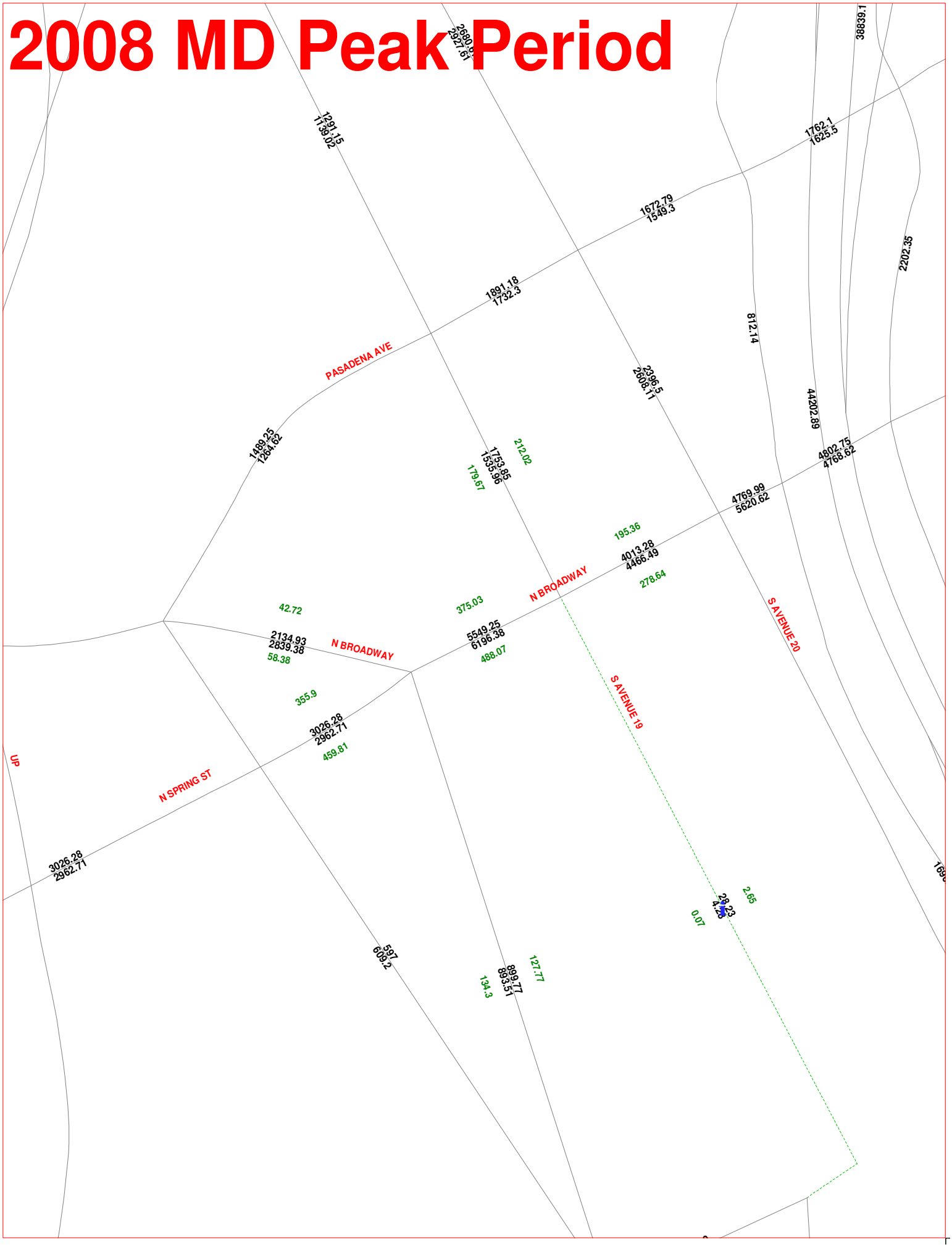
AM	W/B									E/B									AADT CAR	AADT TRUCK	TOTAL AADT	% TRUCK	PEAK HOUR VOLUME
	Passenger cars				Trucks					Passenger cars				Trucks									
	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT					
2008	4570.42	2.88	1,587	12,409	105.34	2.88	**37**	**2%**	861	1663.83	3.97	419	14,112	217.07	3.97	**55**	**13%**	1,205	**26,521**	**2,067**	**28,588**	**7.2**	**2,097**
2015			1,701	13,304			**39**	**2%**	923			449	15,130			**59**	**13%**	1,292	**28,434**	**2,216**	**30,650**	**7.2**	**2,249**
2035	4929.55	2.88	1,712	15,885	153.25	2.88	**53**	**3%**	882	1829.58	3.97	461	17,733	265.51	3.97	**67**	**15%**	1,499	**33,618**	**2,381**	**35,998**	**6.6**	**2,293**

PM	W/B									E/B									AADT CAR	AADT TRUCK	TOTAL AADT	% TRUCK	PEAK HOUR VOLUME
	Passenger cars				Trucks					Passenger cars				Trucks									
	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT	pk period	pk hr dur	pk hr	ADT	pk period	pk hr dur	pk hr	% trucks	ADT					
2008	4178.17	2.88	1,451	12,409	162.45	2.88	**56**	**4%**	861	8667.15	3.97	2,183	14,112	302.18	3.97	**76**	**3%**	1,205	**26,521**	**2,067**	**28,588**	**7.2**	**3,766**
2015			1,555	13,304			**60**	**4%**	923			2,341	15,130			**82**	**3%**	1,292	**28,434**	**2,216**	**30,650**	**7.2**	**4,038**
2035	5000.38	2.88	1,736	15,885	196.75	2.88	**68**	**4%**	882	9413.04	3.97	2,371	17,733	379.89	3.97	**96**	**4%**	1,499	**33,618**	**2,381**	**35,998**	**6.6**	**4,271**

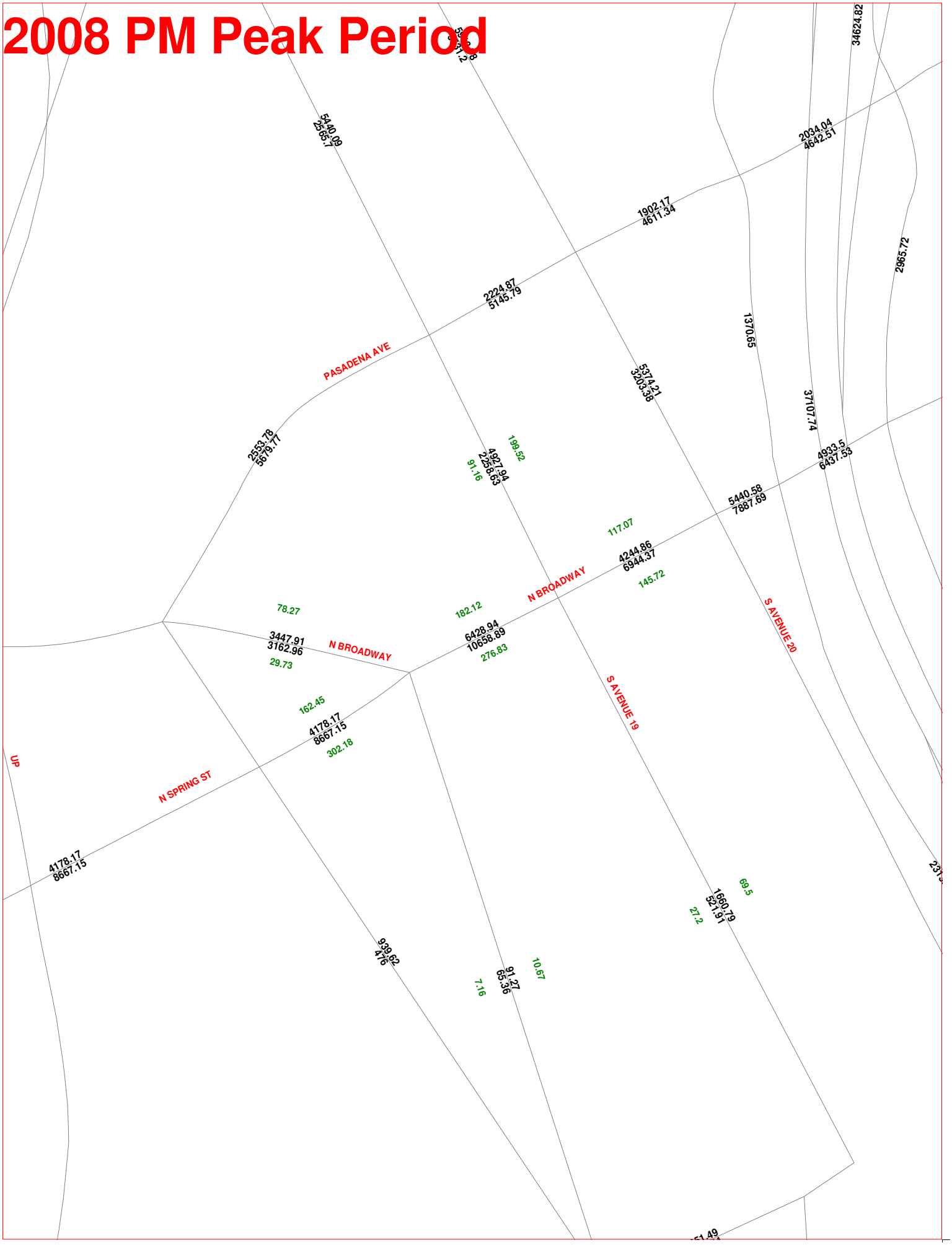
Notes:
1. Opening Year Data from Compound Growth Factor (1% annually)
2. Horizon Year Data from RTP 2008 forecast model

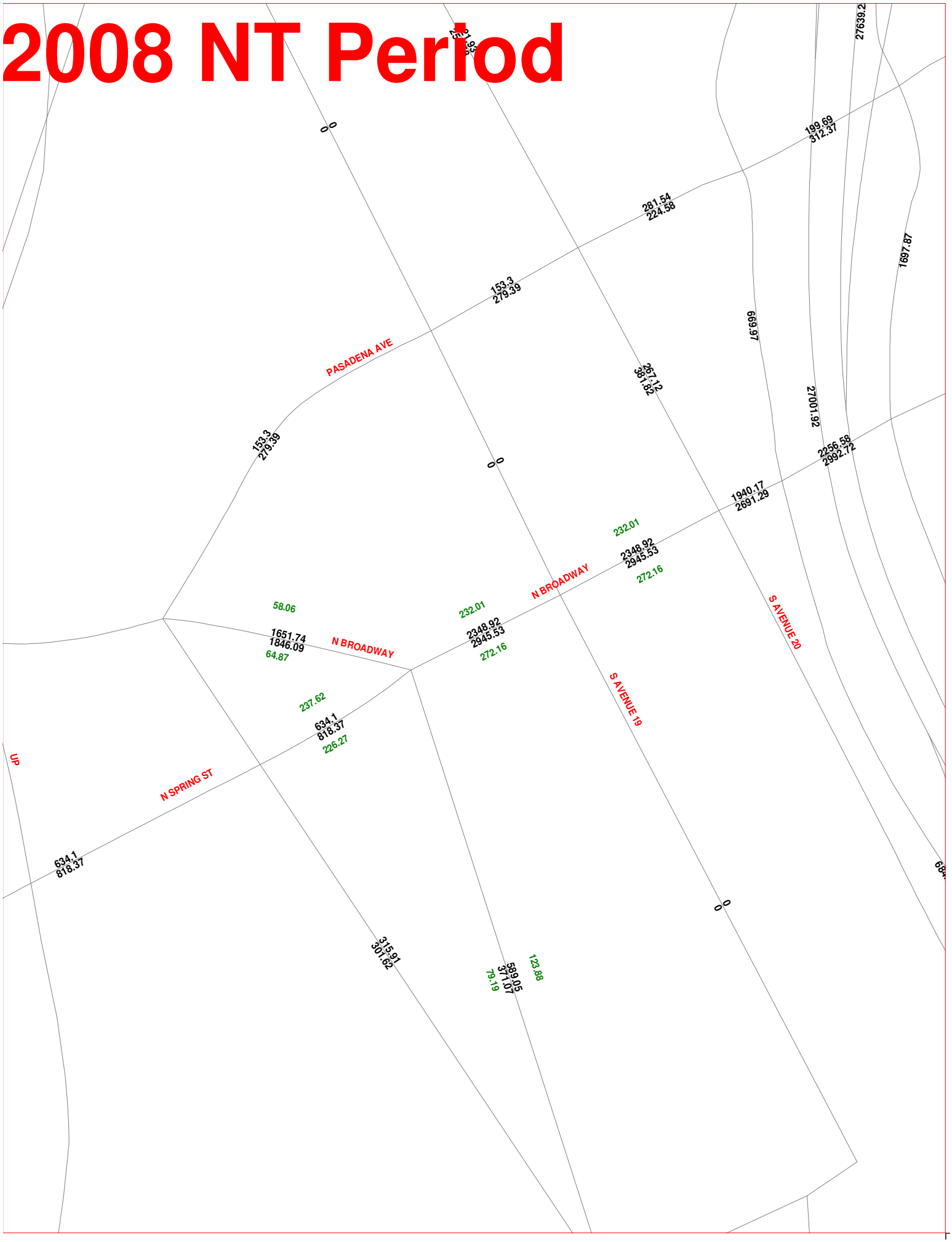
2008 AM Peak Period

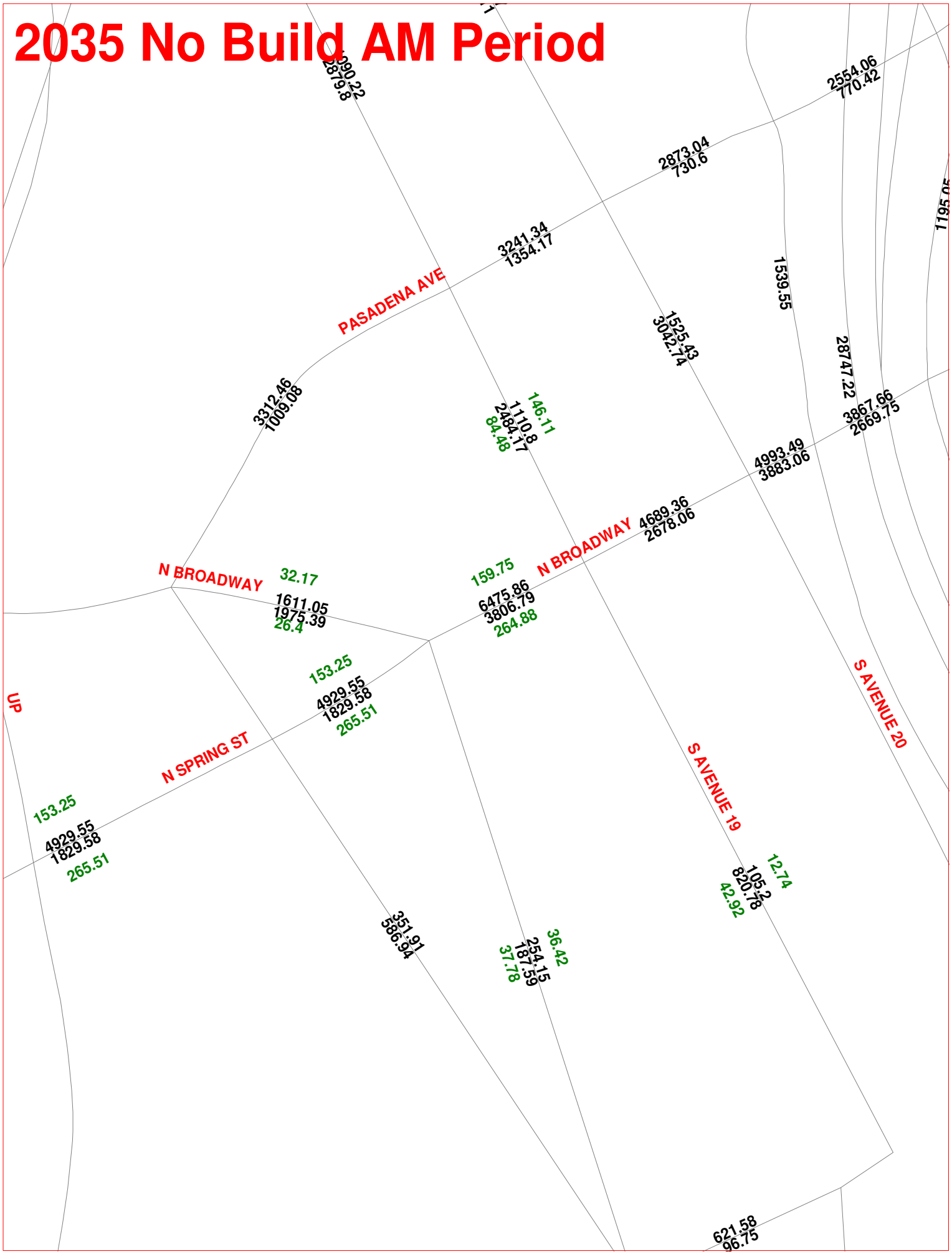


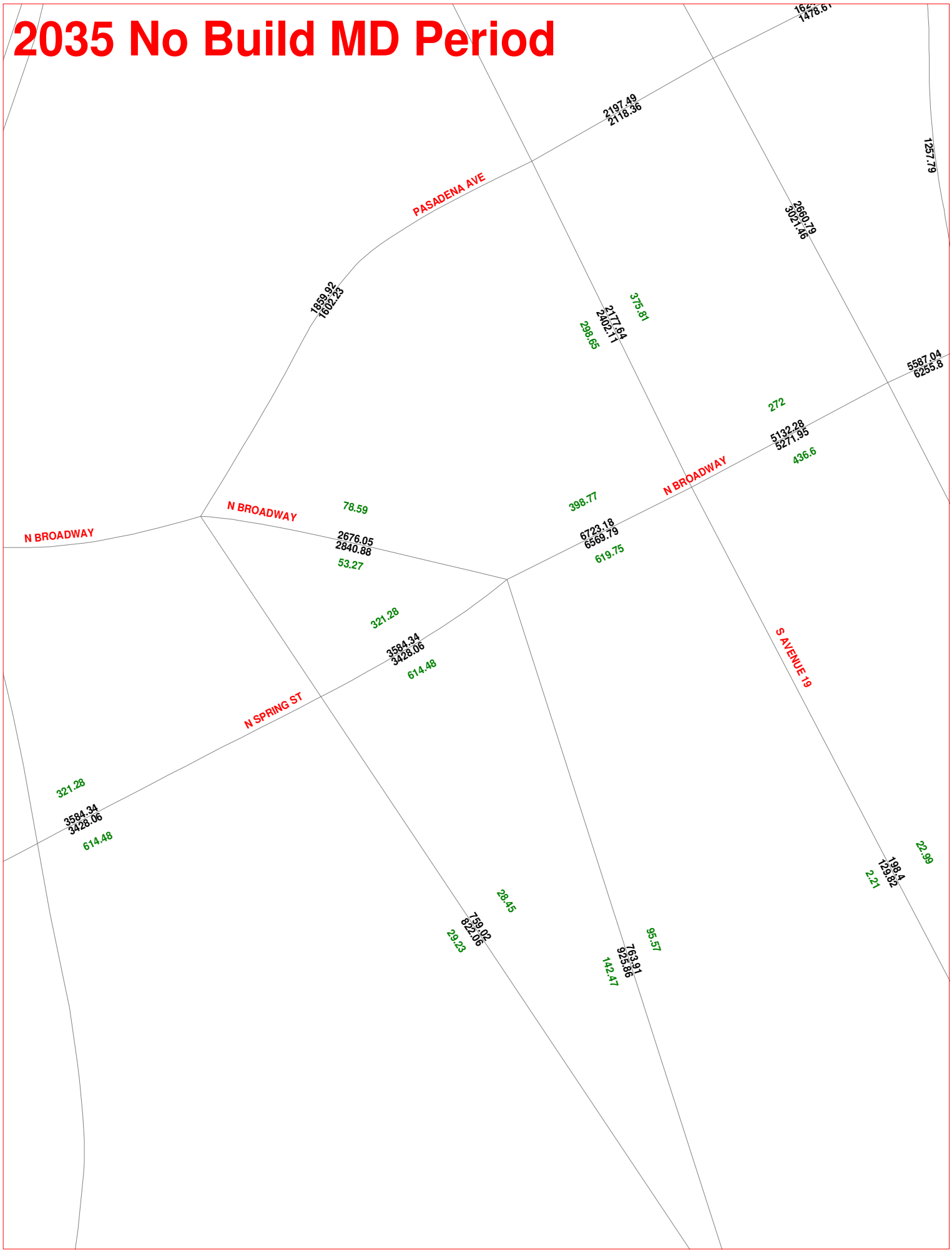

2008 MD Peak Period
PASADENA AVE
N BROADWAY
N BROADWAY
N SPRING ST
UP
S AVENUE 19
S AVENUE 20
1672.79
1549.3
1762.1
1625.5
1891.18
1732.3
1489.25
1264.62
1753.85
1555.96
212.02
179.67
4769.99
5620.62
4802.75
4768.62
195.36
4013.28
4466.49
278.64
375.03
42.72
2134.93
2839.38
58.38
5549.25
6196.38
488.07
355.9
3026.28
2962.71
459.81
3026.28
2962.71
597
609.2
899.77
893.51
134.3
127.77
0.07
2.65
812.14
44202.89
2202.35
38839.1
2396.5
2608.11

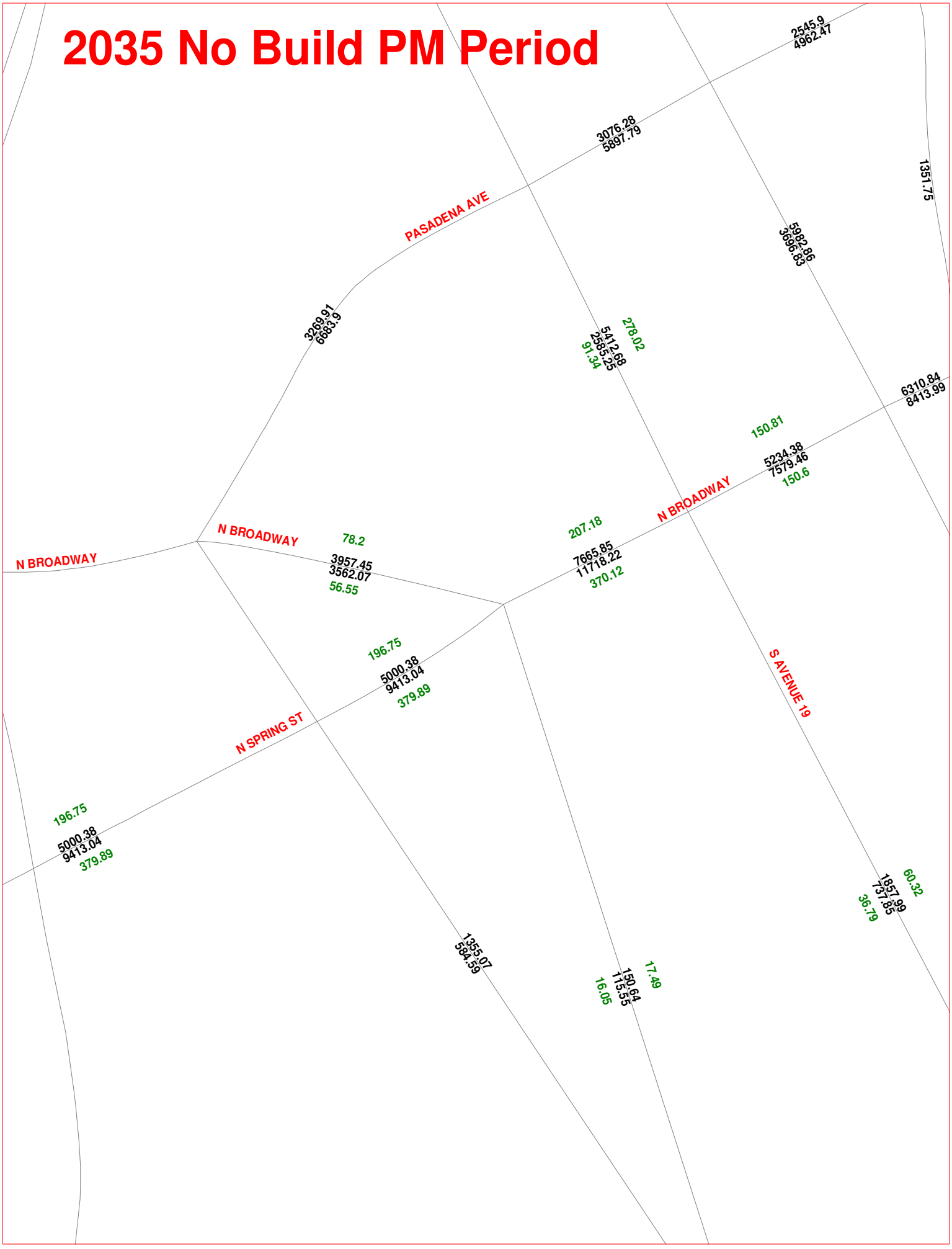
2008 PM Peak Period



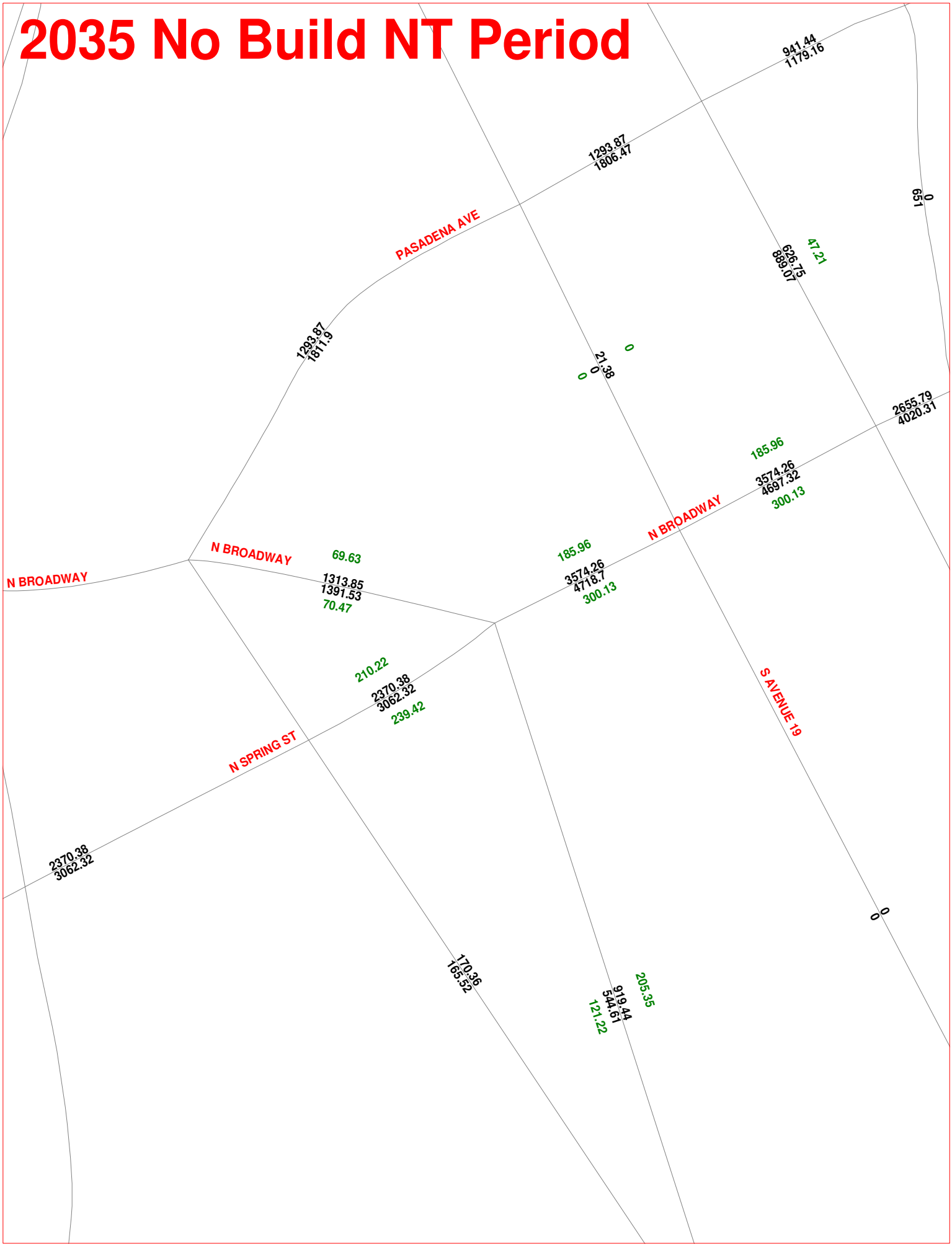

2008 NT Period
PASADENA AVE
N BROADWAY
N BROADWAY
N SPRING ST
S AVENUE 20
S AVENUE 19
UP
199.69
312.37
281.54
224.58
153.3
279.39
669.97
267.12
381.82
2700.92
1697.87
2256.58
2992.72
1940.17
2691.29
232.01
2348.92
2945.53
272.16
58.06
1651.74
1846.09
64.87
237.62
634.1
818.37
226.27
315.91
307.62
589.05
371.07
79.19
123.88


2035 No Build AM Period
PASADENA AVE
N BROADWAY
N BROADWAY
N SPRING ST
S AVENUE 19
S AVENUE 20
UP
2554.06
770.42
2873.04
730.6
3241.34
1354.17
1539.55
1525.43
3042.74
28747.22
3867.66
2669.75
4993.49
3883.06
4689.36
2678.06
3312.46
1009.08
146.11
1110.8
2484.17
84.48
159.75
6475.86
3806.79
264.88
32.17
1611.05
1975.39
26.4
153.25
4929.55
1829.58
265.51
153.25
4929.55
1829.58
265.51
12.74
1052
820.78
42.92
351.91
586.94
36.42
254.15
187.59
37.78
621.58
96.75


2035 No Build MD Period
PASADENA AVE
N BROADWAY
N BROADWAY
N BROADWAY
N SPRING ST
S AVENUE 19
2197.49
2118.36
1257.79
2660.79
3021.46
1859.92
1602.23
375.81
2177.64
2402.11
298.65
5587.04
6255.8
272
5132.28
5271.95
436.6
398.77
6723.18
6569.79
619.75
78.59
2676.05
2840.88
53.27
321.28
3584.34
3428.06
614.48
321.28
3584.34
3428.06
614.48
28.45
759.02
822.06
29.23
95.57
763.91
925.86
142.47
198.4
129.82
2.21
22.99


2035 No Build PM Period
2545.9
4962.47
3076.28
5897.79
PASADENA AVE
1351.75
5982.86
3696.83
3269.91
6683.9
5412.68
2585.25
91.34
278.02
6310.84
8413.99
150.81
5234.38
7579.46
150.6
N BROADWAY
N BROADWAY
78.2
3957.45
3562.07
56.55
N BROADWAY
207.18
7665.85
11718.22
370.12
196.75
5000.38
9413.04
379.89
S AVENUE 19
N SPRING ST
196.75
5000.38
9413.04
379.89
1355.07
584.59
150.64
115.55
16.05
17.49
1857.99
737.85
36.79
60.32

2035 No Build NT Period



DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **4350-54420** STREET NAMES: **AURORA ST & NORTH SPRING ST** REQUESTER:
SEARCH DATE: **01-01-1994** TO **02-01-2003** MS/ADDR:
RUN DATE: **06/17/2005**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
114707	05-18-00	TH	14:52						SS	N		30 N/N	9 E/W		21658	A	C	DAY		NU	D
								PU/VAN		STRAIGHT			S/S	NO APPARENT					48		
								TRCK		RT			S/W	NO APPARENT					33		
125717	09-20-00	WE	17:29						RE	Y		5 N/S	10 W/E		22350		C	DAY		NU	D
								EMRG		STRAIGHT			N/N	NO APPARENT					34		
								EMRG		STOPPED			N/N	NO APPARENT					39		
								AUTO		STOPPED			N/N	NO APPARENT					20		
131840	12-01-00	FR	18:40						FIX-OBJ	N		150 N/N	0 E/E		23152		C	DARK/ST LT		NU	D
								AUTO		RAN OFF			N/N	VC VIOL					25		
20122972	09-10-02	TU	12:40						SS	N		18 S/N	45 E/E		21460	A	C	DAY		NU	D
								TRCK		STRAIGHT			E/E	NO APPARENT							
								TRCK		STRAIGHT			W/W	NO APPARENT					34		
940125374	09-07-94	WE	13:40						FIX-OBJ	Y		6 S/S	1 E/E		22106		C	DAY		NU	D
								TRCK/TR		BACKING			S/S	OTH/UNKNOWN					26		
950116454	04-24-95	MO	16:30						HEAD ON	N		405 N/N	10 E/W		21460	A	C	DAY		NU	D
					1			AUTO		X OPP LN			N/N	OTH/UNKNOWN					25		
						1		AUTO		STRAIGHT			S/S	OTH/UNKNOWN					40		
960126492	12-03-96	TU	13:10						FIX-OBJ	N		500 N/N	100 E/E				C	DAY		PR	D
					1			AUTO		EN/LE PK			N/N	ALLEY/DRWY					78		
970423016	09-12-97	FR	12:20						RE	N		155 N/N	17 E/W		22350	A	C	DAY		NU	D
								AUTO		STRAIGHT			S/S	NO APPARENT							
								AUTO		STRAIGHT			S/S	NO APPARENT					17		
980106471	02-06-98	FR	09:35						RE	N		30 N/N	10 E/W		21658	A	R	DAY		NU	W
								AUTO		STRAIGHT			S/S	NO APPARENT					26		
								AUTO		STRAIGHT			S/S	NO APPARENT					33		
980161546	12-07-98	MO	18:25						FIX-OBJ	N		2 S/S	204 W/W		22107		C	DARK/ST LT		PR	D

STREET CODES: **4350-54420** STREET NAMES: **AURORA ST & NORTH SPRING ST** REQUESTER:
SEARCH DATE: **01-01-1994** TO **02-01-2003** MS/ADDR:
RUN DATE: **06/17/2005**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
								TRCK/TR		ENT TRAF			N/W	OTH/UNKNOWN					43		
990112814	05-12-99	WE	20:25						RA		N	90 S/S 33 E/W			22105		C	DARK/ST LT		NU	D
					1			AUTO		U TURN			S/N	NO APPARENT					26		
								AUTO		STRAIGHT			S/S	NO APPARENT					25		
990120270	08-26-99	TH	23:00						FIX-OBJ		N	291 N/N 10 E/E			22350		C	DARK		NU	D
								AUTO		RAN OFF			N/N	OTH/UNKNOWN					87		

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **54420-81610** STREET NAMES: **NORTH SPRING ST & AVENUE 18**
SEARCH DATE: **01-01-1994** TO **02-01-2003**

REQUESTER:
MS/ADDR:
RUN DATE: **06/17/2005**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
10406494	02-13-01	TU	09:35						RE		N	25 N/S	35 W/W		22350		R	DAY		NU	W
						3		AUTO		STRAIGHT			E/E	NO APPARENT					24		
								PU/VAN		STOPPED			E/E	NO APPARENT					60		
30106268	01-30-03	TH	18:00						RE		N	5 N/S	500 W/W		22350	A	C	DARK/ST LT		OT	D
								AUTO		STRAIGHT			E/E	NO APPARENT							
							1	AUTO		STOPPED			E/E	NO APPARENT					54		
960406961	02-13-96	TU	18:00						SS		N	12 N/S	200 W/W		21658	A	C	DARK/ST LT		NU	D
								AUTO		CHG LN			E/E	OTH/UNKNOWN							
								AUTO		STOPPED			E/E	VC VIOL					34		
960416491	06-29-96	SA	08:30						SS		N	8 N/S	320 W/W		21658	A	C	DAY		NU	D
								AUTO		CHG LN			E/E	INATTENTION					34		
								AUTO		STRAIGHT			E/E	NO APPARENT					26		
960425453	11-08-96	FR	14:55						RE		Y	26 S/N	22 E/E		22350		C	DAY		NU	D
								AUTO		STRAIGHT			W/W	OTH/UNKNOWN					60		
								AUTO		STOPPED			W/W	NO APPARENT					30		
970427461	11-13-97	TH	09:30						RE		N	27 N/S	86 W/W		22350		R	DAY		NU	W
								AUTO		STRAIGHT			E/E	NO APPARENT					26		
								PU/VAN		STOPPED			E/E	NO APPARENT					53		
980406546	02-04-98	WE	14:22						RA		N	20 S/N	150 W/W				C	DAY		NU	D
								AUTO		LT			E/N	INATTENTION							
								PU/VAN		STRAIGHT			W/W	NO APPARENT					48		

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **50380-54420** STREET NAMES: **MESNAGER ST & NORTH SPRING ST**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER: **BRENDA**
MS/ADDR: **SURVEY**
RUN DATE: **03/21/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
112045	04-24-00	MO	22:15						FIX-OBJ		N	117 S/S 2 E/E					C	DARK/ST LT		NU	D
				1				AUTO		RAN OFF			N/N	OTH/UNKNOWN					80		
118783	06-28-00	WE	08:10						SS		Y	16 S/N 9 W/E			21658	A	C	DAY		NU	D
								TRCK/TR		STRAIGHT			N/N	NO APPARENT					38		
								PU/VAN		STRAIGHT			N/N	NO APPARENT					36		
125220	09-14-00	TH	09:00						SS		N	122 N/N 9 W/E			21755		C	DAY		CU	D
								TRCK		PASSING			N/N	PUB VEH					29		
								TRCK/TR		LT			N/W	VC VIOL					33		
10127028	09-29-01	SA	13:55						SS		N	285 N/N 5 E/W					C	DAY		NU	D
								PU/VAN		X OPP LN			N/N	VC VIOL							
								AUTO		STRAIGHT			S/S	NO APPARENT					27		
10132205	12-03-01	MO	14:00						HEAD ON		Y	4 S/N 15 W/E			21801	A	C	DAY		NU	D
								PU/VAN		LT			S/E	NO APPARENT					19		
					1			AUTO		STRAIGHT			N/N	NO APPARENT					60		
20111183	04-04-02	TH	14:35						PED		N	6 S/S 98 E/E					C	DAY		PR	D
								SCH BU		ENT TRAF			N/N	NO APPARENT					31		
					1			PED		PED-05			W/W	NO APPARENT					26		
20121731	08-23-02	FR	18:10						FIX-OBJ		N	10 N/N 0 E/E			23152	A	C	DAY		NU	D
								AUTO		RAN OFF			N/N	VC VIOL					24		
990119358	08-15-99	SU	16:40						RE		Y	4 S/N 27 E/W			21703		C	DAY		NU	D
						1		AUTO		STRAIGHT			S/S	NO APPARENT					32		
					1	2		PU/VAN		LT			S/E	NO APPARENT					36		
990122469	09-28-99	TU	10:34						HEAD ON		N	79 N/N 5 W/E			22350		C	DAY		NU	D
					1	1		EMRG		X OPP LN			S/S	DEF VEH EQU					34		
					1			AUTO		STOPPED			N/N	NO APPARENT					47		

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **54420-79430** STREET NAMES: **NORTH SPRING ST & WILHARDT ST**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER: **BRENDA**
MS/ADDR: **SURVEY**
RUN DATE: **03/21/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
104654	01-10-00	MO	08:45						FIX-OBJ		N	0 W/W 150	S/S		22350		C	DAY		NU	D
					1			PU/VAN		RAN OFF			S/S	OTH/UNKNOWN					53		
105734	01-26-00	WE	10:00						SS		N	20 W/E 200	S/S		21658	A	C	DAY		NU	D
							4	AUTO		CHG LN			N/N	NO APPARENT					58		
								PU/VAN		STRAIGHT			N/N	NO APPARENT					25		
112363	04-26-00	WE	08:35						RA		Y	17 W/E 18	N/S		21801	A	C	DAY		NU	D
							1	AUTO		LT			S/E	OTH/UNKNOWN					75		
								PU/VAN		STRAIGHT			N/N	NO APPARENT					75		
120540	07-20-00	TH	12:30						SS		N	11 W/E 234	S/S		21658	A	C	DAY		NU	D
								PU/VAN		CHG LN			N/N	OTH/UNKNOWN							
								AUTO		STRAIGHT			N/N	NO APPARENT					78		
133942	12-23-00	SA	15:45						RE		Y	27 E/W 15	S/N		22350		C	DAY		NU	D
								PU/VAN		STRAIGHT			S/S	OTH/UNKNOWN							
								AUTO		STOPPED			S/E	NO APPARENT					28		
								PU/VAN		STRAIGHT			N/N	NO APPARENT					26		
10124859	09-01-01	SA	02:30						FIX-OBJ		N	2 W/W 239	S/S		22350		C	DARK/ST LT		NU	D
								AUTO		RAN OFF			N/N	NO APPARENT					19		
10128658	10-20-01	SA	22:55						FIX-OBJ		N	45 W/E 190	S/S		22350		C	DARK/ST LT		NU	D
				1				AUTO		X OPP LN			N/N	NO APPARENT					36		
20111810	04-12-02	FR	12:05						RA		N	27 W/E 220	S/S		21804		C	DAY		NU	D
								AUTO		STRAIGHT			N/N	VC VIOL							
								AUTO		ENT TRAF			W/S	NO APPARENT					33		
20116838	06-18-02	TU	23:20						FIX-OBJ		Y	5 E/E 0	N/N				C	DARK/ST LT		NU	D
								AUTO		RAN OFF			W/W	VC VIOL							
20127342	11-05-02	TU	15:45						RA		N	22 W/E 267	N/N		22100	A	C	DAY		NU	D
								TRCK/TR		LT			N/W	NO APPARENT					40		

STREET CODES: **54420-79430** STREET NAMES: **NORTH SPRING ST & WILHARDT ST**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER: **BRENDA**
MS/ADDR: **SURVEY**
RUN DATE: **03/21/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
							1	AUTO		STRAIGHT			N/N	NO APPARENT					31		
20128562	11-22-02	FR	11:07						HEAD ON		Y	12 W/E 24 N/S			21801	A	C	DAY		NU	D
							1	PU/VAN		LT			W/S	NO APPARENT					42		
							1	AUTO		STRAIGHT			N/N	NO APPARENT					45		
30112565	05-05-03	MO	14:35						RE		N	25 E/W 148 S/S			22350		C	DAY		NU	D
								PU/VAN		STRAIGHT			S/S	NO APPARENT					46		
							2	AUTO		STRAIGHT			S/S	NO APPARENT					20		
980161083	11-30-98	MO	09:00						RE		Y	30 E/W 17 N/N			22350	A	C	DAY		NU	D
								SCH BU		STRAIGHT			S/S	NO APPARENT					24		
							1	AUTO		STOPPED			S/S	NO APPARENT					27		
							1	AUTO		STOPPED			S/S	NO APPARENT					43		
980162336	12-19-98	SA	08:00						HEAD ON		N	29 W/E 240 S/S			21460	A	C	DAY		NU	D
								AUTO		STRAIGHT			N/N	OTH/UNKNOWN							
						1		AUTO		X OPP LN			S/S	VC VIOL					68		
990128268	12-16-99	TH	01:40						FIX-OBJ		Y	2 E/E 74 S/S			23152	A	C	DARK/ST LT		NU	D
								AUTO		RAN OFF			N/N	VC VIOL					49		

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **4940-54420** STREET NAMES: **BAKER ST & NORTH SPRING ST**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER: **BRENDA**
MS/ADDR: **SURVEY**
RUN DATE: **03/21/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
30109015	03-11-03	TU	17:35					PU/VAN	FIX-OBJ	RAN OFF	Y	5 W/W 0 S/S	W/W	VC VIOL	23152	A	C	DUSK/DAW	39	NU	D

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **4350-54420** STREET NAMES: **AURORA ST & NORTH SPRING ST**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER: **BRENDA**
MS/ADDR: **SURVEY**
RUN DATE: **03/21/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
114707	05-18-00	TH	14:52						SS		N	30 E/E 9 S/N			21658	A	C	DAY		NU	D
								PU/VAN		STRAIGHT			W/W	NO APPARENT					48		
								TRCK		RT			W/N	NO APPARENT					33		
125717	09-20-00	WE	17:29						RE		Y	10 W/E 5 N/S			22350		C	DAY		NU	D
								EMRG		STRAIGHT			E/E	NO APPARENT					34		
								EMRG		STOPPED			E/E	NO APPARENT					39		
								AUTO		STOPPED			E/E	NO APPARENT					20		
131840	12-01-00	FR	18:40						FIX-OBJ		N	150 E/E 0 S/S			23152		C	DARK/ST LT		NU	D
								AUTO		RAN OFF			E/E	VC VIOL					25		
20122972	09-10-02	TU	12:40						SS		N	45 E/E 18 S/N			21460	A	C	DAY		NU	D
								TRCK		X OPP LN			E/E	OTH/UNKNOWN							
								TRCK		STRAIGHT			W/W	NO APPARENT					34		
980161546	12-07-98	MO	18:25						FIX-OBJ		N	204 W/W 2 S/S			22107		C	DARK/ST LT		PR	D
								TRCK/TR		ENT TRAF			N/W	OTH/UNKNOWN					43		
990112814	05-12-99	WE	20:25						RA		N	90 W/W 33 S/N			22105		C	DARK/ST LT		NU	D
					1			AUTO		U TURN			W/E	NO APPARENT					26		
								AUTO		STRAIGHT			W/W	NO APPARENT					25		
990120270	08-26-99	TH	23:00						FIX-OBJ		N	291 E/E 10 S/S			22350		C	DARK		NU	D
								AUTO		RAN OFF			E/E	OTH/UNKNOWN					87		

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **54420-81610** STREET NAMES: **NORTH SPRING ST & AVENUE 18**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER: **BRENDA**
MS/ADDR: **SURVEY**
RUN DATE: **03/21/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
10406494	02-13-01	TU	09:35						RE		N	25 N/S 35 W/W			22350		R	DAY		NU	W
					3			AUTO		STRAIGHT			E/E	NO APPARENT					24		
								PU/VAN		STOPPED			E/E	NO APPARENT					60		
30106268	01-30-03	TH	18:00						RE		N	5 N/S 500 W/W			22350	A	C	DARK/ST LT		OT	D
								AUTO		STRAIGHT			E/E	NO APPARENT							
						1		AUTO		STOPPED			E/E	NO APPARENT					54		

City of Los Angeles
Department of Transportation
Traffic Collision History Report

Location: North Spring Street / Wilhardt Street
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
0982136	8/19/03	09:15	33	North	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Slowing/Stopping	Following Too Closely	1	0
1709220	10/18/04	12:00	40	Not Stated	Rear-End	Other Motor Vehicle	West	Proceeding Straight	West	Stopped in Road	Unsafe Speed	1	0

Total Number of Collisions: 2

Settings Used For Query

Parameter	Setting
Street Name	North Spring Street
Cross Street	Wilhardt Street
Starting Date	7/1/2003
Ending Date	4/30/2005
Intersection	Intersection Related

City of Los Angeles
Department of Transportation

Traffic Collision History Report

Location: North Spring Street / Mesnager Street
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil

Total Number of Collisions: 0

Settings Used For Query

Parameter	Setting
Street Name	North Spring Street
Cross Street	Mesnager Street
Starting Date	7/1/2003
Ending Date	4/30/2005
Intersection	Intersection Related

City of Los Angeles
Department of Transportation

Traffic Collision History Report

Location: North Spring Street / Baker Street
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil

Total Number of Collisions: 0

Settings Used For Query

Parameter	Setting
Street Name	North Spring Street
Cross Street	Baker Street
Starting Date	7/1/2003
Ending Date	4/30/2005
Intersection	Intersection Related

City of Los Angeles
Department of Transportation
Traffic Collision History Report

Location: North Spring Street / Avenue 18
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
0888063	7/1/03	08:10	40	East	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped in Road	Unsafe Speed	0	0
1213284	1/5/04	16:45	0	In Int.	Head-On	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1	0
1302722	2/18/04	12:15	0	In Int.	Sideswipe	Other Object	North	Stopped in Road	East	Making Right Turn	Improper Passing	0	0
1358613	4/1/04	09:20	0	In Int.	Other	Other Motor Vehicle	North	Proceeding Straight	North	Stopped in Road	Other Than Driver or Ped	1	0
1414799	4/29/04	10:15	10	West	Broadside	Bicycle	East	Making U Turn	South	Proceeding Straight	Unknown	1	0
1726268	11/13/04	19:30	0	In Int.	Head-On	Other Motor Vehicle	Not Stated	Proceeding Straight	East	Stopped in Road	Unsafe Speed	0	0
1856212	12/26/04	17:20	0	In Int.	Sideswipe	Other Motor Vehicle	South	Changing Lanes	South	Not Stated	Unsafe Lane Change	0	0
1946948	2/23/05	19:40	8	South	Sideswipe	Other Motor Vehicle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	0	0

City of Los Angeles
Department of Transportation

Traffic Collision History Report

Location: North Spring Street / Avenue 18
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil

Total Number of Collisions: 8

Settings Used For Query

Parameter	Setting
Street Name	North Spring Street
Cross Street	Avenue 18
Starting Date	7/1/2003
Ending Date	4/30/2005
Intersection	Intersection Related

City of Los Angeles
Department of Transportation
Traffic Collision History Report

Location: North Spring Street / North Broadway
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil
0888063	7/1/03	08:10	40	East	Rear-End	Other Motor Vehicle	South	Proceeding Straight	South	Stopped in Road	Unsafe Speed	0	0
1213284	1/5/04	16:45	0	In Int.	Head-On	Other Motor Vehicle	South	Making Left Turn	North	Proceeding Straight	Auto R/W Violation	1	0
1302722	2/18/04	12:15	0	In Int.	Sideswipe	Other Object	North	Stopped in Road	East	Making Right Turn	Improper Passing	0	0
1358613	4/1/04	09:20	0	In Int.	Other	Other Motor Vehicle	North	Proceeding Straight	North	Stopped in Road	Other Than Driver or Ped	1	0
1414799	4/29/04	10:15	10	West	Broadside	Bicycle	East	Making U Turn	South	Proceeding Straight	Unknown	1	0
1726268	11/13/04	19:30	0	In Int.	Head-On	Other Motor Vehicle	Not Stated	Proceeding Straight	East	Stopped in Road	Unsafe Speed	0	0
1856212	12/26/04	17:20	0	In Int.	Sideswipe	Other Motor Vehicle	South	Changing Lanes	South	Not Stated	Unsafe Lane Change	0	0
1946948	2/23/05	19:40	8	South	Sideswipe	Other Motor Vehicle	West	Making Right Turn	West	Proceeding Straight	Improper Turning	0	0

City of Los Angeles
Department of Transportation

Traffic Collision History Report

Location: North Spring Street / North Broadway
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil

Total Number of Collisions: 8

Settings Used For Query

Parameter	Setting
Street Name	North Spring Street
Cross Street	North Broadway
Starting Date	7/1/2003
Ending Date	4/30/2005
Intersection	Intersection Related

City of Los Angeles
Department of Transportation

Traffic Collision History Report

Location: North Spring Street / Aurora Street
Date Range Reported: 7/1/2003 - 4/30/2005

Report No.	Date	Time	Dist.	Dir.	Type of Collision	Motor Veh. Involved With	Direct. of Travel 1	Movement Prec. Coll. 1	Direct. of Travel 2	Movement Prec. Coll. 2	PCF	Inj.	Kil

Total Number of Collisions: 0

Settings Used For Query

Parameter	Setting
Street Name	North Spring Street
Cross Street	Aurora Street
Starting Date	7/1/2003
Ending Date	4/30/2005
Intersection	Intersection Related

DEPARTMENT OF TRANSPORTATION
TRAFFIC ACCIDENT REPORT (T-10)

STREET CODES: **54310-54420** STREET NAMES: **NORTH BROADWAY & NORTH SPRING ST**
SEARCH DATE: **07-01-1998** TO **07-01-2003**

REQUESTER:
MS/ADDR:
RUN DATE: **03/24/2006**

DIV. RECORD NUMBER	ACCIDENT DATE	DAY	TIME	SEVERITY FAT	INJURY A	B	C	VEHICLE TYPE	ACC TYPE	VEH/PED ACTIONS	AT I/S	POINT OF IMPACT	DT/DI	CONTRIB. CIRCUM	DMV-CAUSE CODE	GRP	W	LIGHT	AGE	SC	RC
30410736	04-18-03	FR	08:25						RE		N	19 N/S 175	W/W		21650	A	C	DAY		NU	D
								AUTO		STRAIGHT			W/W	NO APPARENT							
					1			AUTO		CHG LN			E/E	NO APPARENT					40		
990127836	12-13-99	MO	11:00						RE		N	17 N/S 121	W/W		26453		C	DAY		NU	D
								PU/VAN		STRAIGHT			E/E	NO APPARENT					40		
								AUTO		STOPPED			E/E	NO APPARENT					47		
					1			AUTO		STOPPED			E/E	NO APPARENT					25		
							1	AUTO		STOPPED			E/E	NO APPARENT					47		
							2	AUTO		STOPPED			E/E	NO APPARENT					62		
					1			AUTO		STRAIGHT			E/E	NO APPARENT					31		
990410669	04-11-99	SU	18:35						RE		Y	15 N/S 25	W/W		22350		R	DAY		NU	W
								AUTO		SLW/STOP			E/E	NO APPARENT					33		
							1	AUTO		STOPPED			E/E	NO APPARENT					30		
							2	AUTO		STOPPED			E/E	NO APPARENT					66		

Appendix N. Visual Impact Assessment

MEMORANDUM

To: Project File

Date: May 24, 2011

From: Marieka Schrader, Environmental Planner
GPA Environmental

File: EA 931701

Subject: Addendum to the 2006 Visual Impact Assessment (VIA) for the North Spring Street Viaduct Widening and Rehabilitation Project, City of Los Angeles, CA

INTRODUCTION

The City of Los Angeles (City), in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (53C-0859) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast in the City of Los Angeles, California (See *Figures 1*, *2*, and *3* in the 2006 VIA)). The proposed project includes seismically upgrading the existing bridge, improving pedestrian and bikeway facilities and also includes reconfiguration of the intersection of Baker Street and North Spring Street, creation of a northwesterly extension of Wilhardt Street to connect Wilhardt Street to Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

The Draft EIR/EA (DEIR/EA) for the project was released for public review in March 2010. Subsequently, a Final EIR/EA (FEIR/EA) was prepared and submitted to the City of Los Angeles City Council Transportation Committee for approval. After reviewing the alternatives presented in the environmental document on June 9, 2010, the committee recommended that the City perform additional outreach to formulate additional design options for consideration. Additionally, in February of 2011, the City of Los Angeles Cultural Heritage Commission submitted a letter to the City of Los Angeles Bureau of Engineering requesting that additional coordination be conducted with the commission to identify project alternatives that would better preserve the historic characteristics of the North Spring Street Viaduct.

In response to requests from the Los Angeles City Council Transportation Committee and the City of Los Angeles Cultural Heritage Commission, the City's Bridge Improvement Program explored several design options and identified several alternatives that would improve the viaduct's structural and roadway deficiencies, while taking into account its historic features.

The City also held working group meetings on June 17 and June 29, 2010 and March 10, 2011 comprised of interest groups, stakeholders, and elected officials. This coordination resulted in the development of a new design option for Alternative 2, and the consideration of a design that is either similar to the existing Beaux Arts design or a new design that would be compatible with the historic viaduct.

A VIA (was prepared for the project by URS Corporation in March 2006, and the purpose of this memo is to discuss how the changes made to the project, specifically the addition of Design Option A, would potentially affect previously identified visual impacts resulting from the proposed project. This memorandum includes a summary of analysis from the VIA (attached); please see the full report for more detailed descriptions of the existing visual setting and visual impacts analysis.

PROPOSED PROJECT

Existing Facility

The North Spring Street Viaduct was constructed in 1928, widened in 1939 by removing the south-side sidewalk, seismically retrofitted in 1992, and extensively repaired (i.e., concrete spall patching, baluster removal, electrolier removal, and railing crack repair) in 1993.

North Spring Street is striped throughout most of the project's limits for four-lane (two in each direction) vehicular use. Currently, the viaduct is 50 feet wide overall, has a 4-foot wide sidewalk on its north side, and is striped for two undivided 10-foot interior lanes (one in each direction), and two 9.5-foot outer lanes. There are no shoulders or bikeways. The current configuration is constrained by the viaduct's overall width and does not meet current geometrical or design standards as described in the purpose and need below.

East of the viaduct, North Spring Street intersects with Avenue 18 and North Broadway in a five-point intersection. West of the viaduct, Aurora Street intersects with North Spring Street (north side) and Wilhardt Street intersects with North Spring Street (south side) before Baker intersects with North Spring Street.

Proposed Improvements

Four alternatives are being considered for the proposed project, including the No Build Alternative, Build Alternative 1 (seismic retrofit only), and Build Alternatives 2 and 3 (see attached *Figures 1* and *2*). Because the No Build Alternative, Alternative 1, and Alternative 3 have not changed since the original VIA was completed, the following discussion is focused on Build Alternatives 2 with Design Option A.

Build Alternative 2 would be constructed in two phases. Phase 1 would include all the seismic, viaduct, and roadway improvements from the east end of the project limits to just east of Wilhardt Street. Phase 2 would include construction of the Wilhardt Street Extension. Construction of the two phases is expected to last a total of 4.5 years. Close coordination with utility owners would be established as part of the design process and maintained through its construction.

Phase 1

Seismic Retrofit

The seismic improvements for Build Alternative 2 with Design Option A would be the same as the Alternative 1.

Viaduct Improvements

Alternative 2 with Design Option A would include widening the viaduct by approximately 23 feet (to the outside rail) along only the south side to provide two 11-foot traffic lanes in each direction and a 4-foot median (see attached *Figure 3*). This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct. To match the approach roadway on the west end, the existing wingwall on the north side would be replaced with a new one at approximately a 5-degree skew. The single-sided widening on the south side would use either a design concept similar to the existing Beaux Arts design or a new design concept that is compatible with the historic viaduct. This alternative would also include reconstructing portions of the terraced slopes on the north and south side of North Spring Street adjacent to the Downey Recreation Center.

Roadway Improvements

Roadway improvements under Build Alternative 2 with Design Option A would include closing Aurora Street at the intersection with North Spring Street, closing the North Spring Street frontage roads adjacent to the viaduct, extending the left-turn pocket on North Spring Street (west of North Broadway/Avenue 18 intersection, repairing approach roadways east and west of the viaduct, continuing bike lanes east and west of the viaduct, and

constructing a pedestrian walkway to connect the northern and southern portions of the Downey Recreation Center.

Utility Relocations

Several existing utilities exist within the area impacted by Alternatives 2 with Design Option A that would either be relocated or protected in place during construction.

Phase 2

Roadway Improvements

Build Alternative 2 with Design Option A would include constructing a 4-way intersection at North Spring Street and Wilhardt Street after extending Wilhardt Street north to Baker Street. Wilhardt Street extension would be aligned on a skew of approximately 7 degrees to the northeast. This alternative would also include removing the Baker Street roadway west of the Wilhardt Street extension, including the Baker Street/North Spring Street intersection, widening various portions of North Spring Street to accommodate turn lanes at the Wilhardt Street intersection, and installing new sidewalks to connect with existing sidewalks on North Spring Street.

PROJECT IMPACTS

Existing Setting

According to the VIA, seven landscape units were identified in the project area, including the channelized river area, including railroad tracks on either side of channelized river; Elysian Park areas; the Los Angeles State Historic Park site, immediately north of Baker Street; a commercial/manufacturing/industrial areas subdivided by the roadways; Downey Recreation Center (subdivided by the roadway); residential areas adjacent to the Downey Recreation Center to the south; and various local roadways (see Section 5.1.1 of the VIA).

The history and aesthetic features of the North Spring Street Viaduct, which characterize its history, are considered to be directly relevant to the potential project-related aesthetic impacts. The viaduct's silhouette, deck, and associated structural details are considered to be its visually distinctive features (see Section 1.5.2 of the VIA).

The landscape character of the project area consists primarily of urban manufacturing/industrial landscape types with scattered residences, and recreational, park and vacant/undeveloped visual units. Numerous utility lines are also interspersed throughout the existing project setting. The North Spring Street Viaduct crosses over existing railroad tracks and the concrete-lined Los Angeles River. Environmental resources include mature trees and landscaped tiers located at the east end of the bridge.

The proposed project viewshed consists mainly of foreground views since most middleground and background views are blocked (see Section 5.2 of the VIA). This foreground viewshed extends from Main Street to the south, from Elysian Park to the north, from just past Avenue 18 to the east, to just past the intersection of North Spring Street and Mesnager Street to the west.

According to the VIA, there are six types of viaduct viewers, including recreational viewers, residents, workers, pedestrians, regular motorists, and occasional motorists (See Section 5.4 of the VIA). These viewer have different sensitivities to their surrounding, depending upon their activity, awareness, and familiarity with the surrounding environment. Eight key views and five typical views were also identified as examples of views seen by the various sensitive viewers in the proposed project vicinity (See Section 5.5. of the VIA).

Project Impacts

Impacts have been determined based on FHWA guidance and CEQA checklist items. In the FHWA portion of the analysis, visual impacts are discussed in terms of visual resource change and viewer response (see Section 6.0 of the VIA). Resource change is based on visual character and visual quality. Viewer response is based on viewer sensitivity and viewer exposure. Visual resource change has been illustrated in the VIA using visual simulations of the viaduct before and after the project (see VIA Appendices A through D).

Visual impacts would result from the replacement of features visible from key viewpoints. Some trees and landscaping may be removed along the construction route, which would also have the potential to adversely affect aesthetics of the project area if not replaced in kind. The VIA determined because the existing aesthetic features of the viaduct would be replaced with the same or similar components; the project would not be expected to degrade the overall visual character of the site and surroundings.

Widening the existing viaduct would increase the area of shade and shadow underneath the structure. The shadows from the widened viaduct in Build Alternative 2 would be cast on buildings along the north side of the frontage road; however, impacts are not expected to be noticeable because use of the area under the viaduct is not considered to be sensitive to this type of shading. The location of lighting on the new bridge would change slightly as a result of bridge widening and conformance to lighting standards, but this change is not anticipated to result in a substantial increase to daytime or nighttime glare in the area.

Demolition and construction activities generate visual and aesthetic images that are generally disruptive to the existing setting and may be undesirable or offensive to some affected individuals or groups. The presence and operation of construction equipment, such as heavy trucks, cranes, or excavators, some of which could be present within the river itself would likely be experienced as disruptive and/or out of context.

Mitigation Measures

The following mitigation measures from the VIA were included in the DEIR/EA:

- Historic features or character-defining features (as defined by the historic resource evaluation) removed as a result of the street- and viaduct-widening project should be replaced with like features.

- Existing trees and/or landscaping that are to be removed would be replaced with similar plantings and/or landscaping as agreed upon by the City's Street Services Bureau, Street Tree Division and in conjunction with the Recreation and Park Architecture.

CHANGES TO IMPACTS RESULTING FROM DEVELOPMENT OF DESIGN OPTION A

Build Alternative 2 with Design Option A would require a smaller footprint overall than would Build Alternatives 2 and 3. Under Design Option A, views of the viaduct from the north side (see Key Views #3, #5, and #8 and Typical Views #2 and #5 in Section 5.5 the VIA) would be preserved. Widening to the south side would still be included in this design option; therefore, views of the viaduct from the south side would be impacted (see Key Views #1, #2, #4, #6, and #7 and typical Views #2 and #4 in Section 5.5 of the VIA).

FHWA Evaluation

Resource Changes

Visual Character

Under Design Option A, the minimized widening would help to preserve the historic scale and feel of the deck and the single sided widening to the south would preserve the entire design and historic fabric of the viaduct as seen from the north. The intent of the south sided widening would be to minimize physical impacts to the existing viaduct, while introducing a new, lightweight, structure that would minimally affect the view of the historic viaduct from the south, while preserving the entire viaduct from the north.

One of the primary visual changes under Design Option A is that the City would choose between replacing the existing viaduct features with new features that have a similar

appearance to the existing Beaux Arts features or using a new "differentiated" design concept on the widened portion of the viaduct (see attached *Figures 4* and *5*).

The differentiated design concept would result in a change to the visual appearance of the south side of the viaduct. While the new "differentiated" concept would change the visual appearance of portions of the viaduct, it would be designed to be visually compatible in scale, location, setting, design, materials, workmanship, feeling, and association of the historic viaduct, and would not be expected to substantially change the visual character of the setting.

Visual Quality

Visual quality is ranked using vividness (memorability), intactness (integrity), and unity (harmony) (see Section 6.2.2). The area is rated as having a high vividness because of the historic value of the viaduct. The intactness is rated as low because of the mixed urban nature of the surroundings that have changed greatly from the original setting. Unity is rated as moderate, with man-made landscapes (parks and recreational features) co-existing with more urban features, including the existing viaduct and roadways.

As compared to Alternatives 2 and 3, Alternative 2 with Design Option A would reduce impacts on the historic viaduct by avoiding impacts to the north side of the viaduct, which would help to retain the visual quality of the area based on memorability. If the City chooses the "differentiated" design concept, then this would further reduce impacts on the historic viaduct by following the Secretary of the Interior's Standards on bridge rehabilitation. Although the south side of the viaduct would have a different appearance under this design concept, design features would be compatible in scale, location, setting, design, materials, workmanship, feeling, and association of the historic viaduct.

As compared to Build Alternatives 2 and 3, Alternative 2 with Design Option A would not further reduce the existing visual quality in relation to intactness, because it would maintain the visual integrity of the viaduct by either using features similar to the existing Beaux Arts design or new differentiated features that would be visually compatible, as discussed above. If the "differentiated" design concept is chosen, then viewers on North Spring Street would see the difference between the south and north side (see attached *Figure 6*); however, new features used would not be expected to result in a substantial change in the overall intactness of the setting.

As compared to Build Alternatives 2 and 3, Alternative 2 with Design Option A would likely reduce impacts on existing landscaped elements, since the north side of the viaduct would not be widened. Therefore, this alternative would not further reduce the visual quality in relation to unity.

Viewer Response

Viewer Sensitivity and Exposure

As compared to Build Alternatives 2 and 3, Alternative 2 with Design Option A would not change viewer sensitivity or exposure from any of the key viewpoints. Public outreach has been conducted following the development of Design Option A, and the key elements, including the two potential design concepts, have been introduced to the public participants. Viewer sensitivity regarding the viaduct is primarily based on its historic significance, and the overall response to the new design option has been positive, in particular the elements that would serve to preserve its historic significance, have been positive.

CEQA Checklist Evaluation

The CEQA evaluation is based on the whether the project would:

- Have a substantial adverse effect on a scenic vista;
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrade the existing visual character or quality of the site and its surroundings; or
- Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

As compared to Build Alternatives 2 and 3, Build Alternative 2 with Design Option A would avoid impacts on views of the viaduct from the north side. Widening to the south side would still be included in this design option; therefore, views of the viaduct from the south side would be impacted. As discussed above, the City would choose between replacing the existing viaduct features with new features that have a similar appearance to the existing Beaux Arts features or using a new "differentiated" design concept on the widened portion of the viaduct (see attached *Figures 4*, *5*, and *6*); therefore, it would not have an adverse impact on a scenic vista.

The "differentiated" design concept would result in a change to views of the south side of the viaduct. While the new "differentiated" concept would change the visual appearance of portions of the viaduct, it would be designed to be visually compatible in scale, location, setting, design, materials, workmanship, feeling and association of the historic viaduct, and would be designed to maintain views of the existing viaduct features to the extent feasible; therefore, it would not degrade the existing visual character or quality of the site.

The project area is not located on a scenic highway; however, impacts to scenic resources are still considered. Build Alternative 2 with Design Option A would reduce impacts on the viaduct to a less than significant level, and would reduce impacts to existing landscaping on the north side of the viaduct; therefore, it would not substantially damage historic or other resources.

As discussed above, as compared to Build Alternatives 2 and 3, Build Alternative 2 with Design Option A would not be expected to result in further degradation of the existing visual character or quality of the site or its surroundings. Whether the City chooses to implement a design concept that uses features similar to the existing Beaux Arts design, or a "differentiated" design concept, these features would be visually compatible with the historic viaduct.

As compared to Build Alternatives 2 and 3, Build Alternative 2 with Design Option A would reduce have similar impacts related to lighting; however, lighting sources on the north side of the viaduct would remain the same as they are currently, rather than being relocated closer to adjacent properties. This design option would avoid additional shading effects on the north side of the viaduct resulting from viaduct widening, and would reduce the shading effects on the south side through reduced widening; therefore, no new source of light or glare would be created.

Mitigation Measures

Mitigation measures identified in the VIA and included in the DEIR/EA for visual impacts would be adequate for this design option; however, if the differentiated design concept is chosen then the mitigation measure previously included in the VIA requiring replacement of existing viaduct features with like features would not be employed. The remaining mitigation measure requiring the replacement of disturbed vegetation would be implemented, and no other mitigation is required.

CONCLUSION

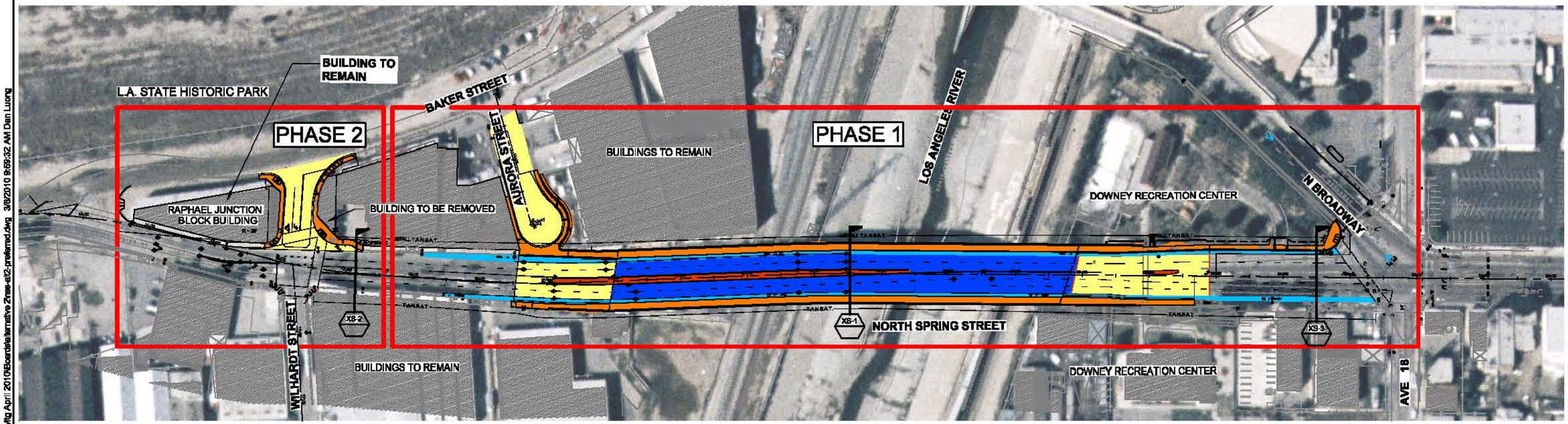
Impacts resulting from the newly developed design option would be similar to those identified in the VIA; however, shading effects would be reduced and this option would preserve the existing visual features on the north side of the viaduct. The potential for use of new "differentiated" features in the design would introduce a new visual element in the setting, but because these features would be designed to be compatible with the existing bridge design, they would not be expected to degrade the overall visual character or quality of the site and surroundings.

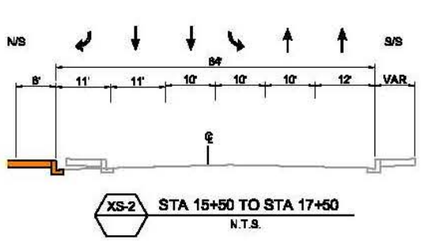
No additional mitigation measures would be required for this design option; therefore, additional analysis is not required. These changes do not represent substantial changes in the project that would require supplemental documentation or recirculation of the EIR/EA.

Attachments:

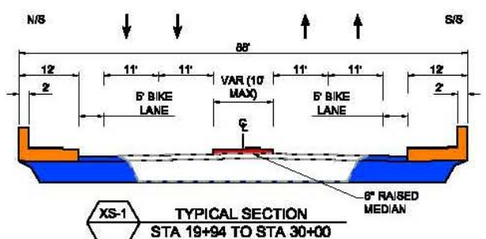
Figures

Visual Impact Assessment, URS Corporation, 2006





XS-2 STA 15+50 TO STA 17+50
N.T.S.



XS-1 TYPICAL SECTION
STA 19+94 TO STA 30+00
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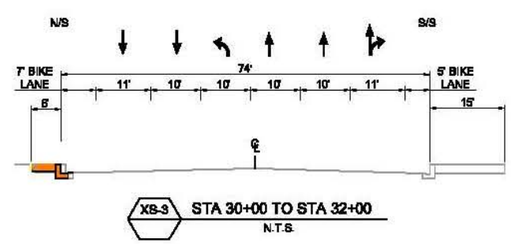


XS-3 STA 30+00 TO STA 32+00
N.T.S.

NOT TO SCALE

LEGEND

- NEW CURB/GUTTER AND SIDEWALK
- NEW ROADWAY
- NEW LANDSCAPED MEDIAN
- NEW HARDSCAPED MEDIAN
- BIKE LANE

PLAN
MARCH, 2010

LA DPW ENGINEERING™

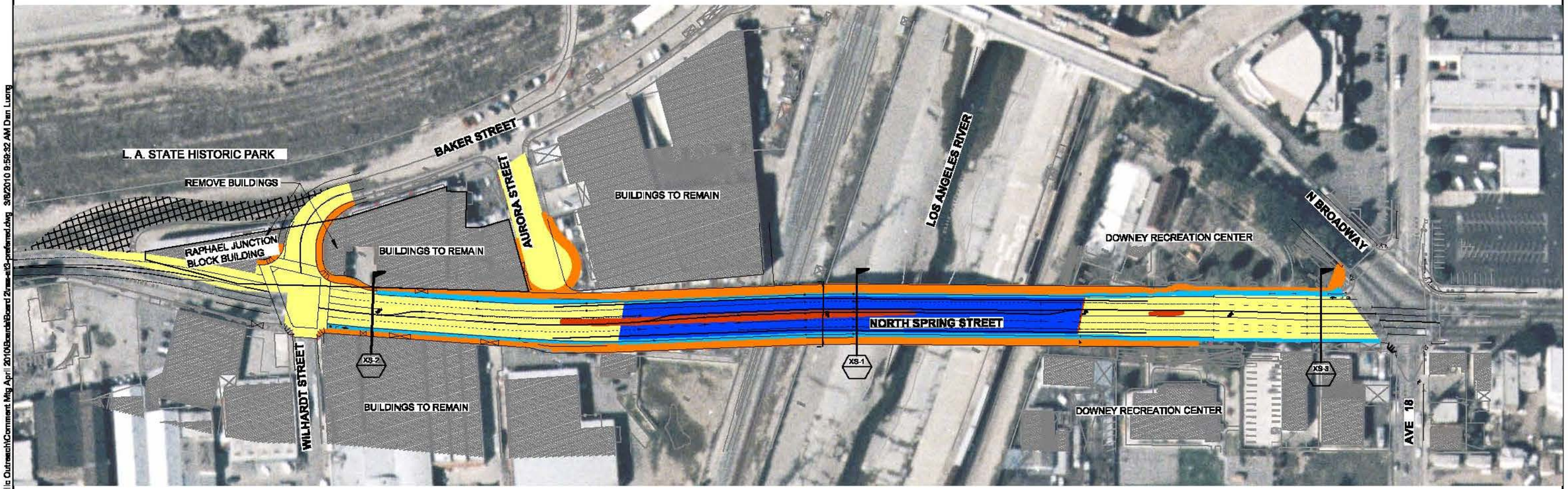
URS

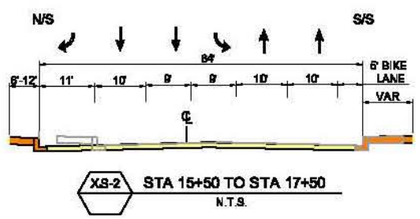
BUILD ALTERNATIVE 2

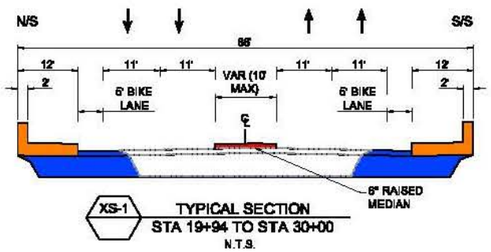
NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

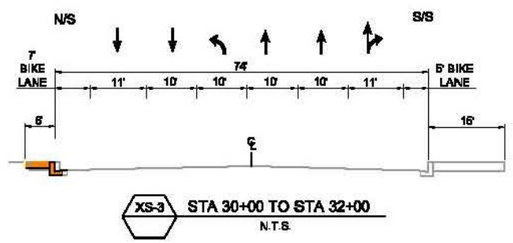
FIGURE 1

File: K:\PROJECTS\Active\204403049 - N. Spring St Viaduct EIR\EA-EIR\Final Draft EIR_EA\Public Outreach\Comment Mtg April 2010\Boards\alternative 2\ns-alt2-preferred.dwg 3/8/2010 8:59:32 AM Dan Luong









LEGEND

- NEW BRIDGE
- EXISTING BRIDGE
- NEW CURB/GUTTER AND SIDEWALK
- NEW ROADWAY
- REMOVE ROADWAY
- BIKE LANE

PLAN
MARCH, 2010

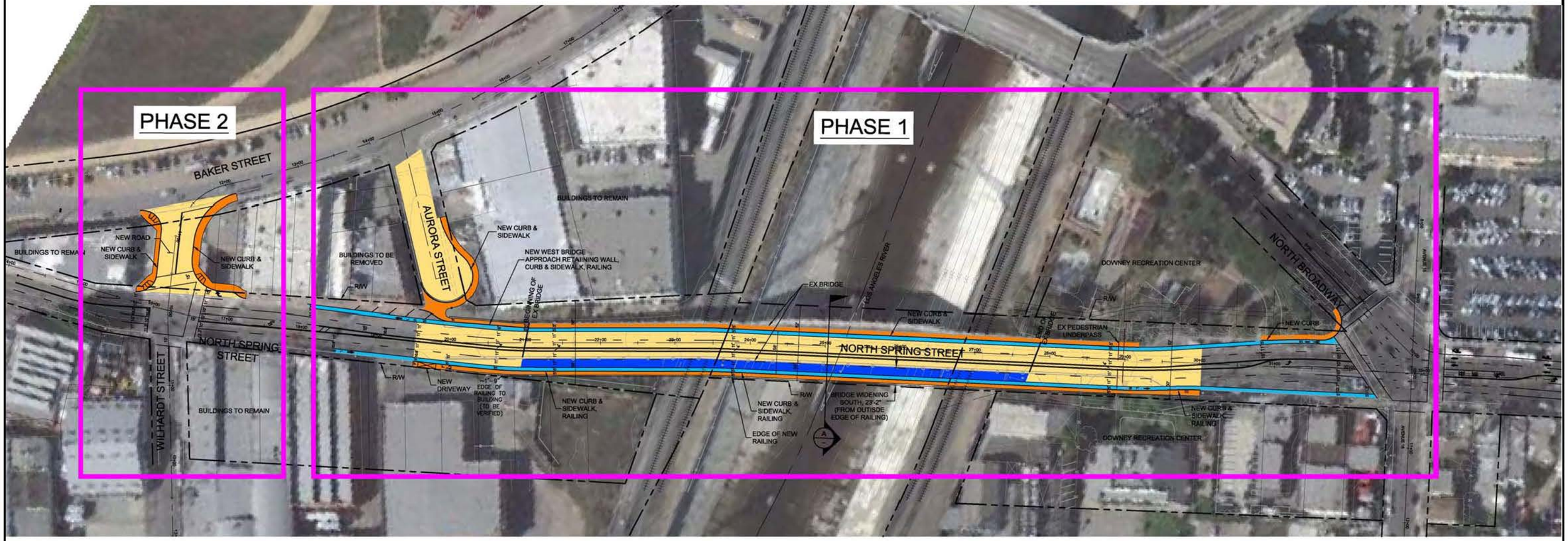
LA DPW ENGINEERING™ URS

BUILD ALTERNATIVE 3

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

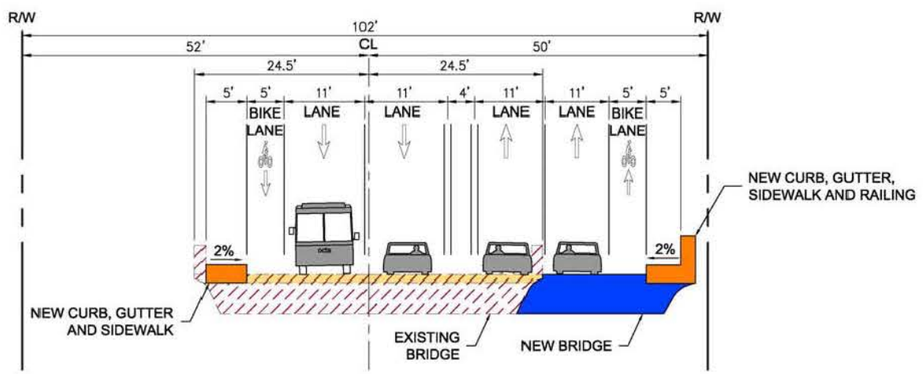
FIGURE 2

file: K:\PROJECTS\Active\29403049 - N Spring St Viaduct EIR\EA-EIR\Final Draft EIR_EA\Public Outreach\Comment Mtg April 2010\Boards\Board 2\nse-alt3-preferred.dwg 3/9/2010 8:59:32 AM Dan Lucing



HATCH / LINE LEGEND

- NEW BRIDGE
- EXISTING BRIDGE
- BIKE LANE
- NEW PAVEMENT
- NEW CURB/GUTTER AND SIDEWALK



TYPICAL BRIDGE SECTION (A)
NOT TO SCALE

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BUILD ALTERNATIVE 2 WITH DESIGN OPTION A

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

FIGURE 3

LA DPW ENGINEERING™ Serving the Present; Designing the Future

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PHOTO SIMULATION OF DIFFERENTIATED DESIGN CONCEPT WITH SINGLE ARCH

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

FIGURE 4

LA DPW ENGINEERING™ Serving the Present; Designing the Future

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PHOTO SIMULATION OF DIFFERENTIATED DESIGN CONCEPT WITH DOUBLE ARCH

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

FIGURE 5

VISUAL IMPACT ASSESSMENT

North Spring Street Bridge Widening & Rehabilitation Project

EA 931701

BHLS-5006(219)
STPL-5006(563)

Bridge No. 53C-0859

Prepared for

City of Los Angeles Bureau of Engineering
&
California Department of Transportation
District 7
&
Federal Highway Administration

Prepared by

URS Corporation

March 2006

Cover Page Photograph Source and Description: Los Angeles Public Library, California Vertical File. 2002. Historic Photograph Collection. View looking at the Downey Avenue Bridge (now known as the North Spring Street Bridge) as seen from the Buena Vista Viaduct (now known as the North Broadway Bridge). Photograph date ca. 1920.

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APPENDICES

A Photo Simulation – Key View #1
B Photo Simulation – Key View #2
C Photo Simulation – Key View #5
D Photo Simulation – Project Plan View

LISTING OF ACRONYMS

Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EBL	Eligible Bridge List
FHWA	Federal Highway Administration
HBRR	Highway Bridge Replacement and Rehabilitation
I	Interstate
NEPA	National Environmental Policy Act
SR	State Route
URS	URS Corporation
VIA	Visual Impact Assessment
VIAHP	*Visual Impact Assessment for Highway Projects*

1.0 PURPOSE OF STUDY

The purpose of this study is to assess the visual impacts of the North Spring Street Bridge Widening and Street Improvement Project. This study also proposes measures to mitigate any adverse visual impacts likely to be associated with the proposed widening and rehabilitation of the North Spring Street Bridge and that section of North Spring Street located east and west of the bridge on the surrounding visual environment.

2.0 PROJECT DESCRIPTION

The City of Los Angeles and the California Department of Transportation (Caltrans) propose to widen the North Spring Street Bridge (Bridge No. 53C-0859) to improve its current Serviceability and Functional Obsolescence Rating and effect its removal from the Highway Bridge Replacement and Rehabilitation (HBRR) Eligible Bridge List (EBL). The proposed project is located in an urban area of central Los Angeles, straddling the Los Angeles River between the downtown core of the city and East Los Angeles/Lincoln Heights. More specifically, the project area is roughly bounded by the I-110 Freeway on the west, I-5 Freeway on the east, SR-101 on the south, and the I-110 / I-5 Freeway interchange to the north. The proposed project's regional location and project vicinity are shown on Figure 1 and Figure 2, respectively. The project footprint extends from approximately Wilhardt Street, on the southwest, across the bridge to the intersection of South Avenue 18, at the northeast (see Figure 3).

The proposed project would be situated in an area zoned predominantly for Light Industrial (M2 & MR2) use just east of downtown Los Angeles. Private commercial and industrial land uses predominate through the project area's southwestern reach, while park and recreational uses (i.e., Downey Recreation Center) straddle the roadway at its eastern end. The segment of Baker Street that would be realigned is located adjacent to the Cornfield Park between Wilhardt Street and Mesnager Street.

2.1 PROJECT AREA BACKGROUND

The North Spring Street Bridge (53C-0859) was constructed in 1929 and is one of several "Monumental Bridges" funded by the 1923 Viaduct Bond Act.[1] The bridge was widened in 1929, seismically retrofitted in 1992, and extensively repaired (i.e., spall repair, baluster removal, electrolier removal, and railing crack repair) in 1993. The bridge was inspected by Caltrans and the City in July 2000, as part of the federal HBRR program and determined to have a sufficiency rating of 74.2 due to inadequate lane width, absence of shoulders, loose cable restrainers, inadequate railroad clearance, and severe deterioration of bridge pavement and sidewalks. This rating defined the bridge as Functionally Obsolete and eligible for HBRR funding; therefore, the bridge was placed on the EBL.

North Spring Street, through the project area, is a Major Class II Highway.[2] Currently, it is striped for undivided 10-foot-wide center lanes and 12.5-foot-wide outer lanes in each direction. This configuration does not meet City design standards for a Major Class II Highway. Moreover, the structure includes a significant vertical curve, which presents sight-line challenges to motorists and a hazardous environment for bicyclists and pedestrians.

[1] *City of Los Angeles Monumental Bridges 1900-1950 (draft under review),* California Department of Transportation (JRP Historical Consulting); May 2004.

[2] *General Plan of the City of Los Angeles, Transportation Element.*

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	REGIONAL LOCATION	FIGURE 1

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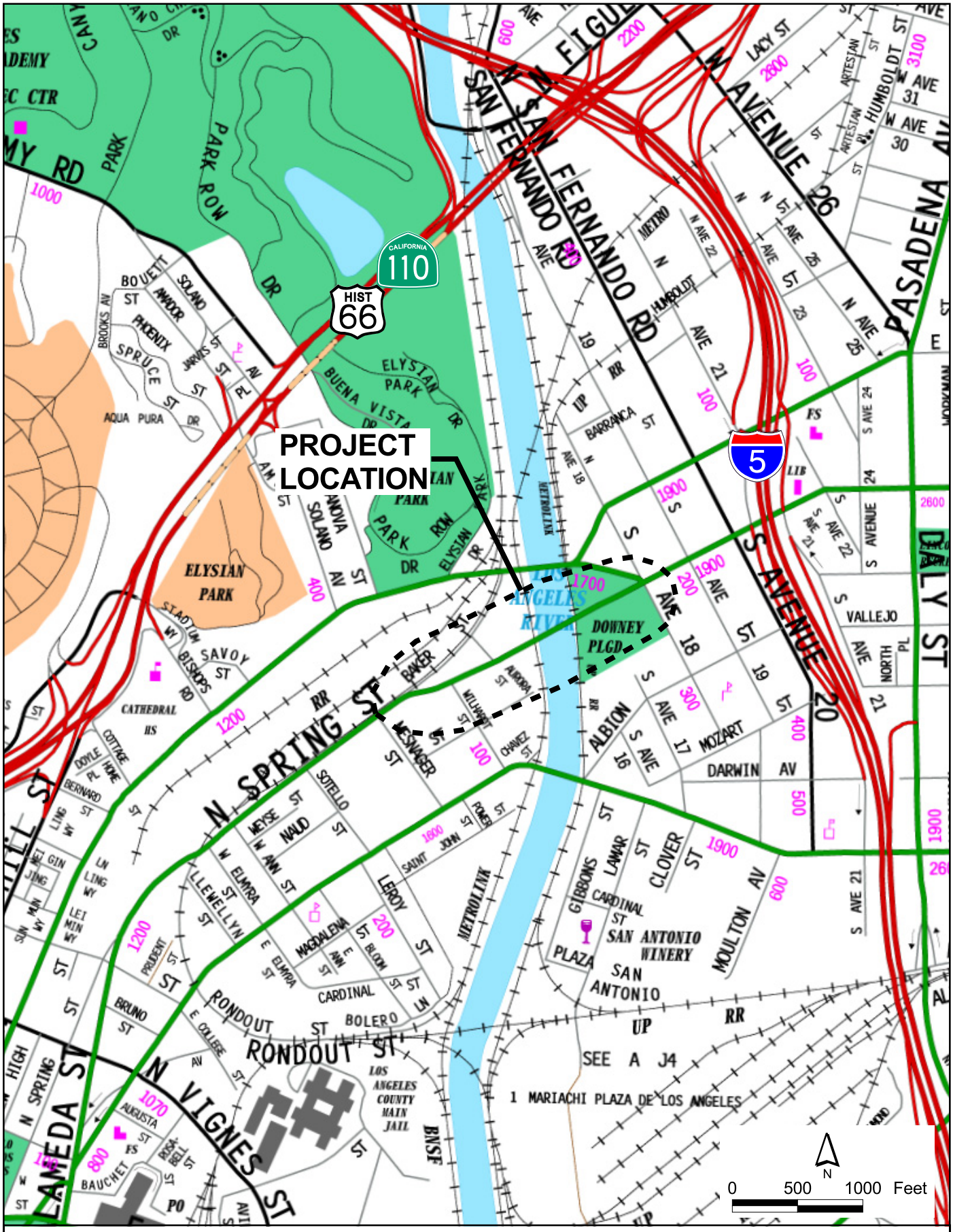

PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	FIGURE 2

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PROJECT AREA

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | **FIGURE 3**

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2.2 PROPOSED PROJECT ELEMENTS

The proposed project would widen the existing 50-foot-wide bridge by approximately 20 feet on each side, resulting in a 90-foot-wide by 1,000-foot-long structure extending northeasterly from Aurora Street on the west to approximately 500 feet west of South Avenue 18 in the City and County of Los Angeles. One eastbound traffic lane would be added to the existing four-lane (two in each direction plus eastbound pocket) bridge configuration to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

The project would also:

- Close the existing intersection of Aurora Street and North Spring Street;
- Close the existing triangular merger of Baker Street into North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street;
- Install wider sidewalks and bicycle lanes on each (north/south) side of the roadway;
- Create a striped center median varying in width between 5 and 9 feet from approximately North Spring Street's intersection with South Avenue 18 westerly across the bridge to its intersection with Aurora Street;
- Seismically retrofit the existing bridge to meet current seismic standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the bridge; and
- Improve bridge railings, and approach and transition guardrails.

2.2.1 Right-of-Way Acquisition

Currently, the Downey Recreation Center encroaches on portions of the designated North Spring Street right-of-way. The proposed project would, as a result of widening the existing bridge, reclaim most of the encroached area. An existing mature Brazilian pepper tree located immediately adjacent to the existing bridge, and concrete staircase on the north side of North Spring Street (both of which are located within the encroachment area) would be removed (see Photo 5-2). Additional existing landscaping and associated retaining walls (used for plantings) located immediately north and south of North Spring Street (see Key Views #5 and #6 in Section 5.4) within the Downey Recreation Center also would be partially removed and subsequently restored (at a smaller scale) to accommodate the proposed bridge widening.

The proposed project would also use temporary construction staging areas at various locations within the proposed project's work area, some of which could be located within the Recreation Center's right-of-way. Following completion of construction activities, these areas would be fully restored. The proposed project would involve acquisition of two parcels currently used for industrial-related purposes located immediately east of the existing intersection of North Spring Street and Baker Street to facilitate the extension of Wilhardt Street northward beyond North Spring Street to the proposed new intersection at Baker Street.

3.0 STUDY METHODOLOGY

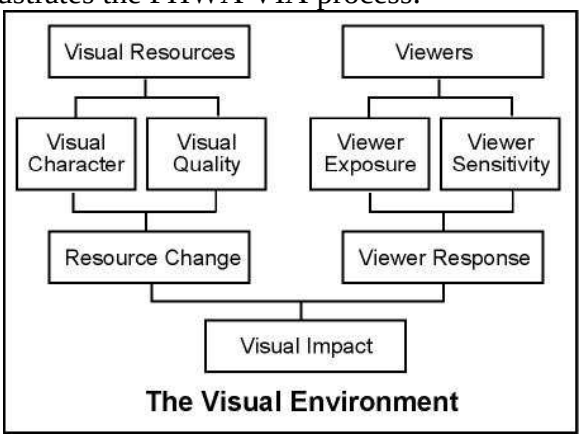
The Federal Highway Administration (FHWA) has developed the *Visual Impact Assessment for Highway Projects* (VIAHP) manual (March 1981) to guide the analysis and report preparation of Visual Impact Assessments (VIAs). The methodology used in this VIA follows the guidelines outlined in that publication. In addition, City, Caltrans, and California Environmental Quality Act (CEQA) aesthetic guidelines and policies were identified, reviewed, and addressed as part of this study (see Section 4.0, Regulatory Environment for more details).

Determining the significance of effects on visual quality is often highly subjective; notwithstanding individual or group perception of negative visual effects can result in a major source of project opposition. Developing a clear, complete, accurate, and easy-to-understand VIA is helpful to overall design and the avoidance of negative public perceptions.

The FHWA methodology used to prepare this VIA adhered to the following principal steps:

- Define the affected environment including project setting and viewshed;
- Identify existing key views for visual assessment;
- Assess the visual impacts of project including resource change and viewer response; and
- Propose methods to mitigate adverse visual impacts.

The following diagram illustrates the FHWA VIA process:



As this diagram illustrates, VIAHP guidelines define "visual impact" as the combination of resource change and viewer response to such changes. To evaluate "resource change," one must first define existing visual resources in the area, their character, and their quality. To evaluate "viewer response," one must define the viewers, their exposure, and their likely sensitivity to change. Landscape character (e.g., water, vegetation, and man-made development) is usually described by identifying "landscape types" that form "*visual units*." These units include "*pattern elements*" (i.e., form, line, color, texture) and "*pattern character*" (i.e., dominance, scale, diversity, continuity). Landscape quality is defined by vividness, intactness, and unity. Viewer exposure is defined as the physical *location* of the viewer, *number* of people in each viewer group, and the *duration* of their view. Viewer sensitivity is defined as viewer *activity, awareness,* local *values,* and cultural *significance* of the visual resource. Each of the principal steps and all items described above are included in the following sections.

4.0 REGULATORY ENVIRONMENT

This report has been prepared in accordance with FHWA, Caltrans, and City guidance, including the FHWA VIAHP manual (March 1981), *Caltrans' Scenic Highway Element* (December 1986)[3], and the *Draft Significance Thresholds Guide* (May 1998). The City is the Lead Agency for compliance under CEQA for this effort; Caltrans acts as the agent of FHWA for compliance with the National Environmental Policy Act (NEPA).

4.1 LOCAL AESTHETIC GUIDELINES AND THRESHOLDS

The City's *Thresholds Guide* recommends use of the following screening criteria to determine project potential for aesthetic impacts that are applicable to the proposed project:

- Does the project include a proposal to develop or allow development in an existing natural open space area (not including previously developed or infill lots)?
- Does the project result in the removal of one or more features that contribute to the valued aesthetic character or image of the neighborhood, community, or localized area?
- Does the project introduce features that would detract from the existing valued aesthetic quality of a neighborhood, community, or localized area by conflicting with important aesthetic elements or the quality of the area or by being inconsistent with applicable design guidelines?

The determination of significance considers the following factors:

- The amount or relative proportion of existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area, which would be removed, altered, or demolished;
- The amount of natural open space to be graded or developed;
- The degree to which proposed structures in natural open space areas would be effectively integrated into the aesthetics of the site, through appropriate design, etc.; and
- The degree of contrast between proposed features and existing features that represent the area's valued aesthetic image.

4.2 STATE AESTHETIC GUIDELINES

Appendix G of the state CEQA Guidelines (CERES website): http://ceres.ca.gov/topic/env_law/ceqa/ rev/appg_102698.pdf) specifies that a significant impact would occur if a project would have a substantial, demonstrable negative aesthetic effect. Specifically, a significant impact to visual resources:

- Has a substantial adverse effect on a scenic vista;
- Substantially damages scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrades the existing visual character or quality of the site and its surroundings; or
- Creates a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

[3] Available on-line at http://www.lacity.org/EAD/EAD Web-AQD/thresholdsguide.htm

4.3 FEDERAL AESTHETIC GUIDELINES

As mentioned previously, NEPA requires "...the use [of] all practical means ... to assure ... aesthetically ... pleasing surroundings." FHWA added Title 23 of the U.S. Code to reflect NEPA's directives. In order to regulate aesthetic adherence to Title 23, FHWA developed the VIAHP manual. These federal guidelines have been discussed previously (refer to Section 3.0 for more detail).

5.0 AFFECTED ENVIRONMENT

5.1 EXISTING PROJECT SETTING

The proposed project area is located in the Central City North Community Planning Area and extends easterly from approximately Wilhardt Street to South Avenue 18. Limited views of the project area are afforded from the Silver Lake – Echo Park – Elysian Valley Community Planning Area to the north; the Boyle Heights Community Planning Area to the southeast; and the Northeast Los Angeles Community Planning Area to the northeast (see Figure 5-1).

The area of proposed construction consists primarily of a 1,875-foot segment of North Spring Street, including the historic North Spring Street Bridge, which extends between Aurora Street and South Avenue 18. The existing bridge consists of two undivided 10-foot center lanes and two 12.5-foot outer lanes in each direction with a raised paved sidewalk on the north side of the bridge only.

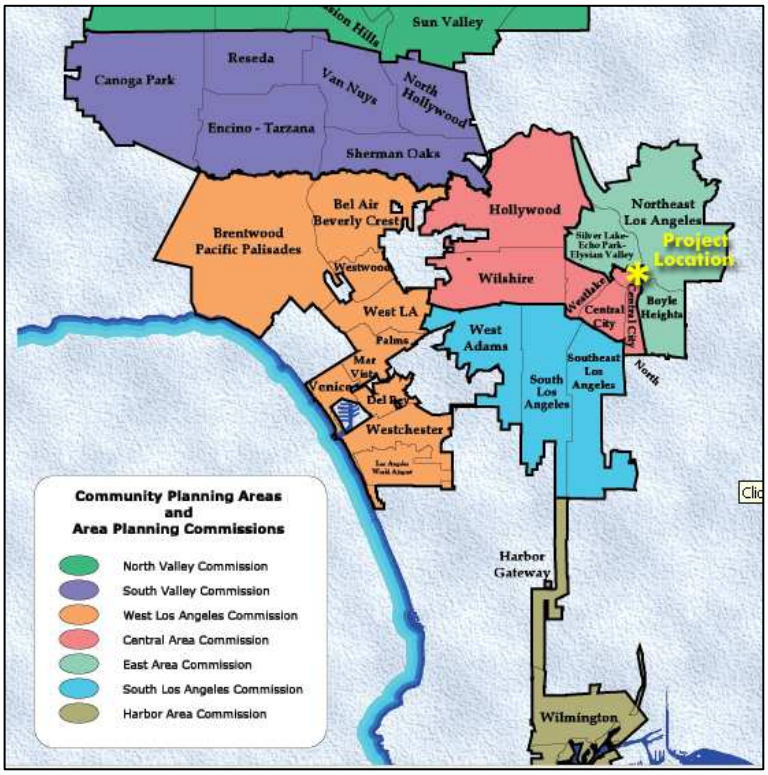


Figure 5-1

5.1.1 Existing Landscape Units

The FHWA VIAHP manual defines affected environment in terms of landscape units, or outdoor rooms. Landscape units are defined as an area or volume of distinct landscape character, which form spatially enclosed units at ground level; landscape units may include more than one landscape type. Landscape types within the urban environment of the North Spring Street Bridge project area tend to correspond to parks, vacant land, commercial land, or residential area landscape types. For this project, the following landscape units are preset: (1) channelized river area, including railroad tracks on either side of channelized river; (2) Elysian Park areas; (3) vacant land (Cornfield Park site) immediately north of Baker Street; (4) commercial/manufacturing/industrial areas subdivided by the roadways; (5) Downey Recreation Center (subdivided by the roadway); (6) residential areas adjacent to the Downey Recreation Center to the south; and (7) various local roadways.

5.1.2 Existing Visual Character/Visual Quality

Once project landscape units were defined, an assessment of the existing visual character and quality of the area was performed.

The history and aesthetic features of the bridge, which characterize its history, are directly relevant to the potential project-related aesthetic impacts. The North Spring Street Bridge was built in 1928 as part of a series of concrete bridges constructed with funding from the 1923 Viaduct Bond Act to facilitate access to the eastern suburbs of the Los Angeles area. These Los Angeles River bridges, including the North Spring Street Bridge, are considered by many to be "signature structures." No two bridges are alike, and each was a special design for its site conditions and its position in the array of bridges. The North Spring Street Bridge is not the most prominent of the group, but it is nevertheless an indispensable element in the design array. These bridges are now listed in the Historic American Engineering Record, and are generally regarded as landmark structures.[4] The Friends of the Los Angeles River call for "placement of the LA River bridges on the National Historic Registry, and protection and enhancement of their historic and aesthetic value" as part of their basic platform. Today, however, besides being seismically unfit, the aesthetic quality of the bridge has become diluted by urban problems, industrialism, graffiti, homelessness, dirt and deterioration.

Nonetheless, the North Spring Street Bridge maintains visually-unique elements that contribute to its distinctiveness. To this end, this study identifies those features for consideration of their preservation, or restoration, or sensitivity with replacement features. Further discussion regarding the visually distinctive features of the North Spring Street Bridge that are evaluated in this study is provided below.

5.1.2.1 Bridge Silhouette

The full silhouette of the North Spring Street Bridge is viewed primarily from trains, the Broadway Bridge, and other locations up and down the river. Oblique silhouettes of the bridge can be viewed from nearby streets and parks. The most striking aspect of either the direct or the oblique silhouette are the arch structures, which cross the river channel. The piers and columns provide both visual and actual support for the roadway, while the sidewalks "float" beyond the structure on narrow brackets. These arches are fairly shallow parabolic arches, each supporting a lacy structure of columns, which in turn support similar parabolic arches. The structure is surmounted by a decorative concrete handrail with wrought iron lanterns. The most significant features of the bridge's silhouette are:

- Its openness and transparency. One exception to this appearance of near-fragility are the piers, which define and bisect the Los Angeles River. The massiveness of these piers may be less a structural necessity than a visual definition of the river channel. The bridge shows a strict structural hierarchy. Its major function – that of crossing the river – is articulated with massive piers and complex primary and secondary arches. Its secondary function, bridging over the railroad, is expressed with flat girders and lighter columns. The approaches are marked by open bents and T-beams.
- The height-to-span proportions of the arch forms.

[4] *City of Los Angeles Monumental Bridges 1900-1950 (draft under review),* California Department of Transportation (JRP Historical Consulting); May 2004.

- The relative narrowness of the structure carrying automobile traffic, tucked under cantilevered projections that carry the structures for lighter traffic. Again, a hierarchy is implied, with pedestrian traffic structures differentiated visually from those carrying vehicles.

5.1.2.2 Bridge Deck and Associated Structural Details

The bridge deck ascends at a relatively steep angle across the approach and the railroad spans. At the entrance to the bridge, no destination is visible. The deck over the river represents a crown, from which the roadway drops down into the City. This feature is different from the deck slope of the more westerly bridges, which spring from hills along the river, and so offer a relatively level approach. Railings of the railroad and river spans of the North Spring Street Bridge are open, but the approaches have closed railings. The configuration of the open railings is echoed by the arch-corbel table of the closed segments. The lack of visible destination tends to focus attention on the bridge's width rather than on the structure as a path. It also emphasizes the deck and its details.

Details of the bridge include the concrete brackets between roadway and piers, the concrete railings and light fixtures, the articulated surface of the major piers, the light brackets cantilevered to support the walkways, and the tapered profile of the columns. Lighter brackets are associated with the columns as opposed to the heavy brackets projecting from the piers, even though both support the walkway. Cast iron light fixtures are typical of the period.

The most significant features associated with the bridge deck include:

- Closed/open configuration of approach and span railings;
- Lack of a vanishing point, focusing attention on the bridge itself;
- Sense of ascent and surprise;
- Brackets, expressed as massive pier brackets and lighter column brackets;
- Light fixtures and posts;
- Handrails; and
- Surface articulation.

In addition to an assessment of the North Spring Street Bridge, a visual character and visual quality inventory of the project vicinity also was conducted. As described below in Section 5.4, each key view's visual quality rating is identified. These visual quality ratings are defined by the FHWA by assessing the following three criteria:

1. **Vividness** – the visual power or memorability of landscape components as they combine in distinctive visual patterns.
2. **Intactness** – the visual integrity of the natural and human-made landscape and its freedom from encroaching elements. It can be present in well-kept urban and rural landscapes, as well as in natural settings.
3. **Unity** – the visual coherence and compositional harmony of the landscape considered as a whole. It frequently attests to the careful design of individual man-made components in the landscape.

In order to assess the visual character and quality, URS Corporation (URS) used the FHWA's Landscape Unit Checklist/Visual Inventory and Analysis Worksheet (Table 5-1). Using this worksheet, URS completed a visual inventory of the existing project setting. The surrounding landform is primarily flat (approximately 300-foot vertical elevation) with the exception of nearby park areas, which climb to approximately 500-foot vertical elevations. Landscape character consists primarily of urban manufacturing/industrial landscape types with scattered residences, and recreational, park and vacant/undeveloped visual units. Numerous utility lines are also interspersed throughout the existing project setting (Photos 5-1 and 5-3). The North Spring Street Bridge crosses over existing railroad tracks and the concrete-lined Los Angeles River (Photo 5-3). Environmental resources include mature trees and landscaped tiers located at the east end of the bridge (Photo 5-2 and Key Views #5 and #6).

Table 5-1. FHWA's Landscape Unit Checklist/Visual Inventory and Analysis Worksheet

Project Name	**North Spring Street Bridge VIA**	**Evaluator**	**Angela L. Johnson**
S.R. Number	**29870266.00002**	**Date**	**3-31-05**
Assessment Unit	**Project Area**	**Weather**	**Clear/Sunny**
L/F District	**County: Los Angeles**		
L/F Section	**City: Los Angeles**		
L/F Province	**Community: Central City North**		

	Visual Information (Perception)	**Visual Character (Cognition)**
	Resource Supply: **3 High Prominence** **2 Moderate Prominence** **1 Present** **0 Absent**	**Landform:** Mostly flat (elevation approx. 300'). Park areas nearby rise to approximately 500' with mostly blocked views (blockage due to vegetative screening). **Land Cover - Water:** Bridge traverses the channelized Los Angeles River. The river is a highly dominant aesthetic feature in the project vicinity. **Land Cover – Vegetation:** The project vicinity is mostly urban, but scattered recreational landscaped areas, mature trees alongside roadways, park areas, and vacant land make up the project vicinity's vegetative land cover. **Land Cover – Man-made Development:** As mentioned above, the project area is primarily urban consisting of paved streets and developed properties. Land uses include manufacturing/industrial/commercial, residential, recreational, park, and vacant land/open space. Several utility lines crisscross throughout the project vicinity. Four sets of railroad/Metrolink tracks also run through the center of the project area.
LANDFORM	**___Mountains** **_1_SteepHills/Ridges** **___Rolling Hills** **___Undulating Land** **_1_Plateaus/Plains** **___Valleys** **___Cliffs, Bluffs** **___Points** **___Beaches** **___Other**	
Land Cover / WATER	**___Bays/Inlets** **_3_Rivers** **___Streams** **___Lakes** **___Ponds** **___Marshes** **___Waterfalls/Rapids**	

Table 5-1. (cont.). FHWA's Landscape Unit Checklist/Visual Inventory and Analysis Worksheet

	Resource Supply	Pattern Elements	Patter Character
Land Cover VEGETATION	___Coniferous Woods ___Deciduous Woods ___Scrubland ___Grassland ___Pasture/Croplands _1_Parks/Lawns _1_Street Trees ___Agriculture _1_Other	**Pattern Elements:** **Form:** Visual masses consist mainly of urban buildings broken up by roadways. Park areas rise in elevation to the north of project vicinity. **Line:** The LA downtown skyline as well as the silhouettes of bridge structures and buildings form liens throughout the project area. Utilities, streets, and railroad tracks add additional linear edges. **Color:** Concrete masses are light in texture against shadowed bridged areas of dark hues. **Texture:** Coarseness of area is defined by mass development within the vicinity. **Pattern Character:** **Dominance:** LA downtown skyline and the silhouettes of the bridges and buildings dominate project area views. **Scale:** Massive bridges dominate the developed urban core surrounding the project area. The LA downtown skyline elements also rise in scale above the horizon. **Diversity:** Although urban pattern elements characterize the area, the bridge structures stand out as diverse. **Continuity:** Again, continuity of similar urban elements constitute the majority of the project area; massive bridge structures and the LA downtown skyline break up the natural landform continuity.	
Land Cover MAN-MADE DEVELOPMENT	_3_Urban Centers _1_Suburban Areas _1_Industrial Areas _1_Commercial Areas ___Institutional Areas _1_Residential Areas _3_Historic Features _3_Highways _1_Railroads _3_Utility Lines _3_Towers/Structures _1_Docks/Piers/Boats _3_Bridges/Storage Yard ___Embankments/Cuts/Pits _1_Billboards/Signs		

5.2 EXISTING PROJECT VIEWSHED

A viewshed is defined as the visual limits of the views located from the proposed project. The viewshed also includes the locations of viewers likely to be affected by visual changes brought about by project features.

FHWA defines three distinct distance zones when assessing potential visual impacts. These are: foreground views (0 – ¼ to ½ mile), middleground views (¼ – ½ mile to 3-5 miles), and background views (3-5 miles to infinite miles). Intervening topography and/or vegetative or

human-made screening block the majority of middleground and background views. Therefore, potentially impacted views were chosen primarily within the foreground distance zone.

Principal travel corridors are important to an analysis of aesthetic features because they define the vantage point for the largest number of viewers. For the proposed project, the principal travel corridors include routes along North Spring Street, as well as routes along Broadway looking south to the North Spring Street Bridge. Recreational viewers at Downey Recreation Center (north and south along North Spring Street) also have view vantage points, which could be potentially affected. Other views assessed include nearby recreational, residential, commercial/industrial/manufacturing, and existing (and future) park views. Some of these typical views are shown in Photos 5-1 through 5-3.

Photo 5-1. View looking eastbound along North Spring Street Bridge.

Photo 5-2. View from area of Downey Recreation Center located immediately north of the North Spring Street Bridge.

Photo 5-3. View from Broadway Bridge south toward North Spring Street Bridge.

In addition to the typical viewers identified above, eight typical key views, listed in Section 5-4, have also been chosen to help identify and assess possible aesthetic concerns of the proposed project.

5.3 EXISTING LIGHT/GLARE

In addition to daytime views (as shown in Photos 5-1 through 5-3), FHWA requires nighttime views and changes to lighting and glare to be assessed as well. To meet current design and safety requirements, it could be that supplement lighting is required to meet current ground-level foot-candle requirements. However, it is not anticipated that addition of such lighting would result in a substantial addition of light source or glare. It is anticipated that existing light sources would be removed and replaced with similar features. The existing bridge light fixtures (Photo 5-1) are distinctive features of the bridge. Therefore, these features (including their lighting intensity, positioning and number) could be replaced, as feasible, with similar fixtures. It too could be that there is local sentiment to replace the existing electroliers with something closer to the original features. The project might include the use of nighttime lighting for security purposes and/or for limited night construction. These indirect impacts would be considered temporary in nature.

5.4 EXISTING VIEWER SENSITIVITY/VIEWER EXPOSURE

Viewer sensitivity relates directly to the viewshed in which the project resides. The viewshed includes all areas where physical changes associated with the proposed project can be seen from a sensitive viewpoint, and it is influenced by existing topography, vegetation, and structures. For purposes of this VIA, the project viewshed consists mainly of foreground views since most middleground and background views, as discussed previously, are blocked. This foreground viewshed extends from Main Street to the south, from Elysian Park to the north, from just past South Avenue 18 to the east, to just past the intersection of North Spring Street and Mesnager Street to the west.

The sensitivities of the different types of viewers within this foreground area vary depending upon their activity and their awareness of and familiarity with the surrounding environment. The following describes the comparative sensitivity of the various types of viewers in decreasing order of sensitivity.

Recreational Viewers. Recreational viewers, including those at park locations, playgrounds, baseball fields etc., particularly those with views of the project, would be most sensitive to change because the nature of their viewing experience is often focused on their visual surroundings. Recreational viewers often routinely visit near-street activity areas and are therefore sensitive to changes that might occur.

Residents. Residents, particularly those with views of the project from their homes, would be most sensitive to change because of the relative permanency of their viewing experience.

Workers. Employees of retail, industrial, and professional establishments within the project area would be considered sensitive viewers because they have frequent opportunities to experience the views from their workplaces and routinely visit on-street activity areas. These views can be fleeting or lengthy in duration.

Pedestrians. Pedestrians would be considered sensitive viewers, as they would be directly within the viewshed and would have lengthy exposure to views.

Regular Motorists. Regular motorists (including regular railroad and/or Metrolink riders) would be those who live in the community or who commute through the corridor on a regular basis and are familiar with the surrounding views. However, their sensitivity to these views would be less than that of a pedestrian, as their passage through the project area is quicker and their attention is focused on road conditions or other train passenger activities.

Occasional Motorists. Occasional motorists (including occasional railroad and/or Metrolink riders) are typically nonresident, non-commuter tourists. These motorists typically have short duration, temporary views of the project and would therefore be considered less sensitive than regular motorists.

In addition to viewer sensitivity, viewer exposure to the project must also be assessed. Viewer exposure is typically assessed by measuring the number of viewers exposed to the resource change, type of viewer activity, duration of their view, speed at which the viewer moves, and position of the viewer. Each of these is assessed for the key views identified for this project (see Section 6.0). High viewer exposure heightens the importance of early consideration of design, art, and architecture and their roles in managing the visual resource effects of the project.

5.5 EXISTING TYPICAL KEY VIEWS

Based upon the assessment of the viewer sensitivity defined above, eight key views for this project have been identified. These key views are not the only sensitive views identified, but rather typical key views of various sensitivities within the project vicinity. In addition, other typical views that are considered potentially sensitive have also been included (Typical Views #1 through #5).

5.5.1 Eight Key Views

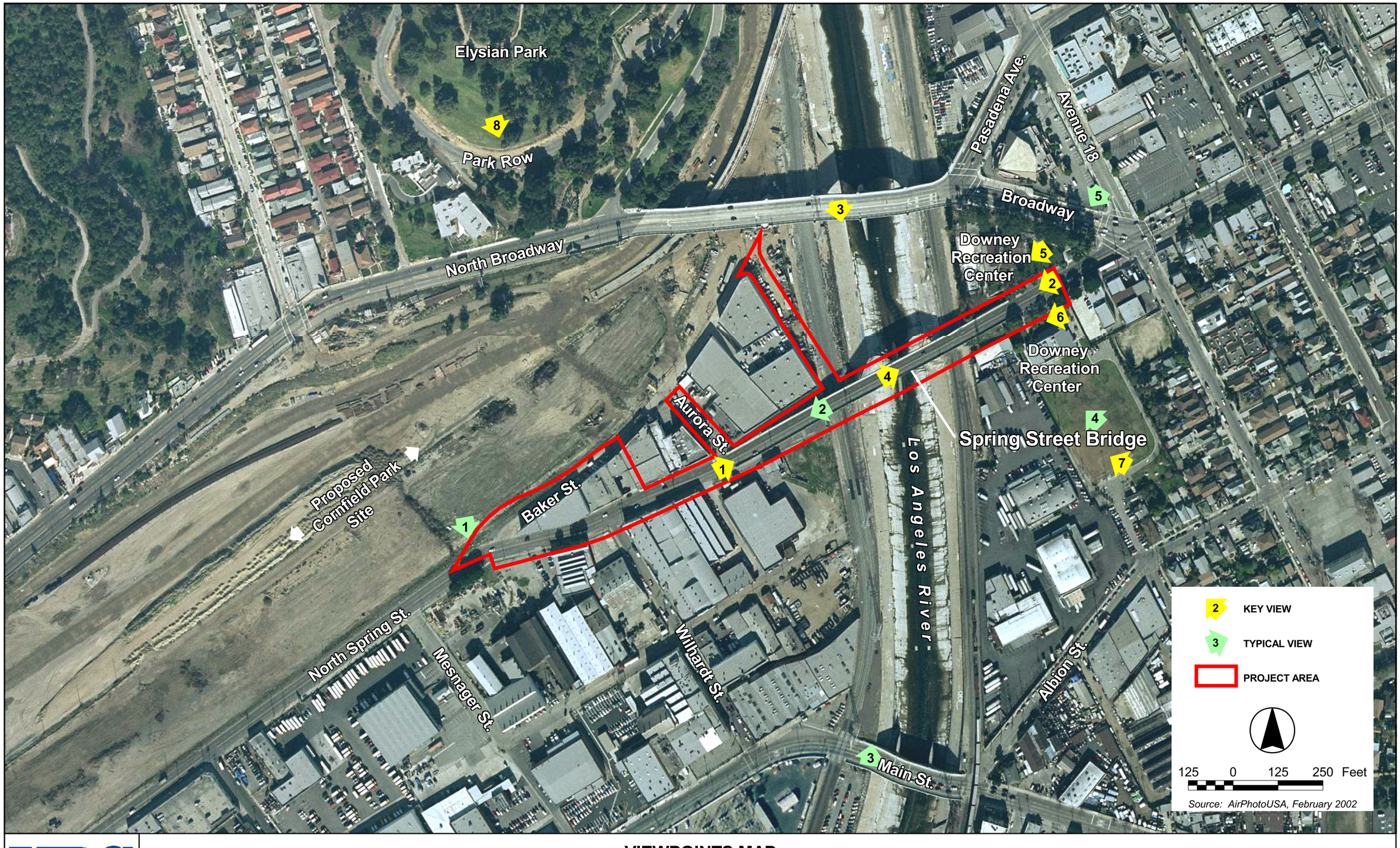
FHWA guidelines mandate views "from" and "of" the road be analyzed. For this project, based on one preferred alternative, eight key views, four "from" the road and four "of" the road have been identified; the location of these key views are shown on Figure 4. The eight key views identified for this project are as follows:

Four Views "from" the project:

1. **Key View #1** – View from eastbound travelers on North Spring Street looking toward bridge;
2. **Key View #2** – View from westbound travelers on North Spring Street looking toward bridge;
3. **Key View #3** – View from Broadway Bridge travelers looking south toward bridge; and
4. **Key View #4** – View from pedestrian travelers on North Spring Street Bridge looking east.

Four Views "of" the project:

1. **Key View #5** – View of the bridge from the north side of the Downey Recreation Center;
2. **Key View #6** – View of the bridge from the south side of the Downey Recreation Center;
3. **Key View #7** – View of the bridge from residential backyard views; and
4. **Key View #8** – View of the bridge from park users from Park Row within Elysian Park.



URS

VIEWPOINTS MAP

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT

FIGURE 4

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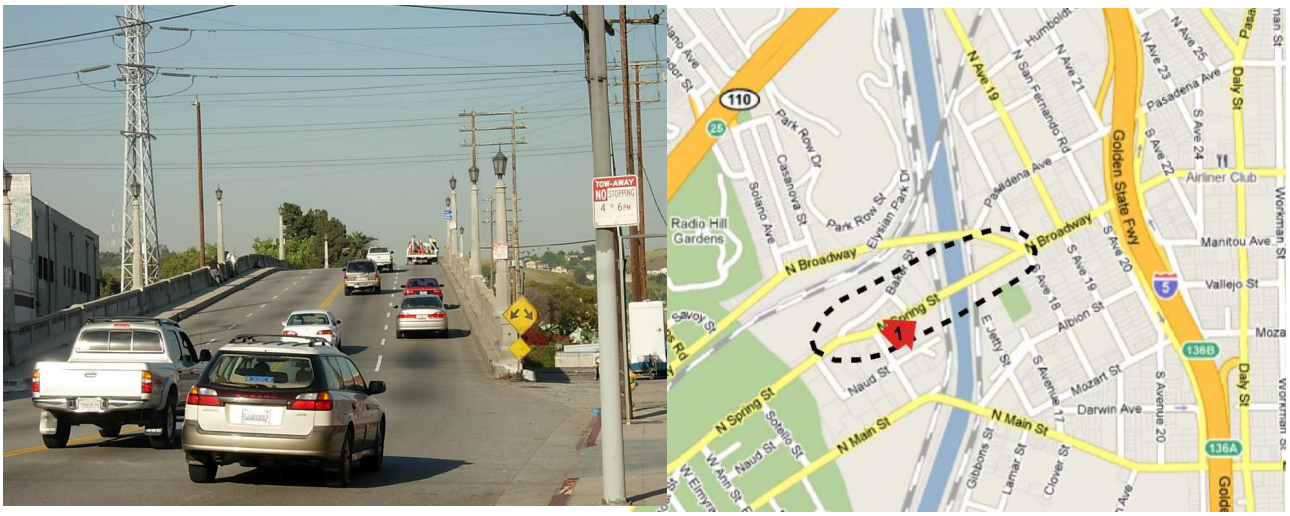
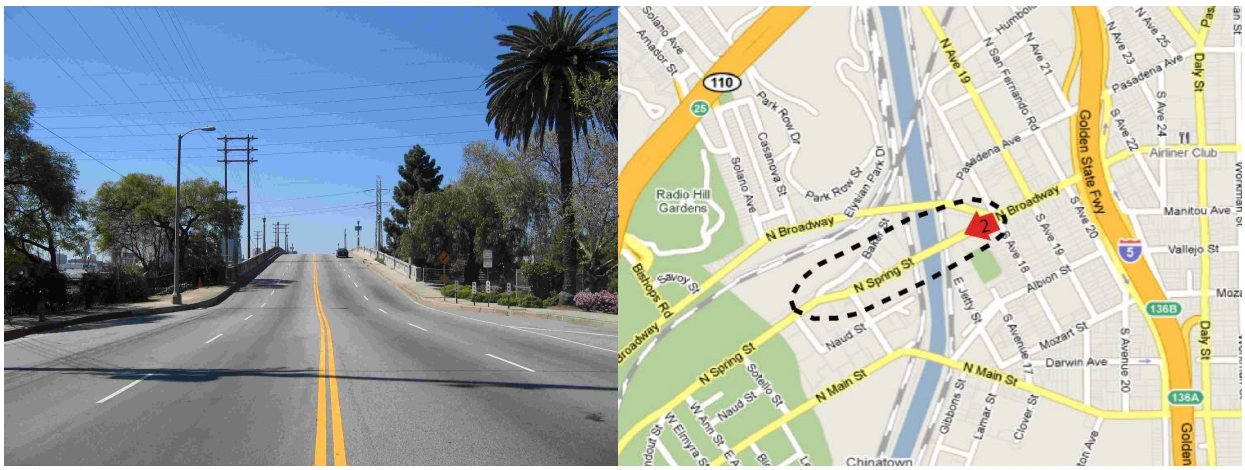


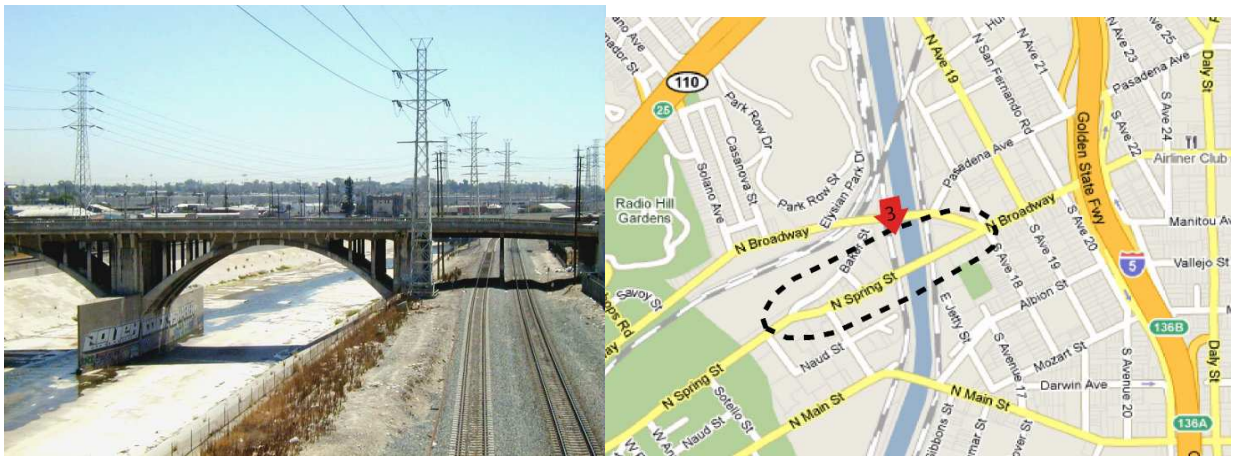
Key View #1

View from eastbound travelers on North Spring Street looking toward bridge. Current visual quality/character is classified as moderate.



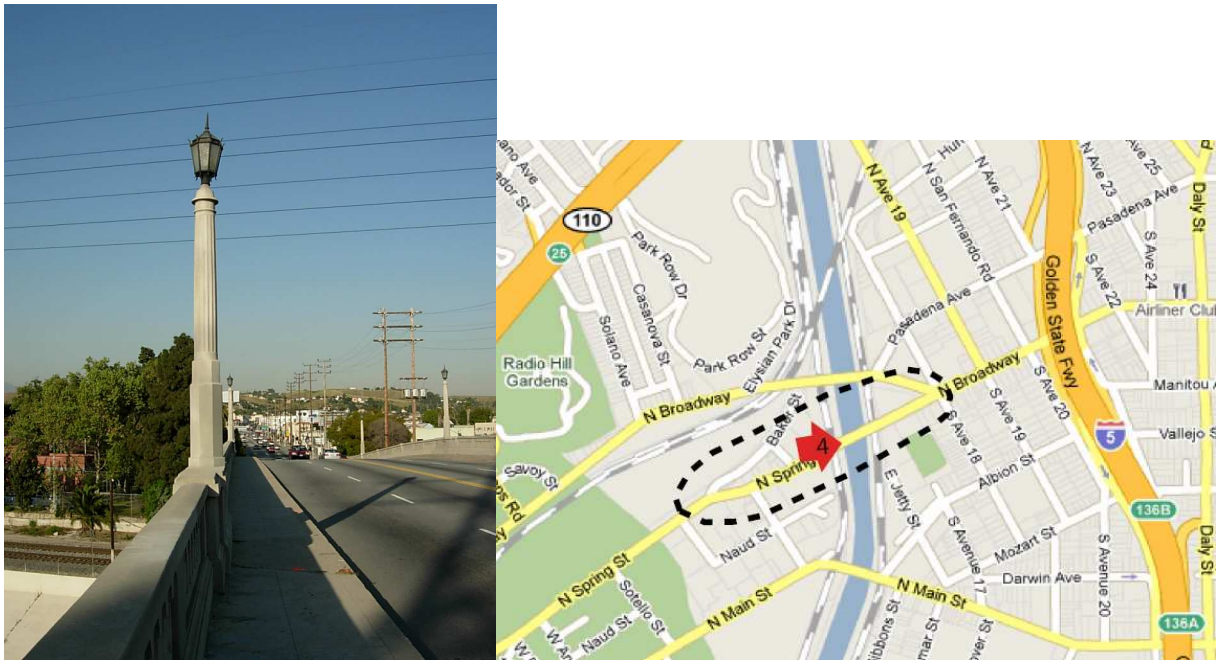
Key View #2

View from westbound travelers on North Spring Street looking toward bridge. Some trees/ landscaping on both sides of the road are proposed for removal/replacement. Existing visual quality/character is classified as moderate.



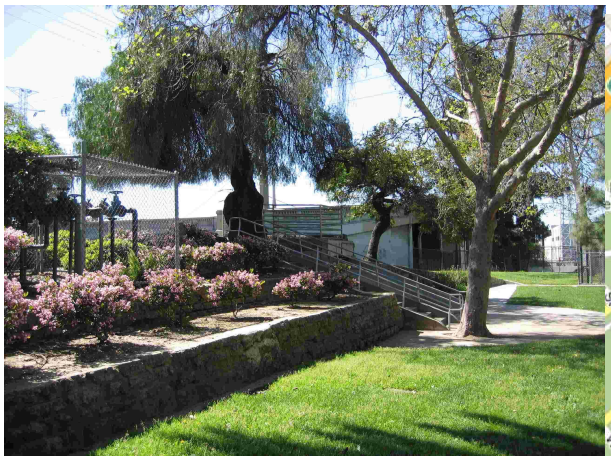
Key View #3

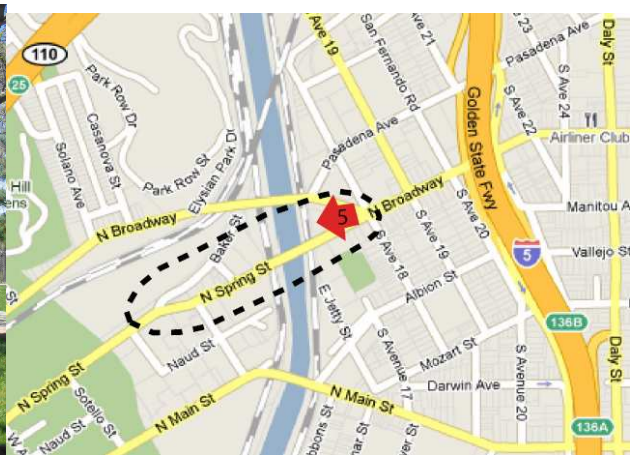
View from North Broadway Bridge travelers looking south toward North Spring Street Bridge. Existing visual quality/character is classified as high.



Key View #4

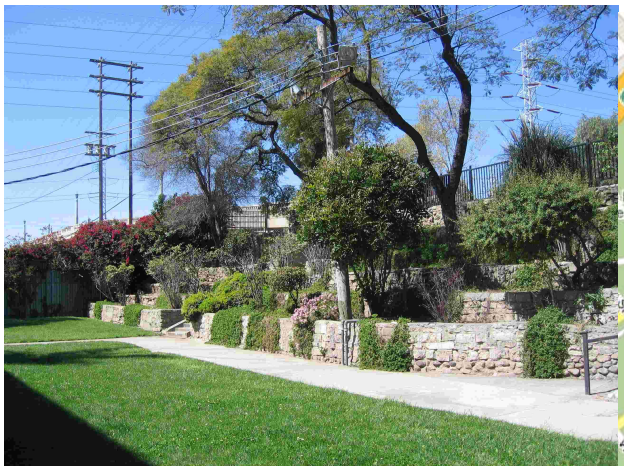
View from pedestrian travelers on North Spring Street Bridge looking east. Existing streetlights along bridge considered one of several character-defining elements. Existing visual quality/character is classified as high.

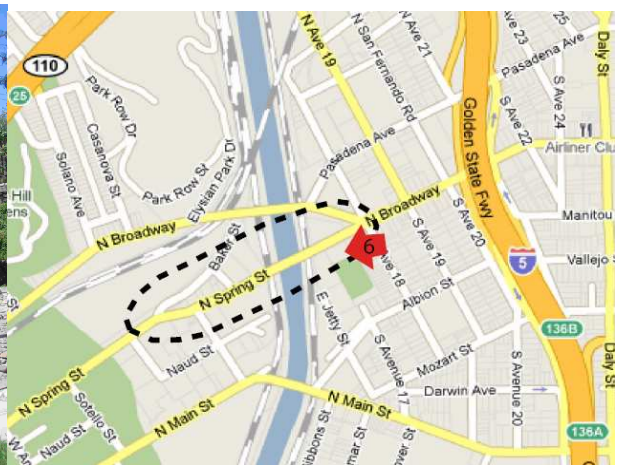




Key View #5

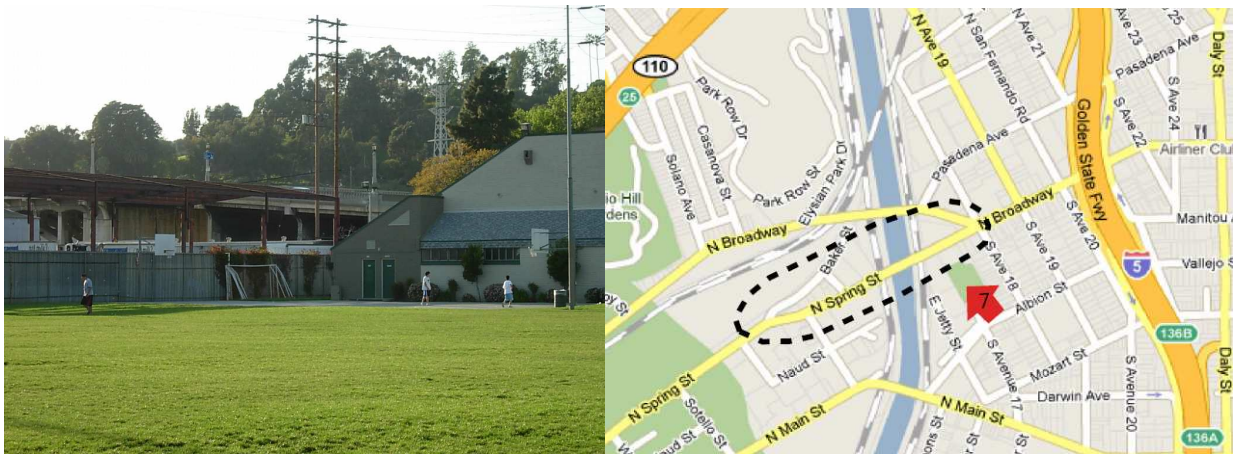
View of North Spring Street Bridge looking southwest from the north side of the Downey Recreation Center. Existing tiered landscaping and trees to be removed as a result of proposed bridge widening. Existing visual quality/character is classified as high.





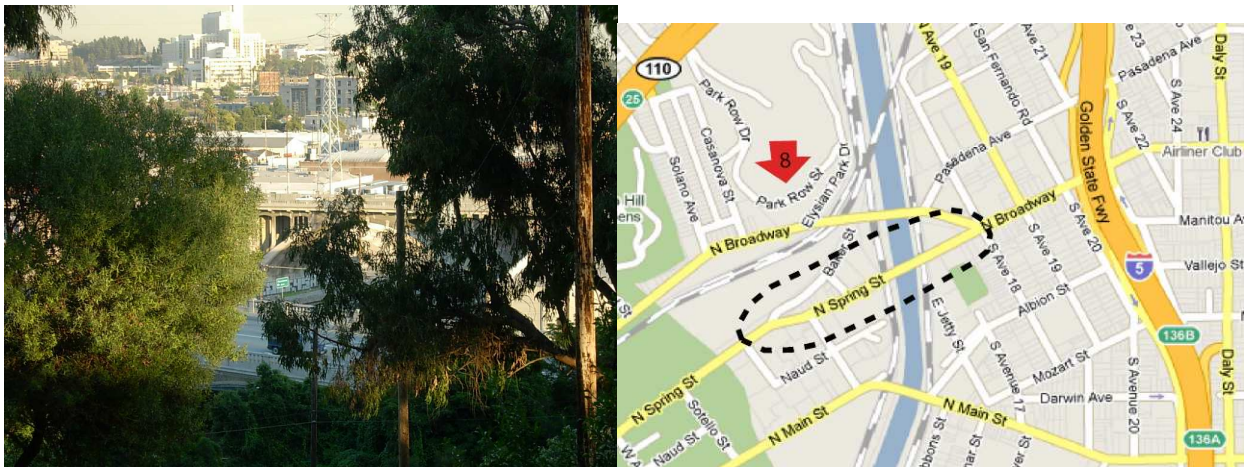
Key View #6

View of North Spring Street Bridge looking northeast from the south side of the Downey Recreation Center. Existing tiered landscaping and retaining wall system to be removed and replaced as a result of proposed bridge widening. Existing visual quality/character is classified as high.



Key View #7

View of North Spring Street Bridge looking northwest from residential backyards. Bridge and roadway are minimally visible in distance. Baseball field in foreground is part of the southernmost area of the Downey Recreation Center. Existing visual quality/character is classified as low.



Key View #8

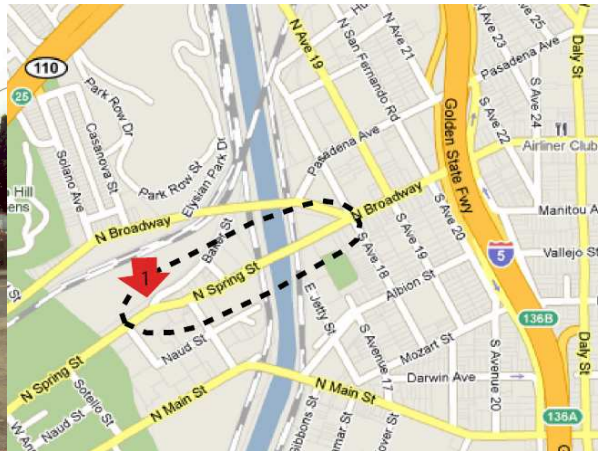
View of North Spring Street Bridge looking southeast from Park Row users within Elysian Park. Existing views of North Spring Street Bridge are primarily screened by existing vegetation. Existing visual quality/character is classified as moderate.

5.5.2 Other Typical Views

Based upon the assessment of the viewer sensitivity defined above, and in addition to the eight typical key views identified above, other typical views considered potentially sensitive have also been identified. These other typical views are also illustrated on Figure 4. These are by no means the only sensitive views potentially affected, but rather typical examples of the various sensitive viewers in the project vicinity. These other typical views include:

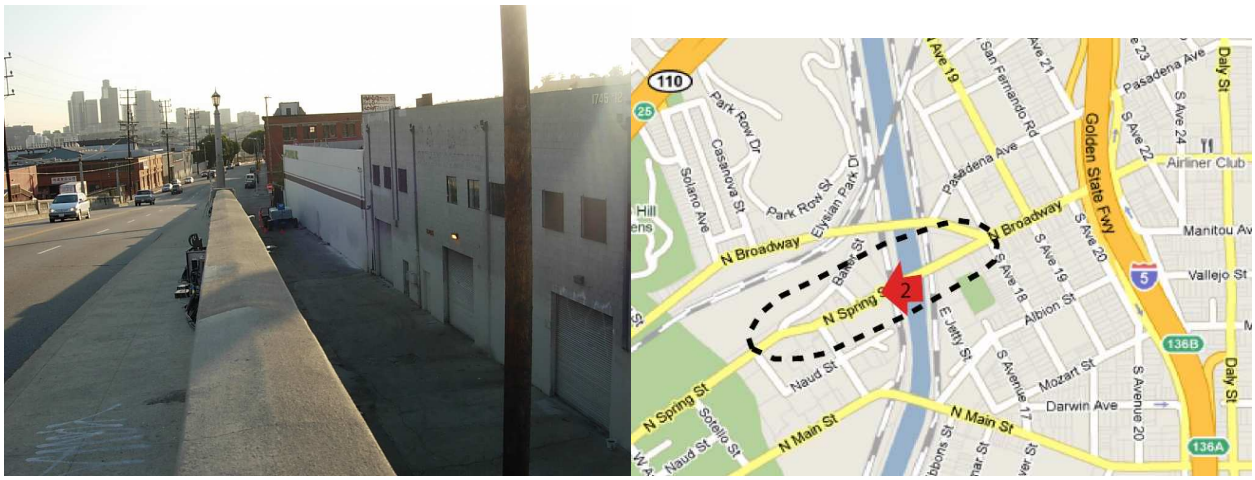
- Typical View #1 – View looking southward from vacant lot (i.e., proposed Cornfield Park site) toward existing intersection of North Spring Street and Baker Street;
- Typical View #2 – View looking west along North Spring Street Bridge with views of manufacturing/commercial worker windows (at the north side of the bridge) directly adjacent to the roadway;
- Typical View #3 – View from travelers on Main Street looking north toward North Spring Street Bridge;
- Typical View #4 – View looking northwesterly toward North Spring Street Bridge from recreational users (e.g., ball fields) at Downey Recreation Center; and
- Typical View #5 – View from church users at intersection of North Broadway and Pasadena Avenue looking southwesterly toward North Spring Street Bridge.

Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of typical key viewpoints that, to the extent possible, most clearly represent potential the effects of the proposed project.



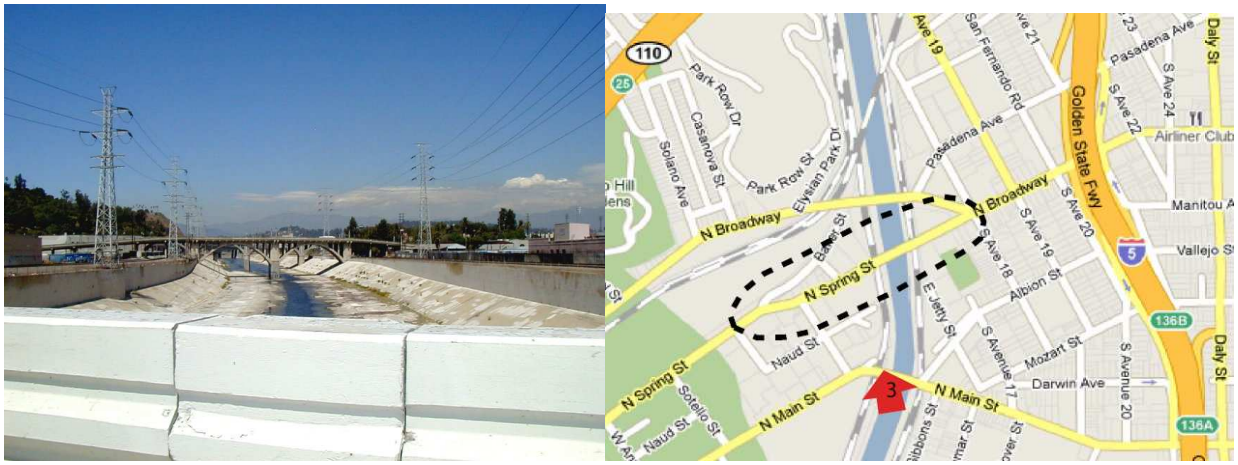
Typical View #1

View looking south from proposed Cornfield Park site between Mesnager and Wilhardt Streets at existing intersection of North Spring Street and Baker Street. The proposed project includes closing this existing intersection to accommodate the proposed four-way signalized intersection at North Spring Street and Wilhardt Street (approximately 200 feet east of this typical view). Existing visual quality/character is classified as low.



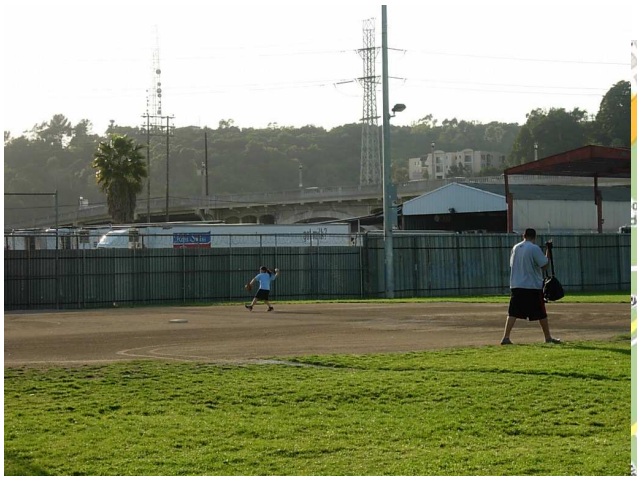
Typical View #2

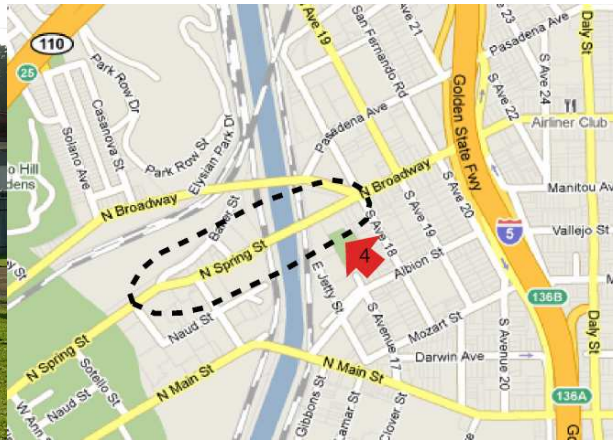
View looking west along North Spring Street Bridge toward downtown Los Angeles. Manufacturing buildings with views are located directly north and adjacent to bridge. Existing visual quality/character is classified as moderate.



Typical View #3

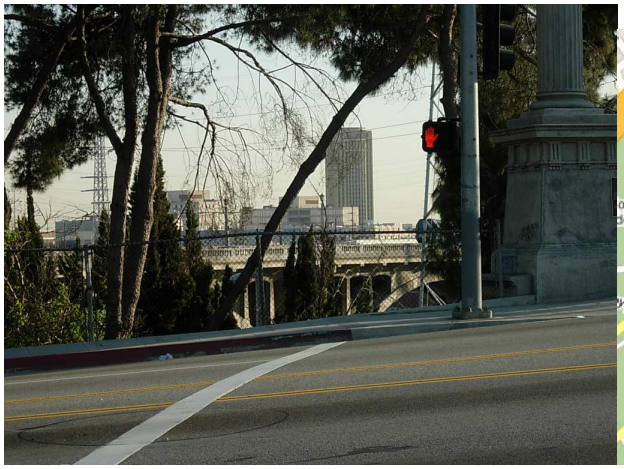
View of North Spring Street Bridge from travelers on Main Street looking north. Existing visual quality/character is classified as moderate.

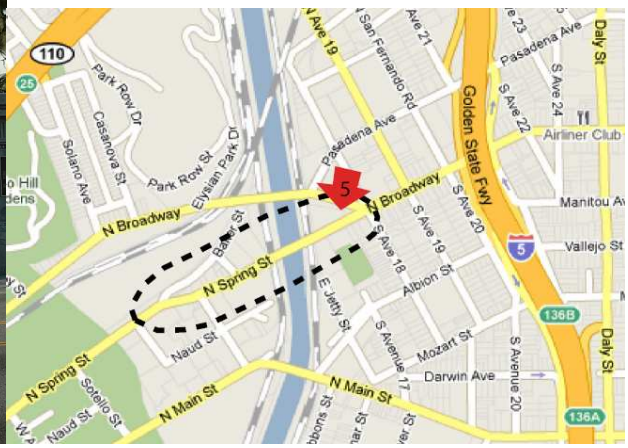




Typical View #4

View from recreational users (e.g., baseball field users) at Downey Recreation Center looking north toward North Spring Street Bridge in the distance; bridge is only slightly visible in the background. Existing visual quality/character is classified as low.





Typical View #5

View looking southwest toward North Spring Street Bridge from church users at intersection of North Broadway and Pasadena Avenue; view is mostly screened by vegetation. Existing visual quality/character is classified as low.

6.0 VISUAL IMPACTS

The visual impact of a project is determined by assessing the visual resource change due to the project and predicting viewer response to that change. Visual resource change is the sum of the change in visual character and change in visual quality. The first step in determining visual resource change is to assess the compatibility of the proposed project with the visual character of the existing landscape. The second step is to compare the visual quality of the existing resources with projected visual quality after the project is constructed. The viewer response to project changes is the sum of viewer exposure and viewer sensitivity to the project. The resulting level of visual impact is determined by combining the severity of resource change with the degree to which people are likely to oppose the change.

6.1 FHWA VISUAL IMPACT LEVELS

The FHWA has defined the following to measure visual impact levels:

- Low – Minor adverse change to the existing visual resource, with low viewer response to change in the visual environment. May or may not require mitigation.
- Moderate – Moderate adverse change to the visual resource with moderate viewer response. Impact can be mitigated within five years using conventional practices.
- Moderately High – Moderate adverse visual resource change with high viewer response or high adverse visual resource change with moderate viewer response. Extraordinary mitigation practices may be required. Landscape treatment required would generally take longer than five years to mitigate.
- High – A high level of adverse change to the resource or a high level of viewer response to visual change such that architectural design and landscape treatment cannot mitigate the impacts. Viewer response level is high. An alternative project design may be required to avoid highly adverse impacts.

6.2 RESOURCE CHANGE

Visual resource changes are identified by assessing two factors, changes to visual character and changes to visual quality (FHWA, *Visual Impact Assessment for Highway Projects*, March 1981).

To demonstrate resource change, photo simulations have been prepared and are included as Appendices A through D. These visual simulations correspond directly with typical key views identified in this document. These views were agreed upon by the City, consultant, and historic resource investigator. These simulations by no means represent all views affected; however, they are included to provide the reader with a better overall sense of project changes to the existing environment as well as to help visualize public perception and responses to these changes.

6.2.1 Visual Character

As discussed previously, the existing visual character of the North Spring Street Bridge is high as its historic value elevates the distinctness and memorability of the project area. The proposed changes to the visual character, however, would be low. Although the road would be expanded on either side, and various pieces of the bridge would be removed for seismic retrofitting and

other safety and/or stability factors, the aesthetic features themselves would be replaced in kind with similar, if not the same, components. Streetlights, for example, as depicted in Photo 5-1, would be removed but replaced with similar, if not the same, fixtures. These streetlights have been defined by the historic resource assessment as "character-defining" elements. Therefore, preserving the quality, look, and feel of these elements would be a priority. Refer to the photo simulation included as Appendix A (Key View #1) for an example of the "before" and "after" look of these features. The change to project character is therefore characterized as being "moderate to low."

6.2.2 Visual Quality

FHWA measures visual quality using three factors: vividness (i.e., memorability), intactness (i.e., integrity), and unity (i.e., harmony). The project area's vividness is characterized as moderate to high, mainly due to its historic value. The urban nature of the project vicinity, although typical, is intermixed with the unique, memorable features of the historic bridge structures in the vicinity. The project area is characterized as having low intactness. Vast existing development and the roadway and bridge itself have already changed the original natural setting that once existed. Unity for the project area is considered moderate. Human-made natural landscapes (e.g., park settings and recreational areas) co-exist with the roadways and bridge structures. Overall, the project area has a moderate visual quality rating.

6.3 VIEWER RESPONSE

Viewer response is composed of two elements: viewer sensitivity and viewer exposure. These elements combine to form a method of predicting how the public might react to visual changes brought about by a highway project.

6.3.1 Viewer Sensitivity

Viewer sensitivity is defined both as the viewer's concern for scenic quality and the viewer's response to change in the visual resources that make up the view. Local values and goals may confer visual significance on landscape components and areas that would otherwise appear unexceptional in a visual resource analysis. Even when the existing appearance of a project site is uninspiring, a community may still object to projects that fall short of its visual goals. Each of the key views (and typical views) described in the previous section are described below in terms of existing viewer sensitivity rating.

Viewer sensitivity ratings for the four key views "from" the project are as follows:

- High
  - **Key View #1 –** View from eastbound travelers on North Spring Street Bridge;
  - **Key View #2 –** View from westbound travelers along North Spring Street Bridge; and
  - **Key View #4 –** View from pedestrian travelers looking east on North Spring Street Bridge.

- Moderate to High
  - **Key View #3** – View from Broadway Bridge travelers looking south toward North Spring Street Bridge.

Viewer sensitivity ratings for the four key views "of" the project are as follows:

- Moderate to Low
  - **Key View #5 –** View of North Spring Street Bridge looking southwest from the north side of the Downey Recreation Center; and
  - **Key View #6 –** View of North Spring Street Bridge looking northeast from the south side of the Downey Recreation Center.

- Low
  - **Key View #7 –** View of North Spring Street Bridge looking northwest from residential backyards. Bridge and roadway are minimally visible in distance.
  - **Key View #8 –** View of North Spring Street Bridge looking southeast from Park Row users within Elysian Park.

Viewer sensitivity for the typical views "of" the project are as follows:

- Moderate
  - **Typical View #2 –** View of North Spring Street Bridge looking west toward downtown Los Angeles. Manufacturing buildings with views are located directly north and adjacent to bridge.
  - **Typical View #3 –** View of North Spring Street Bridge from travelers on Main Street looking north.

- Moderate to Low
  - **Other Typical View #1 –** View looking south from proposed Cornfield Park site between Mesnager and Wilhardt Streets at existing intersection of North Spring Street and Baker Street.

- Low
  - **Typical View #4 –** View from recreational users (e.g., baseball field users) at Downey Recreation Center looking north toward North Spring Street Bridge in the distance; and
  - **Typical View #5 –** View looking southwest toward North Spring Street Bridge from church users at intersection of North Broadway and Pasadena Avenue.

The sampling of local viewer sensitivities has been identified above. In general, the viewer sensitivity to the proposed project has been classified as moderate since the viewer's concern for scenic quality and change to existing visual resources averages as moderate. Most viewers within the area (e.g., recreational users, park users, manufacturing users) are focused away from project features and, therefore, their sensitivity is low.

6.3.2 Viewer Exposure

Although traffic through the site is moderate to heavy and continuous, the exposure for the majority of viewers is characterized as low since most viewers would be exposed to changes in scenic views for minimal duration (while traveling) at high rates of speed. The project would add bicycle lanes and sidewalks and, therefore, potentially lengthen the duration of views of the

project area and its surroundings. The residences identified within the project viewshed have constant views of the project area; however, existing topographic and human-made features block direct views of the roadway itself (e.g., Key View #7). The overall viewer exposure rating has been classified as moderate. The viewer exposure for each of the identified views has been classified below:

Viewer exposure for the four key views "from" the project:

- High
  - **Key View #1 –** View from eastbound travelers on North Spring Street Bridge;
  - **Key View #2 –** View from westbound travelers on North Spring Street Bridge; and
  - **Key View #4 –** View from pedestrian travelers looking east on North Spring Street Bridge.

- Moderate to High
  - **Key View #3 –** View from Broadway Bridge travelers looking south toward North Spring Street Bridge.

Viewer exposure for the four key views "of" the project:

- Moderate to Low
  - **Key View #5 –** View of North Spring Street Bridge looking southwest from the north side of the Downey Recreation Center; and
  - **Key View #6 –** View of North Spring Street Bridge looking northeast from the south side of the Downey Recreation Center.

- Low
  - **Key View #7 –** View of North Spring Street Bridge looking northwest from residential backyards. Bridge and roadway are minimally visible in distance.
  - **Key View #8 –** View of North Spring Street Bridge looking southeast from Park Row users within Elysian Park.

Viewer exposure for the typical views "of" the project:

- High
  - **Typical View #1 –** View looking south from proposed Cornfield Park site between Mesnager and Wilhardt Streets at existing intersection of North Spring Street and Baker Street.
  - **Typical View #2 –** View of North Spring Street Bridge looking west toward downtown Los Angeles. Manufacturing buildings with views are located directly north and adjacent to bridge.
- Moderate to Low
  - **Typical View #3 –** View of North Spring Street Bridge from travelers on Main Street looking north; and
  - **Typical View #4 –** View from recreational users (e.g., baseball field users) at Downey Recreation Center looking north toward North Spring Street Bridge in the distance.
- Low
  - **Typical View #5 –** View looking southwest toward North Spring Street Bridge from church users at intersection of North Broadway and Pasadena Avenue.

6.4 STATE VISUAL IMPACT LEVELS

As stated in Section 4.0, Appendix G of the state CEQA Guidelines specifies that a significant impact would occur if a project would *have a substantial, demonstrable negative aesthetic effect*. Specifically, a significant impact to visual resources:

- Has a substantial adverse effect on a scenic vista;
- Substantially damages scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- Substantially degrades the existing visual character or quality of the site and its surroundings; or
- Creates a new source of substantial light or glare, which would adversely affect day or nighttime views in the area.

Visual impacts as defined by CEQA are shown in Table 6-1.

Table 6-1. CEQA Aesthetic Visual Impacts

I.	Aesthetics. *Would the project:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of 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?	☐	☐	☒	☐

Explanation:

a) Less Than Significant Impact - The project area contains scenic vistas of the historic North Spring Street Bridge. Typical urban surroundings run adjacent to the project area. Surrounding land uses provide views from park, recreational, residential, commercial/manufacturing, and other views. Although the proposed project would change the existing setting, preservation of existing character-defining features would be maintained, thus preserving the current scenic vistas. The proposed project, by adding additional bike lanes and sidewalks, would also allow more viewers access to the scenic vistas in the area.

b) No Impact – North Spring Street is not a designated state scenic highway. The nearest officially designated scenic highway, SR 2, is located over five miles away to the north. SR 2 intersects with I-210, which transitions into I-110, both of which are Eligible Scenic Highways – not officially designated. A portion of I-110 transitions into a scenic parkway until it merges with I-5, approximately one mile away from the project area. Only the end of scenic parkway I-110 is within the project viewshed, and is at a distance where the viewshed would not be impacted.

c) Less Than Significant Impact - The project comprises the widening of an existing road and bridge while maintaining the historic character of the site, and is not anticipated to degrade the existing quality or character of the site and its surroundings. Although project features would be replaced with in-kind elements, and with proper mitigation to maintain these elements, the project area would remain and would therefore keep the integrity, character, and overall viewshed intact. Temporary aesthetic impacts may occur during construction; however, it is anticipated that the visual character and quality of the site and surroundings would remain consistent with existing viewsheds overall. The following mitigation measures are recommended to maintain visual integrity of the site as well as to keep the overall historic nature of the project vicinity:

1. Historic features or character-defining features (as defined by the historic resource evaluation) removed as a result of the street- and bridge-widening project should be replaced with like features. The City and Caltrans District Landscape Architect would agree upon these replacement features before installation.
2. Existing trees and/or landscaping that are to be removed would be replaced with similar plantings and/or landscaping as agreed upon by the City and Caltrans District Landscape Architect.
3. Lighting elements would be replaced with similar number, placement and type of light so as not to add any additional light, glare or other nighttime lighting elements to the project vicinity.

d) No Impact - The project may include the use of nighttime lighting during construction for security purposes, as well as for limited night construction. These indirect impacts are all temporary in nature. After construction, with mitigation measures requiring similar lighting elements to be used for replacement, light and glare in the project area would remain unchanged.

6.5 SUMMARY OF PROJECT IMPACTS

In summary, modifications to visual resources were considered to be less than significant with mitigation. To help illustrate potential impacts and differences between existing (pre-construction) and post-construction (with project) conditions, visual simulations have been prepared for Key Views #1, #2, and #5. A visual simulation also has been prepared showing post-construction improvements in plan view. The photo simulations are included in Appendices A through D of this report.

7.0 VISUAL MITIGATION

Caltrans and the FHWA mandate that a qualitative aesthetic approach should be taken to mitigate for visual quality loss in the project area. This approach complies with FHWA requirements because it addresses the actual cumulative loss of visual quality that would occur in the project viewshed when the project is implemented. It also constitutes mitigation that can more readily generate public acceptance of the project.

Visual mitigation for potential adverse project impacts addressed in the key view assessments and summarized in the previous section would consist of adhering to the design requirements in cooperation with the Caltrans District Landscape Architect. The requirements are arranged by project feature and are listed in order of effectiveness. All visual mitigation would be designed and implemented with the concurrence of the Caltrans District Landscape Architect.

In order to reduce the likelihood and magnitude of potential adverse temporary and permanent visual impacts associated with activities of the North Spring Street Bridge project, the following aesthetic-related mitigation measures are recommended:

MM AES – 1: Historic features or character-defining features (as defined by the historic-resource evaluation) removed as a result of the street- and viaduct-widening project should be replaced with like features.

MM AES – 2: Existing trees and/or landscaping that are to be removed would be replaced with similar plantings and/or landscaping as agreed upon by the City's Street Services Bureau, Street Tree Division and in conjuction with the Recreation and Park Architecture.

MM AES-3: Prior to issuance of permits for the Baker Street extension, the roadway plans shall identify how street lighting is shielded and directed downward to prevent off-roadway illumination. The lighting installed shall be of a minimum standard required to ensure safe visibility.

8.0 REFERENCES

California Department of Transportation, California Scenic Highway Program Website: http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm, September, 2003.

City of Los Angeles, City Website: http://cityplanning.lacity.org/, *Los Angeles General Plan and Community Plans*, various dates.

City of Los Angeles, Significance Thresholds, *Draft L.A. CEQA Thresholds Guide*, May 14, 1998.

City of Los Angeles, Engineering Division, Personal Communications with Wally Stokes, 2005.

City of Los Angeles in association with Parsons Engineering, Visual Resource Sections, *1st Street Viaduct and Street Widening Project Draft EIS/EIR and Section 4(f) Evaluation*, 2004.

City of Los Angeles for Caltrans District 7, *Preliminary Environmental Study (PES) Forms*, September 20, 2004.

JRP Historical Consulting Services, *Historic Resources Evaluation Report*, 2005.

JRP Historical Consulting Services, Personal Communications with Rand Herbert, 2005.

Mel Green, *Character-Defining Features of the Spring Street Bridge*, September 13, 2003.

URS Corporation, Historic Property Survey Report, 2005.

U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy, *Visual Impact Assessment for Highway Projects*, Washington D. C., March 1981.

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APPENDIX A - Photo Simulation – Key View #1

URS

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APPENDIX B - Photo Simulation – Key View #2

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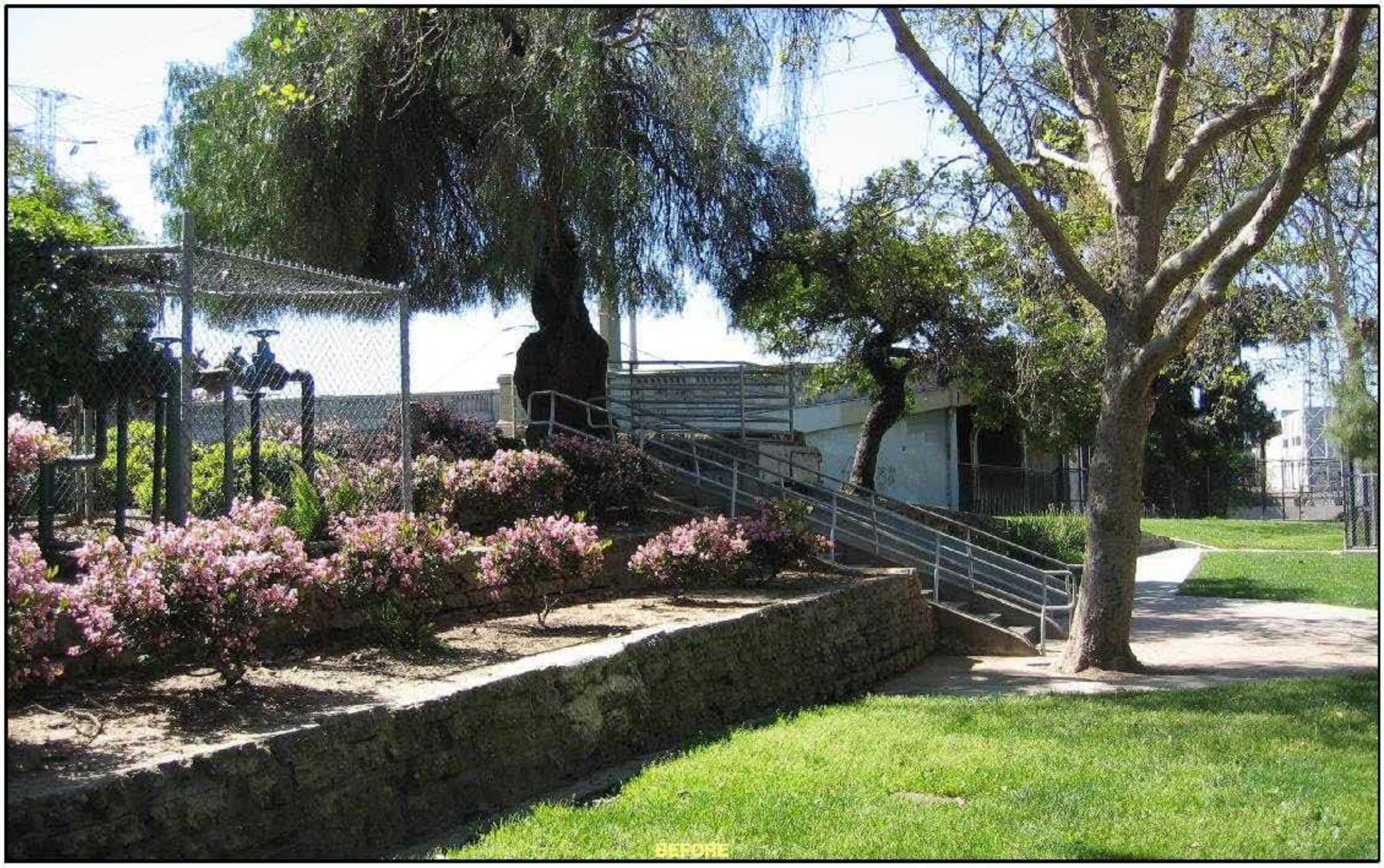
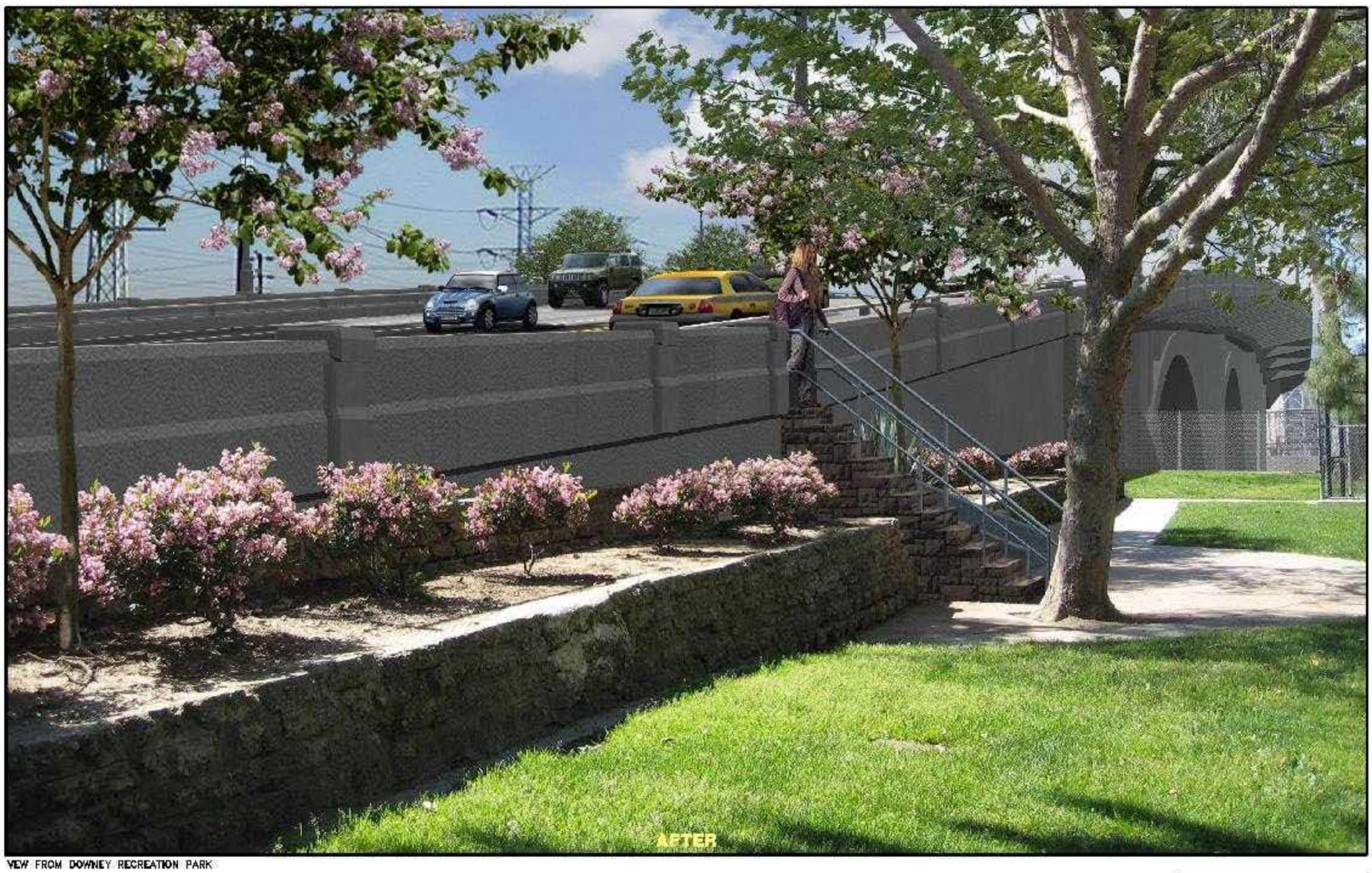
APPENDIX C - Photo Simulation – Key View #5





VIEW FROM DOWNEY RECREATION PARK

LA DPW
ENGINEERING
SERVING THE PRESENT ; DESIGNING THE FUTURE

NORTH SPRING STREET BRIDGE OVER L. A. RIVER

City of Los Angeles

URS
915 Wilshire Boulevard, Suite 700
Los Angeles, CA 90017-3437
213-996-2200

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APPENDIX D - Photo Simulation – Project Plan View

LOOKING TOWARD NORTH

LA DPW
ENGINEERING
Serves the People | Services the People

NORTH SPRING STREET BRIDGE OVER L. A. RIVER

City of Los Angeles

URS
915 Wilshire Boulevard, Suite 700
Los Angeles, CA 90017-3457
213-996-2280

Appendix O. Transportation Conformity

LA0C8084 Total	827	105	9,587	10,519	10,519								10,519

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA0C8086	Los Angeles	SCAB	L313	LA0C8086	CAR60				L	NON-EXEMPT	3
Description:							PTC	79,546	Agency	LOS ANGELES, CITY OF	

NORTH SPRING ST, OVER LOS ANGELES RIVER .4 MILES WEST OF I-5. REHABILITATE AND WIDEN 4 LANE BRIDGE (NO ADDED LANES) ADD SIDEWALKS UPGRADE BRIDGE RAILINGS (53C0859).

Fund	ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
BRIDGE - LOCAL	5,000	885		5,885	2,812	2,188	885					5,885
STP LOCAL - REGIONAL	1,760	4,338	3,000	9,098	1,000	760		4,338		3,000		9,098
CITY FUNDS	1,250	115	3,831	5,196	703	547	3,946					5,196
LOCAL ADVANCE CONSTRUCTION			29,569	29,569			29,569					29,569
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT			229	229						229		229
LA0C8086 Total	8,010	5,338	36,629	49,977	4,515	3,495	34,400	4,338		3,229		49,977

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA0C8086A	Los Angeles	SCAB	L313	LA0C8086	CAR60				L	NON-EXEMPT	0
Description:							PTC	28,027	Agency	LOS ANGELES, CITY OF	

AC Conversion. NORTH SPRING ST BRIDGE WIDENING & REHABILITATION. INCLUDES WIDENING THE STRUCTURE & THE WEST APPROACH FROM 4 TO 6 LANES, BIKE ROUTES WILL BE MADE PART OF THE SHOULDERS (53C0859).

Fund	ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
LOCAL ADVANCE CONSTRUCTION			27,798	27,798		27,798						27,798
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT			229	229						229		229
LA0C8086A Total			28,027	28,027		27,798				229		28,027

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA0C8087	Los Angeles	SCAB	L310	LA0C8087	CAR63				L	NON-EXEMPT	0
Description:							PTC	4,030	Agency	LOS ANGELES, CITY OF	

MAGNOLIA BLVD WIDENING-CAHUENGA BLVD TO VINELAND AVE. FROM THE EXISTING ROADWY STANDARD TO SECONDARY HWY STANDARD. FROM 1 LANE TO 2 LANES IN EACH DIRECTION. (PPNO 3110).

Fund	ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CITY FUNDS	218	2	1,190	1,410	1,410							1,410
PROP "C25" FUNDS	408		2,212	2,620	2,620							2,620
LA0C8087 Total	626	2	3,402	4,030	4,030							4,030

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment
LA0C8089	Los Angeles	SCAB		LA0C8089	NCRH1				L	EXEMPT - 93.127	0
Description:							PTC	1,495	Agency	LOS ANGELES, CITY OF	

BARHAM / CAHUENGA / INTERSECTION WIDEN IMPROVEMENT. FOR LEFT/RIGHT TURN IMPROV. PPNO 3111.

Fund	ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
PROP "C25" FUNDS	205	176	1,114	1,495	1,495							1,495

Southern California Association of Governments. Accessed: May 31, 2011. Website url: http://www.scag.ca.gov/ftip/2011/approved.htm

Appendix P. Public Participation Program

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1. **Introduction**
2. **State Clearinghouse Notice of Completion (NOC) of Draft EIR/EA, 3/15/10**
3. **State Clearinghouse CEQANet database Notice of Completion (NOC), 3/15/10**
4. **Public Notice of Availability (NOA) filed with LA County Recorders Office, 3/15/10**
5. **Public Notice of Availability (NOA) filed with the City of Los Angeles Clerk's Office, 3/12/10**
6. **Public Notice of Availability (NOA) and Invitation (English, Spanish & Chinese versions)**
7. **Public Notice of Available (NOA) and Draft EIR/EA Contents on City of LA Website**
8. **Signed Declarations of Postings at five public libraries, 4/15/10**
9. **Public Comment Meeting Sign-in Sheets, 4/15/10**
10. **Public Comment Meeting Power Point Presentation, 4/15/10**
11. **Public Comment Meeting Welcome Sheet (English, Spanish & Chinese), 4/15/10**
12. **Public Meeting Comment Form (English, Spanish & Chinese), 4/15/10**
13. **Public Comment Meeting Transcripts, 4/15/10**
14. **Summary of Public Scoping Meeting Comments**

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Introduction

This appendix to the Final Environmental Impact Report/Environmental Assessment (EIR/EA) describes the North Spring Street Viaduct Widening and Rehabilitation Project's fulfillment of the requirements pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

CEQA Guidelines Section 15087 states that the Notice of Availability must be distributed by one of the following procedures: 1) published in an area newspaper; 2) posted on-and off-site; or 3) direct mail to owners and occupants of property near the project site

The President's Council on Environmental Quality NEPA Guidelines Section 1506.6 provides that agencies shall make diligent efforts to involve the public in preparing and implementing their NEPA procedures and provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested in or affected by the proposed action,

Caltrans and the City of Los Angeles provided a public outreach program to encourage responsible agency and public participation in the preparation and review of the Draft EIR/EA. The following actions have been taken in preparation of the Final Environmental Impact Report/Environmental Assessment (Final EIR/EA):

- A Notice of Preparation (NOP) of the EIR for the Proposed North Spring Street Viaduct Widening and Rehabilitation Project was prepared and circulated, along with the Initial Study, for a 30-day review period that began on September 14, 2006, and closed on October 20, 2006. Please see the Summary of Public Scoping Meeting Comments in this appendix.
- A Notice of Completion (NOC) of the Draft EIR/EA for the Proposed North Spring Street Viaduct Widening and Rehabilitation Project was prepared and widely circulated to inform public agencies and the public of the availability of the Draft EIR/EA. The documents were mailed directly to the State Clearinghouse and Planning Unit in the California Governor's Office of Planning and Research, the County of Los Angeles Clerk-Recorder, City of Los Angeles Clerk's Office, federal, state, regional, and local responsible agencies, adjacent property owners, and known interested parties. A copy of the NOC, along with the State Clearinghouse CEQANet Database NOC, is included in this appendix.
- As part of the CEQA process, a 45-day comment period, March 15, 2010 through April 28, 2010, was provided in order to allow for public review and comment on the adequacy of the Draft EIR/EA. The City of Los Angeles held a public Draft EIR/EA comment meeting at Ann Street Elementary School to facilitate public involvement in the Draft EIR/EA. The meeting was held during the 45-day comment period on April 15, 2010. Copies of the meeting notice, welcome sheets, comment forms and attendee sign-in sheets are included. The NOA, meeting notice, welcome sheet and comment form were available in Spanish and Chinese for non English readers. Copies of the multi-lingual handouts are included in this appendix.

- The Draft EIR/EA and NOA were posted on the City of Los Angeles Department of Public Works Bureau of Engineering Website at http://eng.lacity.org/techdocs/emg/north_spring_street.htm.
- The Draft EIR/EA (hardcopy and electronic copy) and NOA and Public Comment Meeting Invitation were made available at the City of Los Angeles Department of Public Works Bureau of Engineering, City Councilmember Ed Reyes offices and public libraries. Copies of signed Declarations of Posting are included in this appendix.
- The NOA and Public Comment Meeting Invitation was mailed to approximately 1,000 individuals, residences, public agencies, and other interested parties.
- A court reporter recorded the entire proceeding of the April 15, 2010 public comment meeting. Copies of these transcripts are provided in this appendix.
- In response to the public outreach and participation program undertaken by the City of Los Angeles, 10 comment letters were received (1 federal agency, 2 state responsible agencies, 2 local agencies and 5 individual parties). These letters were considered in the preparation of the Final EIR/EA, and are published in Chapter 10.0, Responses to Comments.
- Written responses to all substantive comments are presented in Chapter 10, Responses to Comments.
- Revisions to clarify the information and analysis in the Draft EIR as a result of the comments on the Draft EIR are provided. Please see Chapter 10, Response to Comments, Table 10-1.

Notice of Completion & Environmental Document Transmittal

SCH # 2006091076

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento CA 95814
Project Title: North Spring Street Viaduct Widening and Rehabilitation Project
Lead Agency: City of Los Angeles Contact Person: Linda Moore
Mailing Address: 221 N. Figueroa St., Suite 350 Phone: 213-202-5575
City: Los Angeles Zip: 90012 County: Los Angeles

Project Location: County: Los Angeles City: Los Angeles Cross Streets: North Spring Street, Baker Street, S. Avenue 18, Wilhardt, Broadway Street Zip Code: 90012 & 90031 Total Acres: 4.7 Assessor's Parcel No. (Bridge Number: 53C-0859) Section: _____ Twp._____ Range:_____ Base:_____ Within 2 Miles: Highways: I-5, SR-110, US-101 Waterways: Los Angeles River Airports: none Railways: Metrolink and Metro Schools: Ann Street Elementary School, Cathedral High School, Albion Street Elementary School

Document Type:

CEQA:	□ NOP	□ Supplement/Subsequent EIR	**NEPA:**	□ NOI	**Other:** ■ Joint Document
	□ Early Cons	(Prior SCH No.)		■ Draft EA	□ Final Document
	□ Neg Dec	□ Other _____		□ Draft EIS	□ Other_____
	■ Draft EIR			□ FONSI	

Local Action Type:

□ General Plan Update	□ Specific Plan	□ Rezone	□ Annexation
□ General Plan Amendment	□ Master Plan	□ Prezone	□ Redevelopment
□ General Plan Element	□ Planned Unit Development	□ Use Permit	□ Coastal Permit
□ Community Plan	□ Site Plan	□ Land Division (Subdivision, etc.)	□ Other_____

Development Type:

□ Residential: *Units*_____ *Acres*_____	□ Water Facilities: *Type*_____ *MGD*_____
□ Office: *Sq.ft.*_____ *Acres*_____ *Employees*_____	■ Transportation: *Type* Viaduct Widening and Rehabilitation Project
□ Commercial: *Sq.ft.* _____ *Acres*_____ *Employees*_____	□ Mining: *Mineral*_____
□ Industrial: *Sq.ft.* _____ *Acres*_____ *Employees*_____	□ Power: _____ *Watts*_____
□ Educational: gsf:_	
□ Waste Treatment: *Type*_____	
□ Recreational □ Hazardous Waste: *Type*_____	
□ Other:_____	

Project Issues Discussed in Document:

■ Aesthetic/Visual	□ Flood Plain/Flooding	□ Schools/Universities	■ Water Quality
□ Agricultural Land	□ Forest Land/Fire Hazard	□ Septic Systems	□ Water Supply/Groundwater
■ Air Quality	■ Geologic/Seismic	□ Sewer Capacity	■ Wetland/Riparian
■ Archeological/Historical	□ Minerals	□ Soil Erosion/Compaction/Grading	■ Wildlife
□ Coastal Zone	■ Noise	□ Solid Waste	□ Growth Inducing
□ Drainage/Absorption	■ Population/Housing Balance	■ Toxic/Hazardous	■ Land use
□ Economic/Jobs	■ Public Services/Facilities	■ Traffic/Circulation	■ Cumulative Effects
□ Fiscal	■ Recreation/Parks	■ Vegetation	□ Other _____

Present Land Use/Zoning/General Plan Designation:
The site is currently entirely developed and surrounded by residential, public facilities, open space and industrial uses. **Zoning**: Open Space, Public Facility, Light Industrial, Commercial.

Project Description:
The City of Los Angeles (City), in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (Bridge Number 53C-0859) and a portion of North Spring Street between Wilhardt Street to the southwest, and Avenue 18 to the northeast, in the City of Los Angeles. The proposed project would eliminate existing and geometrical design deficiencies and correct existing seismic vulnerability issues associated with the Viaduct. In addition, the proposed project would widen the existing 50-foot Viaduct by approximately 20 feet on each side and reconfigure the existing intersection of Baker Street and North Spring Street, a northwesterly extension of Wilhardt Street to create a new intersection with Baker Street, and the

creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street. The proposed project would be located in Los Angeles County on North Spring Street, beginning immediately west of Wilhardt Street to the five point intersection of North Spring Street, Avenue 18 and North Broadway. The proposed project covers a distance of 2,200 ft, which includes work on North Spring Street, Wilhardt Street and Aurora Street. Within the limits of the proposed project, North Spring Street is designated as a Class II Major Highway and is striped throughout most of the proposed project's reach for four-lane (two in each direction) vehicular use.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X". If you have already sent your document to the agency please denote that with an "S".

S	Air Resources Agency	S	Native American Heritage Commission
_____	Boating & Waterways	_____	Office of Emergency Services
S	California Highway Patrol	S	Office of Historic Preservation
_____	Caltrans District	_____	Office of Public School Construction
_____	Caltrans Division of Aeronautics	S	Park & Recreation, Department of
S	Caltrans Planning	_____	Pesticide Regulation, Department of
_____	Central Valley Flood Protection Board	S	Public Utilities Commission
_____	Coachella Valley Mtns. Conservancy	S	Regional WQCB#4
_____	Coastal Commission	S	Resources Agency
_____	Colorado River Board	_____	S.F. Bay Conservation & Development Comm.
_____	Department of Conservation	_____	San Gabriel & Lower LA Rivers & Mtns. Conservancy
_____	Department of Corrections	_____	San Joaquin River Conservancy
_____	Delta Protection Commission	X	Santa Monica Mtns. Conservancy
_____	Department of Education	_____	State Lands Commission
		_____	SWRCB: Clean Water Grants
_____	Energy Commission	_____	SWRCB: Water Quality
S	Fish & Game Region #5	_____	SWRCB: Water Rights
_____	Food & Agriculture, Department of	_____	Tahoe Regional Planning Agency
_____	Forestry and Fire Protection, Department of	S	Toxic Substances Control, Department of
_____	General Services	S	Water Resources, Department of
S	Health Services, Department of		
X	Housing & Community Development	_____	Other: _____
_____	Integrated Waste Management Board	_____	Other: _____

Local Public Review Period (to be filled in by lead agency)

Starting Date: 3/15/2010 Ending Date: 4/28/2010

Lead Agency (Complete if applicable):

Consulting Firm: URS Corporation

Address: 915 Wilshire Boulevard, Suite 700

City/State/Zip: Los Angeles, CA 90017

Contact: Richard Burke

Phone: (213) 996-2200

Applicant: City of Los Angeles

Address: 221 N. Figueroa St., Suite 350

City/State/Zip: Los Angeles, CA 90012

Phone: (213) 202-5575

Signature of Lead Agency Representative: _____ **Date:** 3-09-2010

Print Name: **Linda Moore, Environmental Supervisor**

Authority code: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

North Spring Street Viaduct Widening and Rehabilitation Project

SCH Number: 2006091076

Document Type: JD - Joint Document

Alternate Title: North Spring Street Bridge Widening and Rehabilitation Project

Project Lead Agency: Los Angeles, City of

Project Description

The City of Los Angeles, in cooperation with Caltrans, proposes to improve the North Spring Street Viaduct (Bridge No. 53C-0859) and a portion of North Spring Street between Wilhardt Street to the southwest, and Avenue 18 to the northeast, in the City of Los Angeles. The proposed project would eliminate existing and geometrical design deficiencies and correct existing seismic vulnerability issues associated with the Viaduct. In addition, the proposed project would widen the existing 50 ft Viaduct by ~20 ft on each side and reconfigure the existing intersection of Baker Street and North Spring Street, a northwesterly extension of Wilhardt Street to create a new intersection with Baker Street, and the creation of a cul-de-sac by closing Auroa Street and its existing intersection with North Spring Street. The proposed project would be located in Los Angeles County on North Spring Stree, beginning immediately west of Wilhardt Street to the 5 point intersection of North Spring Street, Avenue 18 and North Broadway. The proposed project covers a distance of 2,200 ft, which includes work on North Spring Street, Wilhardt Street and Auroa Street. Within the limits of the proposed project, North Spring Street is designated as a Class II Major Highway and is striped throughout most of the proposed project's reach for 4 lane (two in each direction) vehicular use.

Contact Information

Primary Contact:
Linda Moore
City of Los Angeles
213-202-5575
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012

Project Location

County: Los Angeles
City: Los Angeles, City of
Region:
Cross Streets: North Spring Street, Baker Street, S. Avenue 18, Wilhardt, Broadway St
Latitude/Longitude:
Parcel No: Bridge No. 53C-0859
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: I-5, SR 110, US 101

Airports: No
Railways: Metrolink and Metro
Waterways: Los Angeles River
Schools: Ann Street ES,Cathedral HS, Albion Street ES
Land Use: PLU: developed and surrounded by residential, public facilities, open space and idustrial uses Z: Open Space, Public Facility, Light Industrial, Commercial

Development Type

Transportation: Other

Local Action

Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Cumulative Effects, Geologic/Seismic, Landuse, Noise, Population/Housing Balance, Public Services, Recreation/Parks, Toxic/Hazardous, Traffic/Circulation, Vegetation, Water Quality, Wetland/Riparian, Wildlife

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

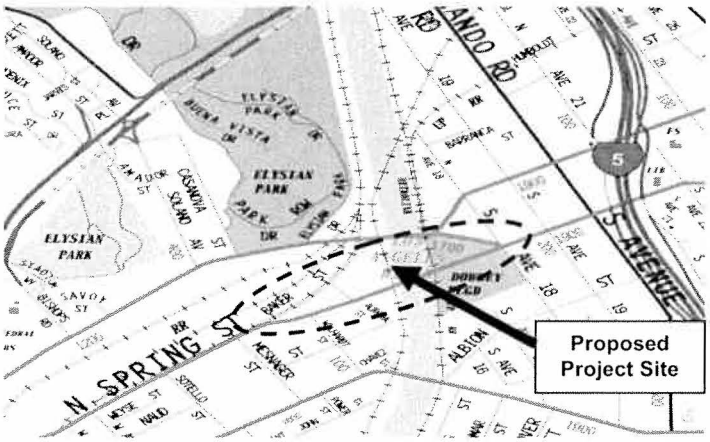
Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

Date Received: 3/15/2010 **Start of Review:** 3/15/2010 **End of Review:** 4/28/2010

CEQAnet HOME | NEW SEARCH

Notice of Availability for Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) & Invitation to Attend Public Hearing for the Proposed North Spring Street Viaduct Widening and Rehabilitation Project

The City of Los Angeles, in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (Bridge Number 53C-0859) and a portion of North Spring Street between Baker Street to the southwest, and Avenue 18 to the northeast, in the City of Los Angeles.



The proposed project would eliminate existing and geometrical design deficiencies and correct existing seismic vulnerability issues associated with the Viaduct. In addition, the proposed project would widen the existing 50-foot Viaduct by approximately 20 feet on each side and reconfigure the existing intersection of Baker Street and North Spring Street, a northwesterly extension of Wilhardt Street to create a new intersection with Baker Street, and the creation of a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street.

Pursuant to the California Environmental Quality Act and the National Environmental Policy Act, the City and Caltrans have studied the effects that the proposed project may have on the environment and community. The results of these studies are contained in the Draft EIR/EA.

The Draft EIR/EA for the proposed project is now available for a 45-day public review period ending on April 28, 2010. The Draft EIR/EA is available for your review at the following locations.

- Lincoln Heights Branch Library at 2530 Workman Street, Los Angeles, CA 90031, 323-226-1692
- Chinatown Branch Library at 639 North Hill Street, Los Angeles, CA 90012, 213- 620-0925
- Council District 1 Information Desk, 200 N. Spring Street, Room 410, Los Angeles, CA 90012, 213-485-8907 and field office, 163 S. Ave 24, Room 202, Los Angeles, CA 90031, 213-485-8908
- City of Los Angeles Department of Public Works Bureau of Engineering, Bridge Improvement Group, 221 N. Figueroa St., Suite 350, Los Angeles, CA 90012, 213-202-5575
- City of LA Bureau of Engineering website: http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm

Please submit written comments by **April 28, 2010** to Linda Moore, Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering, City of Los Angeles, 221 N. Figueroa Street, Suite 350, LA CA 90012 and via email to linda.moore@lacity.org or fax to 213-202-5518.

A **PUBLIC HEARING** will be held to provide an opportunity to learn about the project and to provide comments on the adequacy of the EIR/EA. You will have an opportunity to discuss project details with City and Caltrans representatives, and Consultants before the final design and alternative is selected and prior to project approval by Caltrans and the Los Angeles City Council.

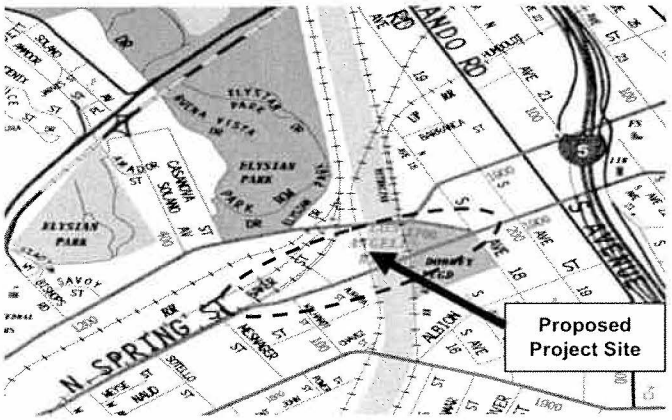
PUBLIC HEARING
Thursday, April 15, 2010
6:00 pm to 8:00 pm
Ann Street Elementary School Auditorium
126 Bloom Street, Los Angeles CA 90012

ORIGINAL FILED
MAR 15 2010
LOS ANGELES, COUNTY CLERK

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Individuals who require special accommodations are requested to contact Linda Moore at 213-202-5575, at least 21 days in advance of the scheduled hearing date.

Notice of Availability for
Draft Environmental Impact Report/
Environmental Assessment (EIR/EA) &
Invitation to Attend Public Hearing for the Proposed
North Spring Street Viaduct Widening and Rehabilitation Project

The City of Los Angeles, in cooperation with the California Department of Transportation (Caltrans), proposes to improve the North Spring Street Viaduct (Bridge Number 53C-0859) and a portion of North Spring Street between Baker Street to the southwest, and Avenue 18 to the northeast, in the City of Los Angeles.



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PUBLIC HEARING
Thursday, April 15, 2010
6:00 pm to 8:00 pm
Ann Street Elementary School Auditorium
126 Bloom Street, Los Angeles CA 90012

DOCUMENT FILED
City Clerk's Office
No. ENR-10-004-BE
Certified by
Date: MAR 12 2010

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities. Individuals who require special accommodations are requested to contact Linda Moore at 213-202-5575, at least 21 days in advance of the scheduled hearing date.

Notice of Availability for Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) & Invitation to Attend Public Hearing for the Proposed North Spring Street Viaduct Widening and Rehabilitation Project

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Aviso de Disponibilidad para el
Proyecto de Informe de Impacto Ambiental/Evaluación Ambiental (EIR/EA) y
Invitación para Asistir a Audiencia Pública para el
Proyecto Propuesto de la
Ampliación y Rehabilitación del Viaducto de la calle North Spring

La Ciudad de Los Angeles, en cooperación con el Departamento de Transporte de California (Caltrans), propone mejorar el viaducto en la calle North Spring (Número de puente 53C-0859) y una parte de North Spring Street, entre la calle Baker hacia el suroeste, y la Avenida 18 al noreste, en la Ciudad de Los Ángeles.

El proyecto propuesto eliminaria las deficiencias existentes y el diseño geométrico y corrige los problemas existentes de vulnerabilidad sísmica asociada con el viaducto. Además, el proyecto propuesto ampliaria el actual viaducto de 50 metros por aproximadamente 20 pies en cada lado y reconfiguraria la intersección actual de Baker Street y North Spring Street, una extensión hacia el noroeste de la calle Wilhardt para crear una nueva intersección con la calle Baker, y la creación de una calle cerrada con el cierre de la calle Aurora y su intersección existente con el norte de la calle Spring.

Conforme al Acto de Calidad Ambiental de California (CEQA) y al Acto Nacional de Politica Ambiental (NEPA), la Ciudad y Caltrans han estudiado los efectos que el proyecto propuesto pueda tener sobre el medio ambiente y la comunidad. Los resultados de estos estudios están contenidos en el Reporte del EIR/EA.

El Reporte del EIR/EA para el proyecto propuesto está ahora disponible por un periodo de 45 días para revisión pública que termina el 28 de abril de 2010. El Reporte del EIR/EA está disponible para su revisión en los siguientes lugares.

- Biblioteca de Lincoln Heights en 2530 Workman Street, Los Angeles, CA 90031, 323-226-1692
- Biblioteca de Chinatown en 639 North Hill Street, Los Angeles, CA 90012, 213-620-0925
- Oficina del Distrito 1 del Concilio, Escritorio de Informacion, 200 N. Spring Street, Rm. 410, Los Angeles, CA 90012, 213-485-8907 y en la Oficina del Distrito en 163 S. Ave 24, Rm. 202, Los Angeles, CA 90031, 213-485-8908
- City of Los Angeles Department of Public Works Bureau of Engineering, Bridge Improvement Group en 221 N. Figueroa St., Suite 350, Los Angeles, CA 90012, 213-202-5575
- Ciudad de Los Ángeles Oficina de Ingeniería sitio web
  http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm

Por favor envíe sus comentarios por escrito antes del **28 de abril de 2010** a Linda Moore, Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering, City of Los Angeles, 221 N. Figueroa St., Suite 350, Los Angeles, CA 90012, por correo electrónico a linda.moore@lacity.org o por fax a 213-202-5518.

Una **AUDIENCIA PÚBLICA** se llevará a cabo para ofrecer una oportunidad para aprender sobre el proyecto y formular comentarios sobre la suficiencia del EIR/EA. Usted tendrá la oportunidad de hablar sobre los detalles del proyecto con representantes de la Ciudad, Caltrans, y Consultores, antes de que el diseño final y una alternativa sean seleccionados y antes de la approbacion de Caltrans y la Ciudad de Los Angeles.

AUDIENCIA PÚBLICA
Jueves, 15 de abril del 2010
6:00 PM - 8:00 PM
Ann Street Elementary School – Auditorio, 226 Bloom Street, LA CA 90012

Por ser una entidad cubierta bajo el Título II de la Ley de Americanos con Discapacidades (Americans with Disabilities Act), la Ciudad de Los Ángeles no discrimina por razones de discapacidad, y de ser solicitado, proveerá ajustes razonables para asegurar acceso equitativo a sus programas, servicios y actividades. Las personas que necesitan acomodaciones especiales deben comunicarse con Linda Moore, 213-202-5575, al menos 21 días antes de la fecha de la audiencia programada.

環境影響報告/環境評估(EIR/EA)草案供審閱通知及
出席下列公衆聽證會邀請：
提議的North Spring Street高架橋加寬和修復工程

洛杉磯市和加州交通局(Caltrans)聯合提議改進洛杉磯市内 North Spring Street 高架橋(大橋編號 53C-0859)，以及 North Spring Street 的西南至 Baker Street、東北至 18 大道的路段。

提議的工程將消除現有的幾何設計不足，並且改正與高架橋相關的現有抗震弱點問題。此外，提議的工程將把現在 50 英尺的高架橋加寬，每邊加寬大約 20 英尺，同時重新配置貝克街和 North Spring Street 的現有十字路口，向西北延伸到 Wilhardt Street，與貝克街創造一個新的十字路口，關閉 Aurora Street 及與 North Spring Street 的現有十字路口，創造一個路盡頭。

根據加州環境品質法和全國環保政策法，洛市和 Caltrans 研究了該提議工程對環境和社區可能帶來的影響。這些研究結果納入了 EIR/EA 草案。

提議工程的 EIR/EA 草案現在供民衆審閱，爲期 45 天的審閱期於 2010 年 4 月 28 日結束。The Draft EIR/EA 草案在下列地點供您審閱 。

- 林肯崗圖書館，位於 2530 Workman Street, Los Angeles, 90031，電話：323-226-1692
- 中國城圖書館，位於 639 North Hill Street, Los Angeles, CA 90012，電話：213- 620-0925
- 市議會 1 區服務臺，位於 200 N. Spring Street, Room 410, Los Angeles, CA 90012，電話：213-485-8907，及實地辦公室，位於 163 S. Ave 24, Room 202, Los Angeles, CA 90031，電話：213-485-8908
- 洛杉磯市政工程部工程局橋梁改進組
  位於 221 N. Figueroa St., Suite 350, Los Angeles, CA 90012，電話：213-202-5575
- 洛杉磯市工程局網站：http://eng.lacity.org/techdocs/emg/Environmental_Review_Documents.htm

請於 2010 年 4 月 28 日之前把書面意見交給Linda Moore，郵寄地址： Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering, City of Los Angeles, 221 N. Figueroa Street, Suite 350, LA, CA 90012，電子郵件：linda.moore@lacity.org 或者傳真： 213-202-5518。

將舉行一場**公衆聽證會**，為民衆提供了解該工程和對 EIR/EA 適當性發表意見的機會。在選出最後設計和選項之前以及在 Caltrans 和洛杉磯市議會批准工程之前，您將有機會與市府和 Caltrans 代表以及顧問討論工程的細節。

公衆聽證會
週四，2010 年 4 月 15 日
晚上 6 時至 8 時
安街小學禮堂 (Ann Street Elementary School Auditorium)
126 Bloom Street, Los Angeles CA 90012

作爲《美國殘疾人法案》第二篇涵蓋的事業單位，洛杉磯市不基於殘障進行歧視，並且將根據要求提供合理的便利設施，確保平等使用其計劃、服務和活動。要求特殊便利設施的人士請在預定的聽證會日期至少提前 21 天致電 213-202-5575 與 Linda Moore 聯絡。

Home
Introduction
CEQA Process Overview
Projects

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION

In cooperation with the California Department of Transportation (Caltrans), the City proposes to improve the North Spring Street Viaduct (Bridge Number 53C-0859) and a portion of North Spring Street between Baker Street to the southwest and Avenue 18 to the northeast, in the communities of Chinatown and Lincoln Heights. The proposed project would eliminate existing and geometrical design deficiencies and correct existing seismic vulnerability issues associated with the Viaduct. In addition, the proposed project would widen the existing 50-foot Viaduct by approximately 20 feet on each side, reconfigure the existing intersection of Baker Street and North Spring Street, extend Wilhardt Street to the northwest to create a new connection with Baker Street, and create a cul-de-sac by closing Aurora Street and its existing intersection with North Spring Street. Pursuant to the CEQA and the National Environmental Policy Act, the City and Caltrans have studied the effects that the proposed project may have on the environment and community. The results of these studies are contained in the Draft environmental impact report/environmental assessment (DEIR/EA).

The DEIR/EA for the proposed project is now available for a 45-day public review period ending on April 28, 2010. The DEIR/EA is available for your review at the following locations.

- Lincoln Heights Branch Library at 2530 Workman Street; 323-226-1692.
- Chinatown Branch Library at 639 North Hill Street; 213-620-0925.
- Council District 1 main office, 200 N. Spring Street, Room 410; 213-485-8907.
- Council District 1 field office, 163 S. Ave 24, Room 202; 213-485-8908.
- City of Los Angeles Department of Public Works Bureau of Engineering, Bridge Improvement Group, 221 N. Figueroa St., Suite 350, Los Angeles; call Linda Moore 213-202-5575 to make an appointment.

Please submit written comments by April 28, 2010 to Linda Moore, Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering, City of Los Angeles, 221 N. Figueroa St., Suite 350, Los Angeles, CA 90012, or via email to Linda.moore@lacity.org.

A **PUBLIC HEARING** will be held to provide an opportunity to learn about the project and to provide comments on the adequacy of the DEIR/EA. You will have an opportunity to discuss project details with City and Caltrans representatives, and consultants before the final design and alternative is selected and prior to project approval by Caltrans and the Los Angeles City Council.

Note regarding Alternative 4: Although analyses relating to Build Alternative 4 are provided in the DEIR/EA, this alternative has since been dropped from further consideration because of its severe and unavoidable impacts to the Los Angeles State Historic Park (a.k.a. "the Cornfields").

Report (Click on underlined text to view report)	Review Status	Public Review Period

Draft EIR/ EA Directory (21.4 KB)	Open	03/15/10 – 04/28/10
Notice of Availability and Public Hearing Notice (10.9 KB)		
Public Comment Form - English		
Public Comment Form - Chinese		
Public Comment Form - Spanish		

© 2010 Los Angeles City - Department of Public Works - Bureau of Engineering

I, the undersigned, personally received a copy of the following documents:

- Draft Environmental Impact Report / Environmental Assessment (EIR / EA) for the North Spring Street Viaduct Widening and Rehabilitation Project

- Notice of Availability and Meeting Invitation

at the following public places on 03/15/2010.

City of Los Angeles
Department of Public Works Bureau of Engineering,
Bridge Improvement Group
221 N. Figueroa St. Suite 350
Los Angeles, CA 90012

I declare, under penalty of perjury, that the foregoing is true and correct.

Name (print): Linda Moore

Signature: _____

Title: Env'l Supervisor

Date: 3-15-10

Phone Number: **213-202-5575**

I, the undersigned, personally received a copy of the following documents:

- Draft Environmental Impact Report / Environmental Assessment (EIR / EA) for the North Spring Street Viaduct Widening and Rehabilitation Project

- Notice of Availability and Meeting Invitation

at the following public places on 03/15/2010.

Council District 1 Information Desk
200 N. Spring Street, Room 410
Los Angeles, CA 90012

I declare, under penalty of perjury, that the foregoing is true and correct.

Name (print): Suzana Muro

Signature: Suzana Muro

Title: Office Manager

Date: 3/15/10

Phone Number: **213-485-8907**

I, the undersigned, personally received a copy of the following documents:

- Draft Environmental Impact Report / Environmental Assessment (EIR / EA) for the North Spring Street Viaduct Widening and Rehabilitation Project

- Notice of Availability and Meeting Invitation

at the following public places on 03/15/2010.

Chinatown Branch Library
639 North Hill Street
Los Angeles, CA 90012

I declare, under penalty of perjury, that the foregoing is true and correct.

Name (print): Michelle Soong

Signature: [signature]

Title: Adult Librarian

Date: 3/15/10

Phone Number: **213-620-0925**

I, the undersigned, personally received a copy of the following documents:

- Draft Environmental Impact Report / Environmental Assessment (EIR / EA) for the North Spring Street Viaduct Widening and Rehabilitation Project
- Notice of Availability and Meeting Invitation

at the following public places on 03/15/2010.

Council District 1 Field Office
163 S. Ave 24, Room 202
Los Angeles, CA 90031

I declare, under penalty of perjury, that the foregoing is true and correct.

Name (print): Ricardo Flores

Signature: [signature]

Title: Council Aide

Date: 3-15-10

Phone Number: **213-202-5575**

I, the undersigned, personally received a copy of the following documents:

- Draft Environmental Impact Report / Environmental Assessment (EIR / EA) for the North Spring Street Viaduct Widening and Rehabilitation Project
- Notice of Availability and Meeting Invitation

at the following public places on 3/15/2010.

Lincoln Heights Branch Library
2530 Workman Street
Los Angeles, CA 90031

I declare, under penalty of perjury, that the foregoing is true and correct.

Name (print): Vi Ha for Patrick Xavier

Signature: [signature]

Title: Young Adult Librarian

Date: 3/15/10

Phone Number: **323-226-1692**

North Spring Street Viaduct Widening and Rehabilitation Project

Draft **EIR/EA Public Comment Meeting**

DATE: 4/15/2010

First Name: ALEX **Last Name:** WARD

Street # Only 2409 **Street Name and Apartment Number** CLOVERFIELD BLUD

City SANTA MONICA **State** CA **Zip code** 90405

Email Address: LXWARD@GMAIL.COM **Organization Name** FRIENDS/LA/RIVER

First Name: TOBY ~~MAZZIE~~ **Last Name:** MAZZIE JR

Street # Only 1711 **Street Name and Apartment Number** N SPRING ST.

City LOS ANGELES **State** CA **Zip code** 90012

Email Address: TOBYM@CITYSTUDIOLA.COM **Organization Name** BUILDING OWNER

First Name: FRANK **Last Name:** WADA

Street # Only 2038 **Street Name and Apartment Number** WORKMAN ST

City LA **State** CA **Zip code** 90031

Email Address: FWADA2KL@YAHOO.COM **Organization Name** LINCOLN HTS NC.

North Spring Street Viaduct Widening and Rehabilitation Project

Draft **EIR/EA Public Comment Meeting**

DATE: 4/21/2010

1)

First Name: CATHY

Last Name: ORTEGA

Street # Only: 224

Street Name and Apartment Number: E BLOOM ST

City: LOS ANGELES

State: CA **Zip code:** 90012

Email Address:

Organization Name: FARM LAB.

---

2)

First Name: IRENE

Last Name: MACIAS

Street # Only: 224

Street Name and Apartment Number: BLOOM ST

City: LOS ANGELES

State: CA **Zip code:** 90012

Email Address:

Organization Name: FARM LAB

First Name: STEVE

Last Name: GIANG

Street # Only: 1701

Street Name and Apartment Number: N. SPRING ST.

City: LOS ANGELES

State: CA **Zip code:** 90012

Email Address: stevengiang@yahoo.com

Organization Name:

North Spring Street Viaduct Widening and Rehabilitation Project

Draft EIR/EA Public Comment Meeting

DATE: 4/15/2010

First Name: Stephanie **Last Name:** Campbell

Street # Only 1799 **Street Name and Apartment Number** Baker

City Los Angeles **State** CA **Zip code** 90012

Email Address: scampbell@parks.ca.gov **Organization Name** State Parks

---

First Name: DAVID **Last Name:** GIANG

Street # Only 734 **Street Name and Apartment Number** BROADWAY

City LA **State** **Zip code** 90012

Email Address: **Organization Name**

First Name: GEORGE **Last Name:** PAPPAS

Street # Only 722 **Street Name and Apartment Number** S. BIXEL ST #A520

City LOS ANGELES **State** CA **Zip code** 90017

Email Address: UOFAPAPPAS2000@yahoo **Organization Name**

North Spring Street Viaduct Widening and Rehabilitation Project

Draft EIR/EA Public Comment Meeting

DATE: 4/15/2010

First Name: AMY **Last Name:** WEBB

Street # Only 433 **Street Name and Apartment Number** E TEMPLE ST

City LA **State** CA **Zip code** 90012

Email Address: Amy.Webb@LADWP.com **Organization Name** LADWP

First Name: Benny **Last Name:** McCrumby

Street # Only 309 **Street Name and Apartment Number** E BLOOM st

City LA **State** CA **Zip code** 90012

mail copy of Boards.

Email Address: **Organization Name**

First Name: Irene **Last Name:** Varas

Street # Only 324E. **Street Name and Apartment Number** BLOOM st #

City LA **State** CA **Zip code** 90012

Email Address: **Organization Name**

North Spring Street Viaduct Widening and Rehabilitation Project

Draft EIR/EA Public Comment Meeting

Caltrans

DATE: 4/15/2010

First Name: DARA

Last Name: GELOF

Street # Only: 1635

Street Name and Apartment Number: NORTH SPRING

City: Los ANGeles

State: CA **Zip code:** 90012

Email Address: daraa@rema p.ucla.edu

Organization Name:

First Name: Fabian

Last Name: WAGNISTER

Street # Only: 1635

Street Name and Apartment Number: North Spring

City: Los Angeles

State: CA **Zip code:** 90012

Email Address: Fabian@UCLA.edu

Organization Name: UCLA

First Name: MARGARET

Last Name: ARNOLD

Street # Only:

Street Name and Apartment Number:

City:

State: **Zip code:**

Email Address: MARGARET@ASJOURNAL.NET

Organization Name:

Proposed North Spring Street Viaduct Widening and Rehabilitation Project

Environmental Impact Report/Environmental Assessment (EIR/EA) Public Comment Meeting

Thursday, April 15, 2010

Welcome

City of Los Angeles

Wenn Chyn, Project Manager, Bureau of Engineering
Linda Moore, Environmental Supervisor, Bureau of Engineering
Bearj Sarkis, Traffic Design, LADOT
Tim Fremaux, Bikeway Program, LADOT

Caltrans

Ronald Kosinski, Deputy District Director, Division of Environmental Planning

URS Corporation

Lee Holguin, Project Manager
Dev Vrat, AICP Senior Urban and Environmental Planner
Laura Rodriguez, Environmental Planner
Annette Cortez, Public Outreach Manager

Agenda

EIR/EA Process
Dev Vrat, AICP, Senior Urban and Environmental Planner
URS Corporation

Overview of the Proposed Project
Wenn Chyn, Project Manager
City of Los Angeles

Draft EIR/EA Summary
Laura Rodriguez, Environmental Planner
URS Corporation

Public Comment Opportunities
Annette Cortez, Public Outreach Manager
URS Corporation

Purpose of Meeting

- Know the CEQA/NEPA process, the role of the EIR/EA and the next steps in the project approval process.
- Learn about the Proposed Project
- Hear the conclusions of the Draft EIR/EA
- Make comments on environmental issues related to or based on the review of the Draft EIR/EA

EIR/EA Process

Dev Vrat, AICP

Senior Urban and Environmental Planner

URS Corporation

CEQA and NEPA

- **California Environmental Quality Act (CEQA):** State environmental law requiring public disclosure of environmental impacts and ways to reduce them.

- **National Environmental Policy Act (NEPA):** Federal environmental law requiring that alternative ways to achieve the purpose of the project be analyzed.

- **EIR/EA**: EIR satisfies CEQA and EA satisfies NEPA in a single document.

Environmental Review Process

Public Notice of Preparation of EIR/EA & Release of Initial Study of Issues
(9/14/06)

↓

EIR Scoping Meetings/ Public Advice on Environmental Issues
(30 Days: 9/14/06 – 10/20/06)

↓

Preparation of Draft EIR/EA

→

45-Day Public Comment Period on Draft EIR/EA Public Comment Meeting
(45 Days: 3/15/10 – 4/28/10)

We are here

↓

Final EIR/EA
Includes EIR/EA changes in response to public comments

↓

Los Angeles City Council:
Certification of EIR and decision on project approval

Caltrans:
Approval of EA and issuance of FONSI

(June 2010)

EIR – Environmental Impact Report
EA – Environmental Assessment
FONSI – Finding of No Significant Impact

CEQA/NEPA – Project Alternatives

- **CEQA**: A proposed project is identified. Project alternatives are examined if they could reduce the environmental effects compared to the proposed project.

- **NEPA:** A project ***Purpose and Need*** is established first. Alternative proposed actions are evaluated for their ability to meet the stated project purpose and need.

- **EIR/EA:** Since this is a combined CEQA/NEPA document, all the alternatives are presented equally.

Next Steps

- **CEQA:** After the Final EIR is prepared, the City Council may certify that the EIR complies with CEQA and consider approval of the proposed project.

- **NEPA**: After the EA is finalized Caltrans will consider approval of the proposed action.

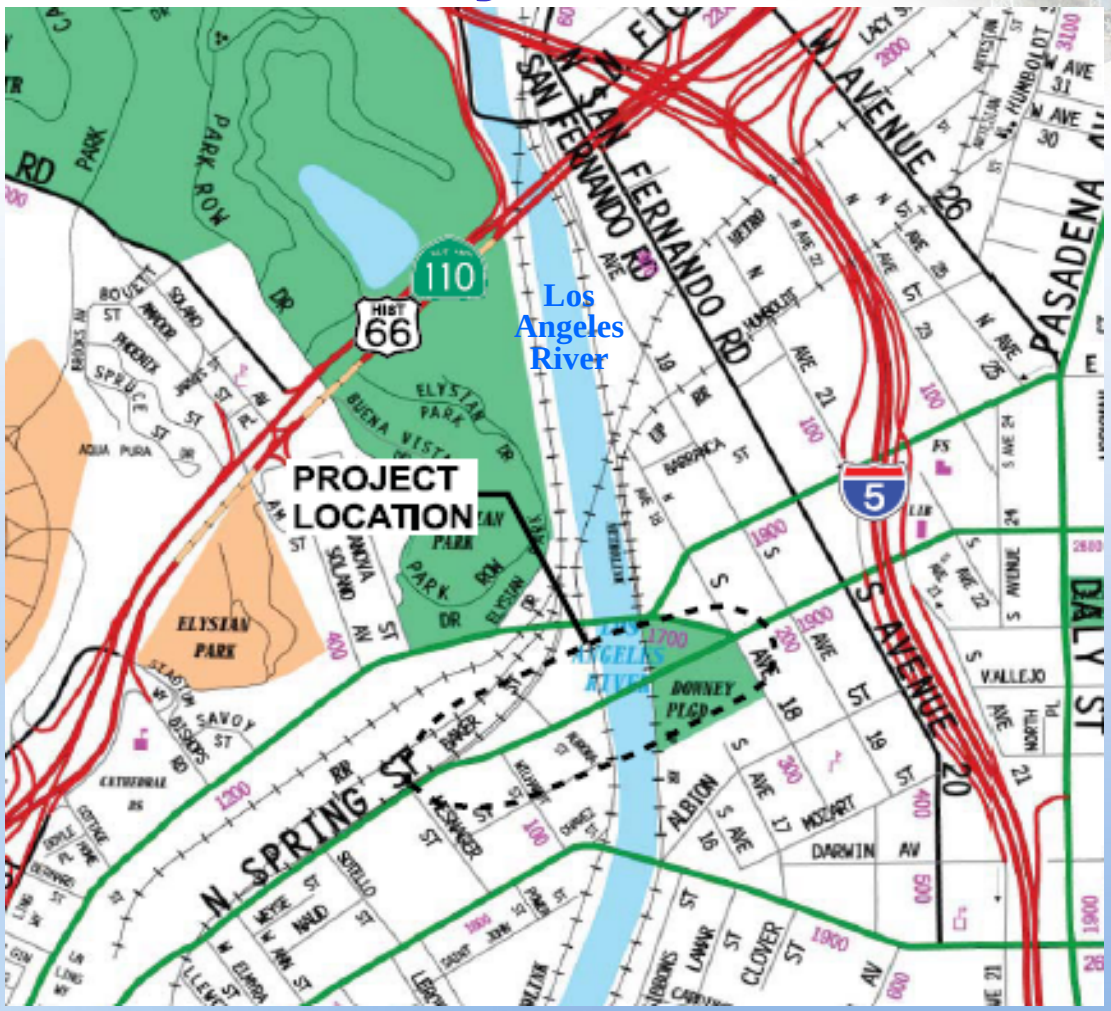
Overview of the Proposed Project

Wenn Chyn

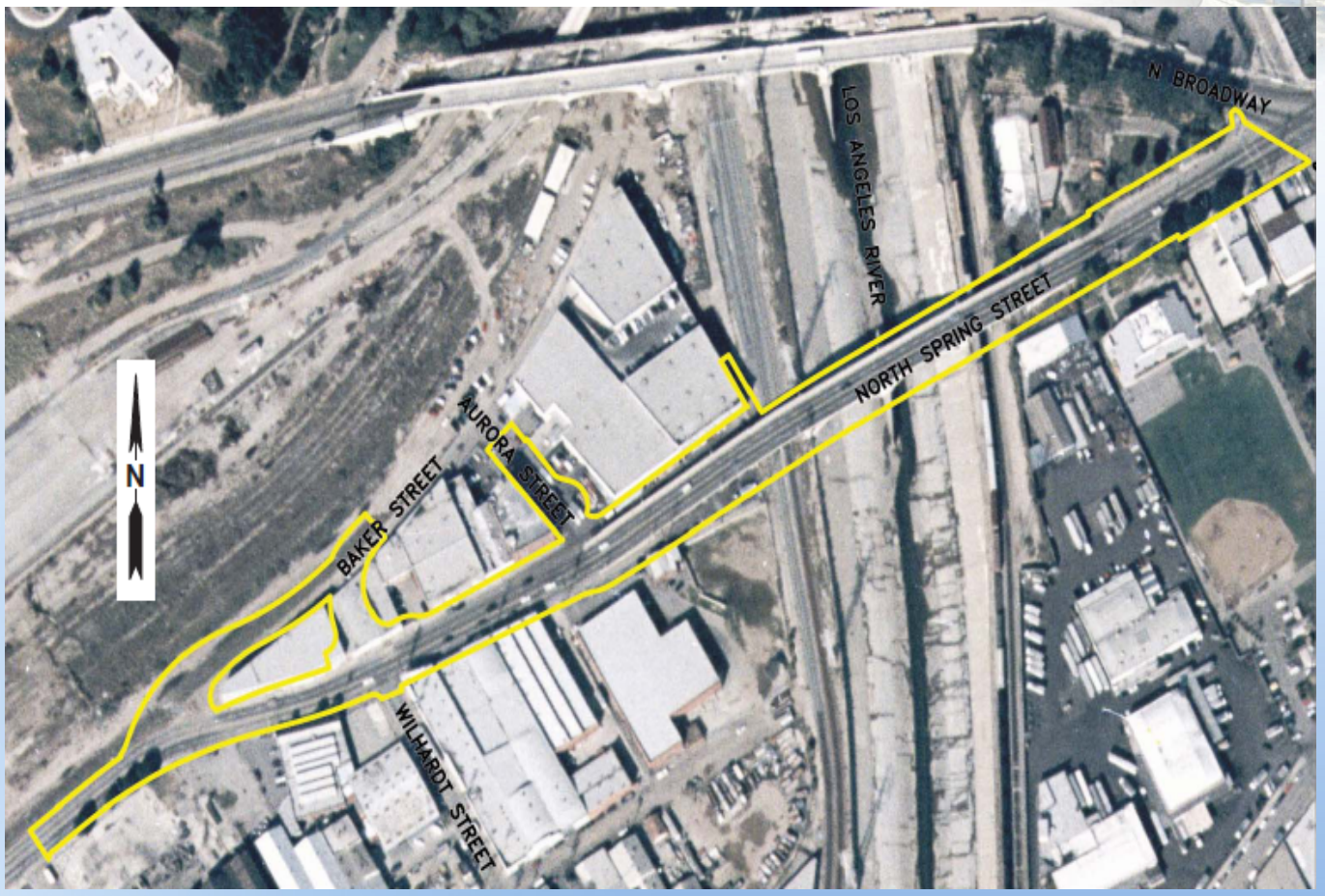
Project Manager

City of Los Angeles

Project Area



North Spring Street Viaduct - Existing



Project Need

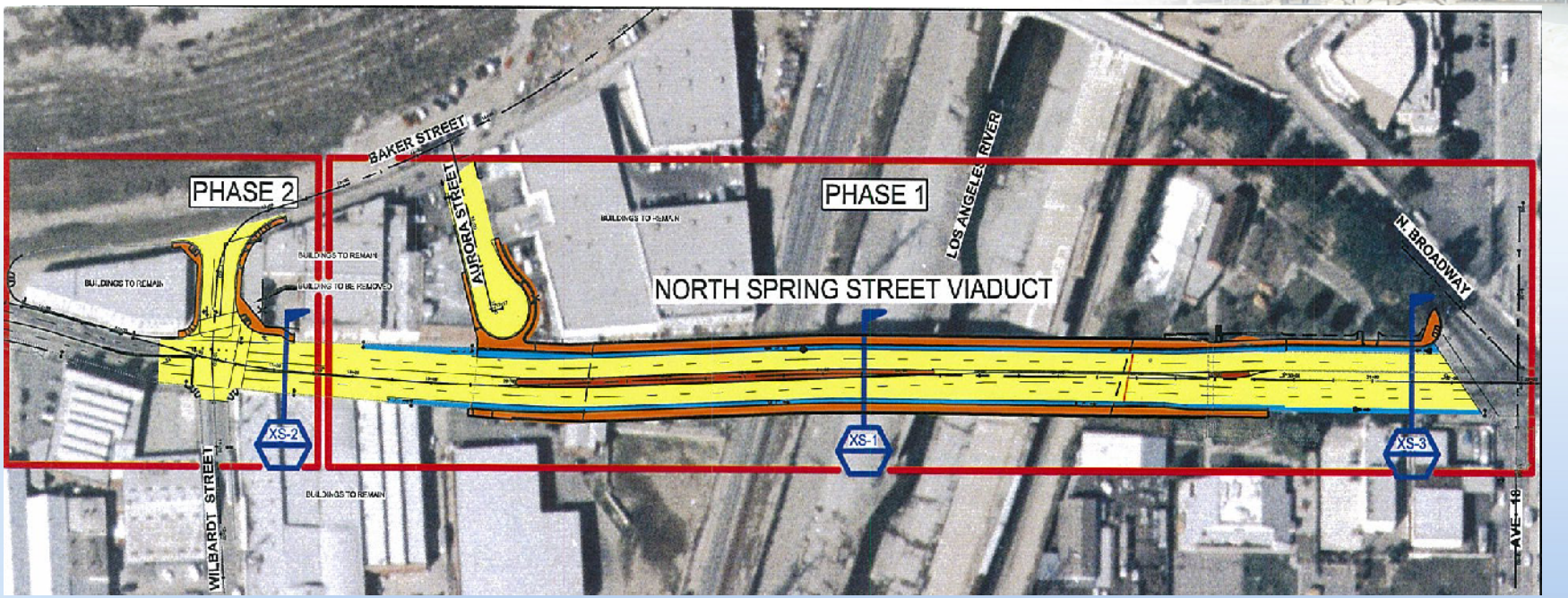
Deficiencies of the Existing Viaduct per Federal/State/City Inspection Criteria:

- Sub-standard lane width;
- Lack of shoulders;
- Inadequate cable restrainers (for seismic resistance);
- Narrow or no sidewalk;
- Deterioration of barrier and railing

Project Purpose

- Seismic Retrofit
- Widening of Viaduct and approach roadway to:
  - Improve safety
  - Provide wider sidewalk for improved pedestrian circulation
  - Provide Class 2 Bike lanes
  - Enhance traffic flow
- Reconfigure Intersections
- Replicate historic architectural features

Proposed Project – (Build Alternative 2)



Legend

- CURB/GUTTER AND SIDEWALK
- ROADWAY
- HARDSCAPED MEDIAN
- CLASS 2 BIKE LANE

Draft Environmental Impact Report/Environmental Assessment (EIR/EA) Summary

Laura Rodriguez

Environmental Planner

URS Corporation

NEPA: Determination of No Significant Impact

- The analyses in the Draft EIR/EA demonstrates that the proposed project ***as a whole*** would not significantly affect the quality of the human environment.

- Caltrans will prepare a ***Finding of No Significant Impact (FONSI)*** under NEPA.

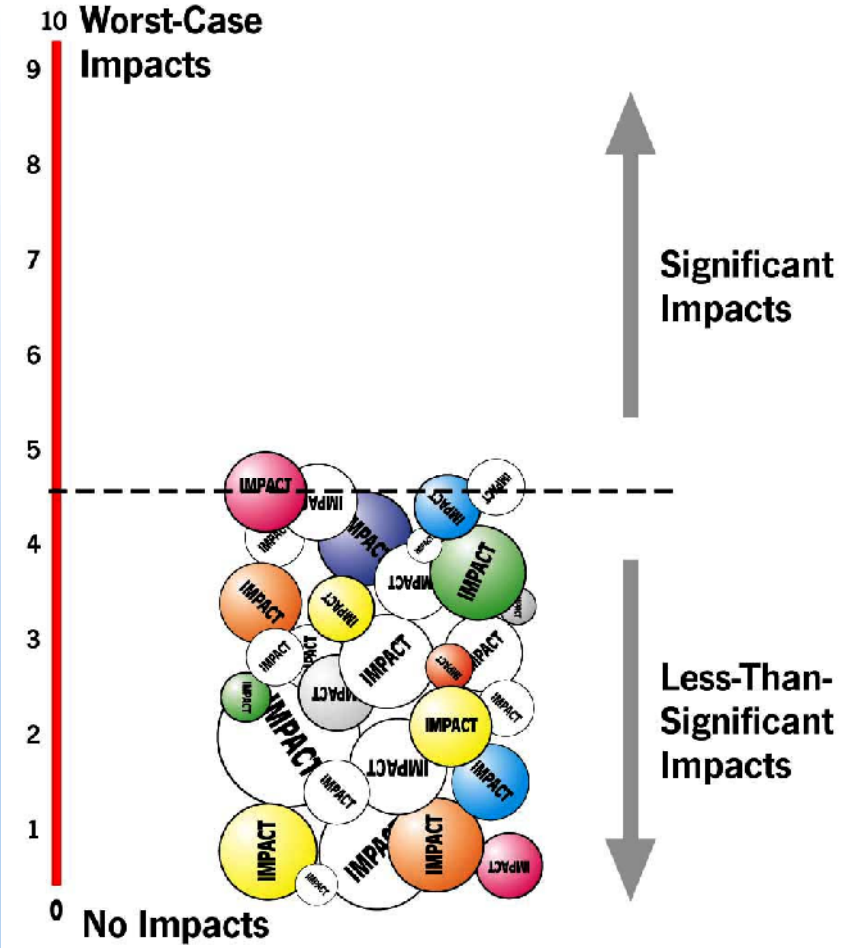
CEQA – Impacts of Proposed Project

Three levels of Impact are possible:

- **No Impact** – No change in the environment
- **Less than Significant** – Below the City of Los Angeles Significance Thresholds
- **Significant** – Exceeds the City of Los Angeles Significance Thresholds and cannot be mitigated to a less than significant level

CEQA – Significance of Impacts

Significance Threshold



CEQA - No Impacts

- Archaeological Resources

CEQA – Less Than Significant Impacts

- Land Use
- Community Impacts and Environmental Justice
- Utilities and Emergency Services
- Traffic and Transportation/Pedestrian and Bicycle Facilities
- Visual/Aesthetics
- Hydrology, Water Quality, and Storm Water Runoff
- Geology/Soils/Seismicity/Topography
- Hazardous Waste/Materials
- Air Quality
- Noise
- Biological Resources

CEQA – Significant Impacts

- Historical Resources

CEQA – Significant Impacts (continued)

- **Historical Resources Impacts of Proposed Project:**
  - Impact to North Spring Street Viaduct

    - The proposed project would remove or significantly change historic parts of the Viaduct. This would reduce the historic importance of the Viaduct and would affect the Viaduct's eligibility for placement on the National Register of Historic Places.

Project Alternatives

- Proposed Project:
  - Build Alternative 2 – Widened Viaduct-Skewed Wilhardt Street Extension
- Alternatives to Proposed Project Analyzed:
  - No Build Alternative
  - Build Alternative 1 – Seismic Retrofit Only
  - Build Alternative 3 – Widened Viaduct-Tangential Wilhardt Street Extension
  - Build Alternative 4 – Widened Viaduct-Baker Street/Mesnager Street Extension
- Alternative 4 – **Widened Viaduct-Baker Street/Mesnager Street Extension** was evaluated in the Draft EIR/EA. This alternative has been dropped from further consideration due to its unavoidable impacts to the Los Angeles State Historic Park.

Public Comment Opportunities

Annette Cortez

Public Outreach Manager

URS Corporation

Draft EIR/EA Public Comment Meeting

Useful Public Comments

- Comments on the environmental impacts of the Proposed Project
- Comments on specific ways to reduce the environmental impacts (mitigation measures) of the Proposed Project

How to Submit Your Comment

- Visit Comment Stations to fill out and submit comment forms
- Provide Oral Comments to Court Reporter
- Download Comment Form via the City of Los Angeles, Bureau of Engineering Website (http://eng.lacity.org/techdocs/emg/north_spring_street.htm)
- Mail, fax or email written comments by Wednesday, April 28, 2010

  Mail: Linda Moore, Environmental Supervisor
  Bridge Improvement Program, Bureau of Engineering
  City of Los Angeles
  221 North Figueroa Street, Suite #350
  Los Angeles, CA 90012

  Fax: (213) 202-5518 Attention: Linda Moore

  Email: linda.moore@lacity.org

Thank You for Participating in our Draft EIR/EA Public Comment Meeting

Welcome . . .

North Spring Street Viaduct Widening and Rehabilitation Project
Draft EIR/EA Public Comment Meeting
April 15, 2010

Thank you for your participation in today's Public Comment Meeting for the North Spring Street Viaduct Widening and Rehabilitation Project Draft Environmental Impact Report and Environmental Assessment (EIR/EA). The goals of the Public Comment Meeting are to help you understand the proposed project, the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) processes, and to provide a forum to receive comments from the public on the Draft EIR/EA.

Schedule

6:00 p.m. – 6:45 p.m. - Opening Presentation

- Welcome and Introductions
- Overview of the Environmental Process
- Overview of the Proposed Project
- Overview of the EIR/EA findings
- Public Participation Opportunities and Closing

6:45 p.m. – 8:00 p.m. - Open House and Public Comments at Comment Stations

Open House Information Stations

We invite you to communicate one-on-one with the engineers and environmental technical staff who are here to explain the North Spring Street Viaduct Widening and Rehabilitation Project and Draft EIR/EA. Please note that comments will be accepted, but not responded to, at today's meeting. Responses to your comments will be included in the Final EIR/EA. We encourage you to view the project display boards and to discuss issues that are important to you.

Public Comment Station and Comment Forms

Comment forms are available at the public comment stations. Please use the forms to submit your written comments on the Draft EIR/EA. Comment forms may be left at the comment table, mailed, faxed or e-mailed by **April 28, 2010** to the address listed on the form. Comment forms are also available on the website listed below. If you prefer, you may also make your comments verbally to the court reporter.

Thank you for coming.

For a copy of the Draft EIR/EA or to download a Comment Form, please visit our site at
http://eng.lacity.org/techdocs/emg/north_spring_street.htm

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Bienvenidos. . .

Ampliación y Rehabilitación del Viaducto de la calle North Spring
Reunión de Comentario Público para el Borrador del Informe de Impacto Ambiental/Evaluación Ambiental (EIR/EA)
15 de abril de 2010

Gracias por participar en esta reunión de comentarios publico para el borrador del Informe de Impacto Ambiental/Evaluacion Ambiental (EIR/EA, por sus siglas en ingles) del proyecto de la Ampliación y Rehabilitación del Viaducto de la calle North Spring. Las metas de la reunion de Comentario Publico son de ayudarle a entender el proyecto propuesto, los prosesos de el Acto de Calidad Ambiental de California (CEQA) y el Acto Nacional de Politica Ambiental (NEPA), y proveer un foro para recibir comentarios del publico acerca del borrador del EIR/EA.

Horario:

6:00 p.m. – 6:45 p.m. – Presentación de Apertura

- Bienvenida e Introducciones
- Vista general del Proceso Ambiental
- Vista general del Proyecto Propuesto
- Vista general del EIR/EA
- Oportunidad para participación del publico y clausura

6:45 p.m. – 8:00 p.m. – Open House y Comentarios del Publico en el Puesto de Comentarios

Puestos de Información del Open House

Le invitamos a comunicarse cara a cara con los ingenieros y el personal ambiental que están aquí para explicar a cerca del Borrador de Informe de Impacto Ambiental/Evaluación Ambiental y el proyecto propuesto de la Ampliación y Rehabilitación del Viaducto de la calle North Spring. Por favor tome en cuenta que sus comentarios serán aceptados, pero no se les responderá a ellos en la reunión de hoy. Las respuestas a sus comentarios serán incluidas en el documento Final del Informe de Impacto Ambiental/Evaluacion Ambiental. Le invitamos a que vea los tableros con informacion del proyecto y a que platique sobre los asuntos que son importantes para usted.

Puesto de Comentario Publico y Formularios para Comentar

Los formularios para comentario público estarán disponibles en el puesto de comentario público. Utilice por favor los formularios para someter su comentario escrito sobre el borrador del EIR/EA. Puede dejar su formulario en la el puesto de comentario como también puede enviarlo por correo, fax, o correo electrónico antes del 28 de abril a la dirección proveída en el formulario. Los formularios también están disponibles en la página de Internet listada abajo. Si usted prefiere, también puede hacer sus comentarios verbalmente al reportero de tribunal.

Gracias por asistir.

Para una copia del EIR/EA o para bajar un Formulario de Comentario, por favor visite nuestra página de Internet: **http://eng.lacity.org/techdocs/emg/north_spring_street.htm**

Por ser una entidad cubierta bajo el Título II de la Ley de Americanos con Discapacidades (Americans with Disabilities Act), la Ciudad de Los Ángeles no discrimina por razones de discapacidad, y de ser solicitado, proveerá ajustes razonables para asegurar acceso equitativo a sus programas, servicios y actividades.

歡迎……

North Spring Street 高架橋加寬和修復工程
EIR/EA 草案公衆評議會議
2010 年 4 月 15 日

謝謝您參加今天的 North Spring Street 高架橋加寬和修復工程環境影響報告和環境評估 (EIR/EA) 草案的公衆評議會議。公衆評議會議的目標是幫助您了解該項提議工程、加州環境品質法(CEQA)和全國環境政策法(NEPA)程序，並且提供聽取公衆對 EIR/EA 草案評議的論壇。

時間表

晚上 6 時至 6 時 45 分 - 開幕演講

- 歡迎和介紹
- 環保程序概述
- 提議的工程概述
- EIR/EA 評估結果概述
- 公衆參與計劃和結束

6 時 45 分至 8 時 – 開放會及在評議站發表公衆評議

開放會議信息站

我們有工程師和環保技術人員出席會議並對 North Spring Street 高架橋加寬和修復工程和 EIR/EA 草案進行解釋，歡迎您一對一與他們溝通。請注意，今天的會議只接受評議，不提供答案。對您評議的答案將納入 EIR/EA 定案。我們鼓勵您閱覽工程展示板，並且討論您關心的問題。

公衆評議站和評議表格

公衆評議站提供評議表格。請使用表格提交您對 EIR/EA 草案的書面評議。評議表格可以留在評議桌上，也可以按照表格上列明的地址在 **2010 年 4 月 28 日**之前通過傳真、電子郵件或郵件發出。如果您願意，您也可以向法院記錄員口頭發表評議。

謝謝您參加。

欲索取 EIR/EA 草案或者下載評議表格，請上網訪問我們的網站：
http://eng.lacity.org/techdocs/emg/north_spring_street.htm

作爲《美國殘疾人法案》第二條款制約的實體，洛杉磯市不因爲殘障進行歧視；並且根據要求提供合理的便利，以確保平等地利用其計劃、服務和活動。

Public Comment Form

DATE: _____

North Spring Street Viaduct Widening and Rehabilitation Project
Draft Environmental Impact Report/Environmental Assessment (EIR/EA)

PLEASE USE THIS FORM TO PROVIDE COMMENTS ON THE DRAFT Environmental Impact Report/Environmental Assessment

PLEASE PRINT CLEARLY

First & Last Name: _____

Organization (if any): _____

Street Address: _____ **City:** _____ **Zip:** _____

E-mail: _____

1. **Comments on the environmental impacts of the proposed project?**

_____

_____

_____

_____

2. **Comments on the proposed mitigation measures (ways to reduce impacts)?**

_____

_____

_____

_____

3. **Other comments?**

_____

_____

_____

_____

Use additional sheets if necessary. When complete, please either:

- Return your comment form to the comment station,
- Mail, fax or e-mail by **April 28, 2010** to:

Linda Moore, Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering,
City of Los Angeles
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
Fax: (213) 202-5518
E-mail: linda.moore@lacity.org

The responses to your comments will be included in the Final EIR/EA.
Thank you.

Formulario para Comentario Públicos

Fecha: _____

Ampliación y Rehabilitación del Viaducto de la calle North Spring
Informe de Impacto Ambiental / Evaluación Ambiental (EIR/EA)

POR FAVOR USE ESTE FORMULARIO PARA PROVEER SUS COMENTARIOS ACERCA DE
El Informe de Impacto Ambiental/ Evaluación Ambiental

POR FAVOR ESCRIBA CLARAMENTE

Nombre y Apellido: _____

Organización (si aplica): _____

Domicilio: _____**Ciudad:** _____**Código Postal:** _____

Correo Electrónico: _____

1. Comentarios sobre el impacto ambiental del proyecto propuesto?

_____

_____

_____

_____

2. Comentarios sobre las propuestas medidas de mitigación (maneras de reducir los impactos)?

_____

_____

_____

_____

3. Otros Comentarios?

_____

_____

_____

_____

Use hojas adicionales si es necesario. Cuando completado, por favor:

- Regrese su formulario a la estación de comentario
- Envíe por correo, fax o correo electrónico antes del **28 de abril** a:
  Linda Moore, Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering,
  City of Los Angeles
  221 N. Figueroa Street, Suite 350
  Los Angeles, CA 90012
  Fax: (213) 202-5518
  E-mail: linda.moore@lacity.org

Las respuestas a sus comentarios serán incluidas en el documento final del Informe del Impacto Ambiental/Evaluación Ambiental (EIR/EA).

公衆評議表格

日期：

North Spring Street 高架橋加寬和修復工程
環境影響報告/環境評估(EIR/EA)草案

請使用這份表格對
環境影響報告/環境評估草案提出評議

請工整書寫

名和姓：_____

機構(如果有)：_____

街道地址：_____城市：_____郵編：_____

電子郵件：_____

1. 對提議工程的環境影響的評議？

_____
_____
_____
_____

2. 對提議緩解措施 (減輕影響的途徑) 的評議？

_____
_____
_____
_____

3. 其它評議？

_____
_____
_____
_____

如有必要，請添加紙張。填寫完後，請使用下列任何一種方式：

- 將評議表格交回評議站，
- 在 **2010 年 4 月 28 日**之前，通過郵件、傳真或電子郵件發到：
  Linda Moore, Environmental Supervisor, Bridge Improvement Program, Bureau of Engineering, City of Los Angeles
  221 N. Figueroa Street, Suite 350
  Los Angeles, CA 90012
  傳真：(213) 202-5518
  電子郵件：linda.moore@lacity.org

對您評議的答案將納入 EIR/EA 定案。
謝謝您。

Draft Environmental Impact Report and

Environmental Assessment Public Hearing

Proposed North Spring Street Viaduct Widening

And Rehabilitation Project

Ann Street Elementary School Auditorium

126 Bloom Street

Los Angeles, California, 90012

Thursday, April 15, 2010

ORIGINAL

REPORTED BY:
MARCELLA A. SYLVESTER
CSR NO. 12720

PARK AVENUE DEPOSITION SERVICE
(800) 447-3376

I N D E X

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PUBLIC COMMENTS MADE VIA COURT REPORTER SERVICES	
Dr. B.G. McCrumby	21

MAYWOOD, CALIFORNIA, WEDNESDAY, JANUARY 13, 2010, 6:00 P.M.

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(Court Reporter and Spanish translation services were made available to the public during this meeting.)

MR. CHYN: Good evening everyone. Thank you for coming. Thank you for being with us tonight.

Today is April 15, 2010. I hope that everyone has turned in their income tax returns. Now that we have paid our dues to the government, now we can sit down and ask the Government to do things for us. That's why we are here tonight.

Tonight, we are here to see what the City of Los Angeles engineering has done for you in this proposed North Spring Viaduct Improvement Project, and to see how we can work together to continue and to proceed to the next step, and other ways we can complete this great project.

My name is Wenn Chyn with the Bureau of Engineering Bridge Improvement Program. I am the project manager. I want to thank you very much, again, for coming here tonight and spending your time on this project. Your participation and the contribution of your ideas, thoughts and comments are necessary to make this project successful.

Again, I want to thank you. I also want to thank our Councilman Ed Reyes for his leadership, inspiration and his support of this project. I also want to thank you, Jill Rios, from Councilman Reyes' office. In particular, I wanted to thank you, Jill, for your coordination, communication, and your help in picking out this place for us to meet tonight.

By the way, Jill, would you like to speak a few words before I continue?

MS. RIOS: No. I just want to welcome everyone and let everyone know I am here to answer questions, if you need. And I will be here throughout the evening.

MR. CHYN: Thank you, Jill.

UNIDENTIFIED SPEAKER: What's her name?

MR. CHYN: Jill.

MS. RIOS: I'm Jill. Hello.

MR. CHYN: Most of the project members of the project team are here to help you, too, throughout this topic of hearing that is tonight's meeting. I would like to introduce them one by one, so you know who they are on this project.

Again, I am Wenn, the project manager from the Bureau of Engineering. With me tonight is Linda Moore, our environmental supervisor. Linda is also the environmental coordinator for the bridge project. Also, we have folks

from LADOT. Is Bearj Sarkis here yet? Bearj is a traffic design engineer. We will introduce him when he comes in. Also, we have Jim Fremaux from the Bikeway Program for LADOT. The bikeway is an important component of our project. Also, we have been working with our most important partner Caltrans.

Is there a Caltrans representative here yet?

MS. MOORE: Oh, Ron Kosinski got sick and had to go home. So, he extends his apologies.

MR. CHYN: Okay. That's fine. We also have our environmental consultants, the URS Corporation folks with us tonight. First, we have the project manager, Lee Holguin. And we have Dev Vrat, our senior environmental planner. We have Laura Rodriguez, our environmental specialist, and we also have Annette Cortez in the back. Thank you all.

Just quickly, we'll briefly go through the agenda tonight with you. Tonight we are going to talk about the environmental process relating to this project. We will let you know the process as it applies to this project, so that you have a clear understanding of this environmental process. I apologize that we have been using quite a many abbreviations like EIR, but we will try our best to explain to you as we proceed with our presentation.

Then we will give you an overview of our proposed

project based on the need of the project, ones we propose to do, and where we are, and we will give you a clear picture. Then, we will also focus on the draft version of the environmental documents, which is the EIR slash EA that represent our environmental documents.

We will present to you our findings and our recommendations as we stated in the draft environmental documents. At the end, we will also give you plenty of opportunities for you to present your comments or make any suggestions or any kind of discussion you would like to have with us.

With that, the purpose of tonight's meeting first is we want you to know the environmental process. Again, I apologize for the abbreviations, but we will explain those to you very shortly. We want you to know about the environmental process and the rule of our environmental documents, and what we will be doing after tonight's meeting.

We would also like you to learn about the proposed project to understand what we are proposing to do for this project. We also would like you to hear our conclusions, our recommendations for the environmental report.

Also, again, we would like you to make your comments. We always appreciate your comments, your

suggestions. So, make sure you make comments after we give you the presentation of this project.

In addition to our oral presentation, we have a few display boards in the back. So, after our presentation, we will give you plenty of time to look at those boards and talk to any team members to let you know as much as you want about this project.

I just saw a gentleman walk in. He's Bearj, the gentleman that was missing. But Bearj is our tech engineer from LADOT. Thank you for coming, Bearj.

Now, I would like to turn the mike over to our senior environmental planner, Dev Vrat, from URS Corporation.

MR. DEV VRAT,

MR. VRAT: Thank you very much. What we would like to do is to provide a basic understanding of the environmental laws that are applicable to this project, and to help you understand the difference between the Federal law and the State law, and just the structure of the environmental document in order to help you provide meaningful comments back to the City.

There's two laws that are at play here. The first one is a State law, and it's called the California Environmental Quality Act or the nickname is CEQA. And

that's a State law that was adopted in 1970, which requires public agencies to disclose to the public the environmental effects of their projects, so the public will have a chance to comment about whether those environmental effects are adequately described and ways to reduce the environmental effects.

And the recommendations from the public are then presented to the decision-makers, which would be the City Council, at the end of the process. So, that's the State planning, the State environmental law.

There's another law, which is called the National Environmental Policy Act, or NEPA, which is a Federal law. And it's similar to CEQA but it's slightly different. So, I'm not going to, you know, go into all the details of how they're different. But one major difference, I guess, I should state first is that the document that we are reviewing is an integrated document that complies with both CEQA and NEPA. So, when it says EIR, that's an Environmental Impact Report, that's prepared under CEQA. And when it says "EA," that's the Environmental Assessment, and that's prepared for NEPA. So, they're similar laws, they're similar documents, but they have just slightly different terms.

And now, I'm going to go through the overall environmental process which has been in process for quite

awhile now. And some of you have probably lived with this project for years, and you already know this. And there may be some people new to it, and so I'll kind of just go through what's already happened, and then let you know where we're going.

First of all, when we got started with the project, we issued a notice of preparation. That's to let the public know that the City is about to undertake this project -- this bridge project -- and we would like the public to get involved, and hear what the public concerns might be about the environmental effects of the project.

So, we filed what's called an initial study -- here's the initial study -- which is a brief report that describes the project and the possible environmental effects. And then we have a public scoping meeting where the public is invited to come in and comment about what issues should be studied in the Draft EIR and the Draft EA, the draft documents.

And then we go and work to prepare the Draft EIR and the EA. That document is released for public review for 45 days of a public comment period, and that's where we are tonight. So, we are now in the 45-day comment period, which started on March 15th, and which will close on April 28th. And it's the opportunity for the public to look at the environmental document, and, you know, confirm

did we adequately address your comments, you know, in the scoping phase, and did we adequately describe the environmental effects of the project, or did we miss something?

And if we missed something, we would like you to let us know because we want to let the City Council know all the environmental effects of the project, and all the ways that we can make the project as environmentally friendly as possible. So, that's the purpose of this meeting tonight, to help you understand the project, and help you provide comments to us about ways to make the environmental document better.

Once we receive all your comments, we will go back to work again. And our technical specialists and environmental scientists will prepare responses to all of your comments. And we will improve the environmental document prior to producing the final document, which will include responses to all of your comments.

Then we will take that document to the City, who will take that document and present it to the City Council when they consider approval of the bridge project. So, ultimately, the City Council will approve the bridge project and certify the environmental document. And at the Federal level, Caltrans will approve the environmental assessment and issue a simple document which is called a

FONSI, which is basically a simple document that says there's no significant effects at the Federal level. And that's expected to occur around June 2010.

So, one thing that there's been a little bit -- some questions about is how come there's so many alternatives in this document? Why isn't there just one? Under CEQA you can identify a proposed project, and then you analyze the proposed project in detail. And you only have to look at some alternatives, alternative project designs at a cursory level that could possibly reduce the environmental effects of the proposed project.

So, CEQA usually has one project and a few alternatives. But under NEPA, which is the Federal law, the way it works is you first identify the purpose and need, like, what are you trying to do? And Lynn will be talking later about the purpose and need of the project. And then under NEPA, you come up with several alternative projects that could meet the needs that you have identified.

So, it's a little different under NEPA. You do have to have a lot of project alternatives. And since we are producing a combined document that complies both with CEQA and NEPA, this document does have all these alternatives in it. So even though the City has its selected project or its prepared project, under these laws

we have to look at all these alternative projects. So, please, don't be confused about the presentation of all the alternatives.

And then, so now what's going to happen when this environmental document is completed? I think I briefly stated that previously, but after the final EIR is ready, the City Council can certify that it complies with the California Environmental Quality Act. And then after they do that, they can consider approving the bridge project.

Under NEPA, which is the Federal law, after the EA is finalized, then Caltrans considers whether or not to approve the project. So, there's a State approval, which is basically the City, and then there's a Federal approval, which is Caltrans.

Okay. With that, I would like to turn it over to Wenn, who is going to give an overview of the project.

MR. CHYN: So now, let's take a closer look at this project, basically, why we have to do this project, and what we are trying to accomplish. First, I would like to point out where the location of our proposed project is.

As you know, where we are now is --

UNIDENTIFIED SPEAKER: We can't hear you.

MR. CHYN: Sorry. Is this better?

Actually, we are very close to the proposed project location. Our proposed project location is along

North Spring Street. Generally speaking, it's from the intersection of Baker Street, all the way over the river, over the railroad tracks, and then we come to the intersection of North Broadway and Avenue 18. So, that's the area with that black dot, is the general area of our proposed project.

And I will give you an idea of where the geographical features are. And here is an aerial photo of the existing condition. The yellow area is the area of our project. Again, it is around North Spring Street. Here is the intersection of Baker Street. And this is the river, then the railroad. And here is the intersection of Avenue 18 and North Broadway. And here we see the L.A. River flowing down into the downtown area. And on this side of the river, you see this area is the Los Angeles State Park or, as you know it, Copperfield State Park.

On the other side of the river, you see this area is the Downey recreation center with a small park in the front and with a swimming pool being remodeled. And then across the street, here is another part of the recreation center with its recreational facilities with a field.

And then this property is between the railroad and the recreation center is the Elysian Dairy Farm. But the city is proposing to convert that area to a future Elysian Park. But, you know, this project --

UNIDENTIFIED SPEAKER: You said -- what is that park? What is the name of that park?

SPANISH INTERPRETER: Downey Recreational Center.

MR. CHYN: There is a park here. This area is being proposed for the future Elysian Park. And the City is in the process of (unintelligible) and converting it into a green space.

How about this? Let's hold our questions to the end. We will have plenty of time for you to ask questions and make comments and opinions, unless you have a clarification question. You can raise your hand any time. Thank you.

So, here is the reason we need to do this project. Based on the document of this viaduct structure, either according to the Federal, State Or City criteria, this viaduct has had quite a few deficiencies.

First, the lane way is not wide enough. If you ever drive along North Spring Street over the bridge, you will see that the lanes are very narrow. And there are four lanes, but the lane way is no more than 10 feet right now, and there's no shoulder. So, there's no space for the shoulder because of the narrowness of the bridge.

About 15 years ago, the City did some seismic retrofits for this structure by installing some cable restrainers to hold the superstructure. But based on

today's design standards, they are not sufficient to resist a strong possible earthquake.

So, this structure has a seismic vulnerability. And right now, there's only a very narrow sidewalk on the north side of the bridge, and there's no sidewalk on the other side. It's not comfortable, and even dangerous to walk along the street. We see some kids here. As a parent, we don't want our kids to walk along that narrow sidewalk. It's very dangerous.

So, this is also one of the reasons why we want to do this project. And, of course, you know, the barriers, the railings on the bridge are deteriorating. So, those are the reasons why we need to make some improvements on this viaduct.

But because of the need, here are a few items we want to achieve on this improvement project. First, we want to further retrofit this structure. This time we will retrofit not only the superstructure, but also the substructure. We will start from the foundation, the pier wall and we will do a more comprehensive retrofit.

And then we propose to widen the viaduct and also the approach roadway. The purpose is to, first, of course, improve the safety, and we want to provide a much wider sidewalk on both sides in order to provide a pedestrian a comfortable and a safe passage over the bridge and

North Spring Street.

As part of this project, an important component is because of the widening, we will be able to accommodate space for bike lanes. We will put bike lanes on each side of the street, and the bike lanes also serve as a shoulder, which also serves a safety purpose.

And we also propose to reconfigure the intersections along that corridor. It will improve the intersection at Wilhart Street. We will also reconfigure the intersection at Aurora and the intersection at North Broadway and Avenue 18.

We will also use this opportunity to replicate historical architecture features because this bridge was built back in 1927. It's been almost 80 years -- more than 80 years. It's a historical monument. But while we are doing this rehab, we want to replicate a few historical architectural features like the railings and the pier wall, and, also, the beautiful arch structure underneath the deck.

This map shows the envelope of our proposed work. The yellow indicates the entire roadway and the viaduct where we are going to do the improvement work. Here is the Wilhart Street intersection. We propose to extend Wilhart Street all the way to Baker Street to provide better access for the properties and access to

Baker Street and also better access to the future -- to this State park.

And this is the roadway, and here is the crest of the viaduct. Now, we will reconfigure the roadway. We will put in a landscaped median in the middle for both esthetics and safety purposes. And, of course, we will improve the intersections of Avenue 19 and North Broadway.

This is just a brief overview of our proposed project. Now, I would like to turn the mike over to Laura to tell us what the environmental document has done.

LAURA RODRIGUEZ,

MS. LAURA RODRIGUEZ: Thank you. So, this is just a brief summary of the findings of the Draft EIR and EA.

In terms of NEPA, the Draft EIR/EA found that the project as a whole would not affect the quality of the human environment. Therefore, Caltrans will prepare a finding of no significant impact, or FONSI, under NEPA.

Under CEQA, there are three levels of impact that are possible: No impact, less than significant, and significant. No impact is no change in the environment; less than significant is if there are potential effects, but they are below the significant threshold that the City of Los Angeles has come up with to determine

environmental impacts from a project; and significant is if it exceeds the significant threshold that the City has set.

So this shows this is where the significant threshold -- this would be like something that the City has set to determine impacts. If the impact is determined less than significant, then it's considered a less than significant impact. If there's no change in the environment at all, it's no impact. And if it's above the significant threshold that the City has set, it's a significant impact.

So, no impacts from this project to an environmental resource would be for archaeological resources. Less than significant impacts will happen to these resources: Land use, community impacts, utilities, traffic, visual, hydrology hazardous, hazardous waste materials, air quality, noise and biological resources.

And for more additional information and a detailed discussion of the less than significant impacts to these resources, you can take out the Draft EIR/EA.

For significant impacts, we have determined that they would refer to a historical resource, which is the viaduct itself. And the reason for this is because in fixing this viaduct to be safe, in case of an earthquake and to also provide a wider sidewalk and a bicycle lane, we

would remove certain historic parts of the viaduct. And this would affect the viaduct's eligibility as a historic resource.

Alternatives that we considered in the Draft EIR/EA to try to -- that we analyzed to try to reduce the impacts of the proposed project are the no-build alternative, build Alternative One, build Alternative Three and build Alternative Four.

The proposed project is build Alternative Two. Alternative Four was evaluated in the Draft EIR/EA, but has since been dropped from consideration because of the adverse impacts to the Los Angeles State Historic Park.

So, the City favors building Alternative Two, and this alternative would not impact the Los Angeles State historic park or the Raphael Junction Block Building.

Now, we will turn it over to Annette so she can give you information on how to provide your comments on the Draft EIR/EA.

ANNETTE CORTEZ,

MS. ANNETTE CORTEZ: Thank you. So, we have gone over the document that has been prepared, and we are here to take your comments. And we have set up several processes in which you can provide comments that will actually be useful at this phase of the project.

So, the types of comments that we're looking for or you might want to think about are comments on the environmental impacts of the proposed project, and also, comments on specific ways to lessen the environmental impact.

We have set up a comment table in back with comment forms. But you are not limited to just answering the comment questions that we have on there. You are welcome to provide any other comments. You can also mail them to the address on here, which they would be to the attention of Linda Moore, or you can fax them. And the fax number is on the actual comment form.

You can also E-mail them. You can go on to the website, which is on your agenda to download the whole document, if you would like, or just to review different sections. Also, there's comment forms and they are available in Spanish, Chinese, and English.

And at this point, we would like to invite you to visit the comment station with any of your comments, and also to go around and view the project boards and talk to our engineers that are here and our City staff and our environmental consultants and our DOT representatives. And, also, our court reporter is available if you want to give her a verbal comment, rather than a written comment. She is here to take that from you.

The reason we are trying to get your comments this way is so that we are able to get exactly what you want us to get, and it's all correctly written out, so that we can address your comments in the EIR, the Final EIR.

So, does anyone have any questions of clarification on anything that's been presented today? If you don't, then this concludes the presentation. And, again, we'd just welcome you to talk to the City representatives and the environmental consultants, and we welcome your comments. We thank you for coming.

DR. B.G. MC CRUMBY,

DR. MC CRUMBY: My name is Dr. B.G. Mc Crumby. I am the president of the Shalom Evangelical Ministry, and the president, also, of the Alumni Association of the Centennial High School in the city of Compton from '71.

Now, this particular project that -- I feel like it's not only necessary, but it is sufficient. And that, also, too, it's something that we need to do pertaining to earthquake preparedness. Just recently we have heard about the earthquake in China and Haiti. With so many earthquakes happening, this is an indication that we need to prepare and be prepared because something such as that could happen.

I am resident of the city of Los Angeles. I was

born and raised here since 1952. And I was one of the last ministers to go to Washington D.C., to lobby for Dr. Martin Luther King's birthday to become a holiday. And in 1984, then Senator Alan Cranston backed a national holiday for Martin Luther King's birthday. So, the importance of meetings -- and also, too, I would like to interject that I am on the committee for the President Barack Obama for voter registrations in the city of Compton, and I registered 300 voters ranging from 18 years old to 30 in this last election.

These types of meetings are very helpful because it informs the community of the good work that's been done, and not just things that are done irregardless of what people think. So, sometimes what I say to people is that you have to come to the meetings to hear and see and have hands-on involvement, and that you might be able to go spread this in the home community, as the President indicated that it takes a village to raise a child. It takes a village to erect a community. It takes a village to build a dream. And these are some of the things that I personally advocate to as a minister.

(Whereupon, the Public Hearing for the Draft Environmental Impact Report and Environmental Assessment was adjourned at 7:30 p.m.)

REPORTER'S CERTIFICATE

I, Marcella A. Sylvester, a Certified Shorthand Reporter within and for the State of California, do hereby certify:

That the said public meeting was taken down by me in shorthand at the time and place herein stated and was thereafter reduced to print by Computer-Aided Transcription under my direction;

I further certify that I am not of counsel or attorney for any of the parties hereto or in any way interested in the event of this cause, and that I am not related to any of the parties thereto.

In witness whereof, I have subscribed my name this 28th Day of April, 2010.

Marcella A Sylvester

Marcella A. Sylvester, CSR No. 12720

Appendix P. Summary of Public Scoping Meeting Comments

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6. **Scoping Meeting Handouts: Welcome Sheet, Comment Forms, Sign-in Sheets**
7. **Comments**

The City provided extensive public outreach to encourage responsible agency and public participation in the scoping and preparation of this Draft Environmental Impact Report (EIR). The following actions have been taken.

On September 14, 2006, an Initial Study was prepared to focus the EIR on those environmental issues that are expected to have a significant impact on the environment and to eliminate further analysis of those issue areas which are not expected to result in significant impacts to the environment.

A Notice of Preparation (NOP) of the EIR for the North Spring Street Bridge Widening and Rehabilitation Project was prepared and circulated, along with the Initial Study, for a 30-day review period that began on September 14, 2006, and closed on October 20, 2006. The documents were mailed to the State Clearinghouse and Planning Unit in the California Governor's Office of Planning and Research, to federal, state, regional and local responsible agencies, and mailed to adjacent property owners and known interested parties. The NOP and Initial Study were posted on the project website: www.NorthSpringStreetBridgeProject.org. Copies of the Initial Study were made available for public review at the following locations: Lincoln Heights Branch Library, Chinatown Branch Library, Office of Councilman Ed Reyes and at District 1 (Lincoln Heights Field Office.

The State Clearinghouse also transmitted the NOP to responsible state agencies and posted the NOP on the State of California Website via the State Clearinghouse CEQANet database. The State Clearinghouse Number for this project is #2006091076. A copy of the NOP that was posted on the Clearinghouse website is attached.

A newspaper advertisement announcing the NOP and Scoping Meeting was published on October 2, 1006, in the Los Angeles Times, Los Angeles Downtown News, La Opinion (Spanish) and Sing-Tao (a locally –based Chinese-language newspaper). Copies of these newspaper notices are attached.

A scoping meeting was held in two sessions on October 3, 2006 from 2 p.m. to 4 p.m. and 6 p.m. to 8 p.m. at the Young Nak Presbyterian Church in Lincoln Heights. The agenda included an open house viewing of project displays, introduction of project team members, a project presentation and a question and answer session. Project display boards illustrated the site map and various project components for attendees to view while interacting with project representative. The meeting was staffed by representatives of the City of Los Angeles Bureau of Engineering and consultants. Interpreters were available to communicate with non-English

speaking members of the public in Spanish, Toy San and Cantonese. In addition all printed materials provided were translated into those languages. Copies of meeting handouts are attached

Members of the public were informed that they could also provide written comments after the scoping meetings throughout the 30-day public comment period established by the State Office of Planning and Research.

Written comments received are attached.

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GENERAL INFORMATION
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http://www.lacity.org/BPW

SCH NO._____

NOTICE OF PREPARATION

To: Governor's Office of Planning & Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95812-3044

From: City of Los Angeles
Department of Public Works, Bureau
of Engineering/ Bridge Improvement Program
221 North Figueroa Street, Suite #350
Los Angeles, CA 90012

Subject: **Notice of Preparation of a Draft Environmental Impact Report**
Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Project Title: North Spring Street Bridge Widening & Rehabilitation Project

Project Applicant: City of Los Angeles

Project Location: Along North Spring Street, including a portion of Baker Street, from a point approximately midway between Wilhardt and Mesnager Streets at the west, to South Avenue 18 at the east.

Project Description: The proposed project would widen the existing 50-foot-wide North Spring Street Bridge over the Los Angeles River by approximately 20 feet on each side resulting in a 90-foot-wide by 700-foot-long elevated structure extending easterly from Aurora Street on the west to a point approximately 500 feet west of South Avenue 18 on the east. One additional eastbound traffic lane would be extended to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

The proposed project would also include the following elements:

- Close Aurora Street access to North Spring Street;
- Extend Wilhardt Street northerly through a new intersection with North Spring Street to the realigned Baker Street (an alternative involving the extension of Mesnager Street to intersect a westerly extension of Baker Street will also be evaluated).
- Close Baker Street from North Spring Street/Baker intersection to the new Baker Street and Wilhardt Street intersection;
- Install wider sidewalks and shoulders on each (north and south) side of the bridge;
- Create a striped center median varying in width between 5 and 9 feet from near North Spring Street's intersection with South Avenue 18 westerly across the bridge to a point perpendicular to Aurora Street extended;
- Structurally retrofit the existing bridge to meet current seismic standards; and

- Repair approach roadways to address pavement cracking and differential settlement issues at both sides of the bridge.

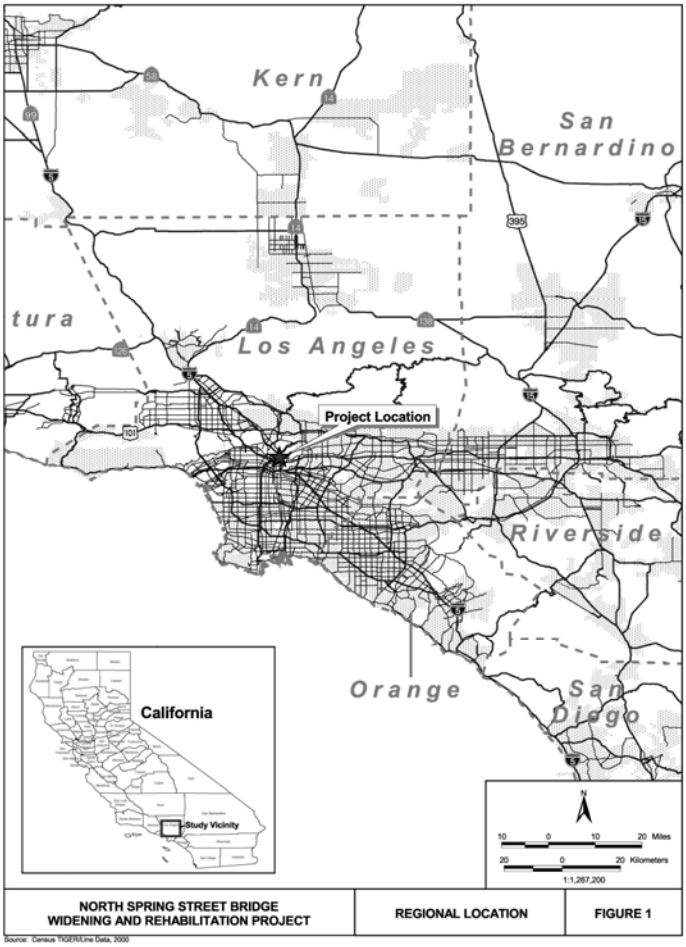
This is to inform you that the City of Los Angeles will be the Lead Agency, and will prepare an Environmental Impact Report in cooperation with the California Department of Transportation and Federal Highway Administration, for the project described herein. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

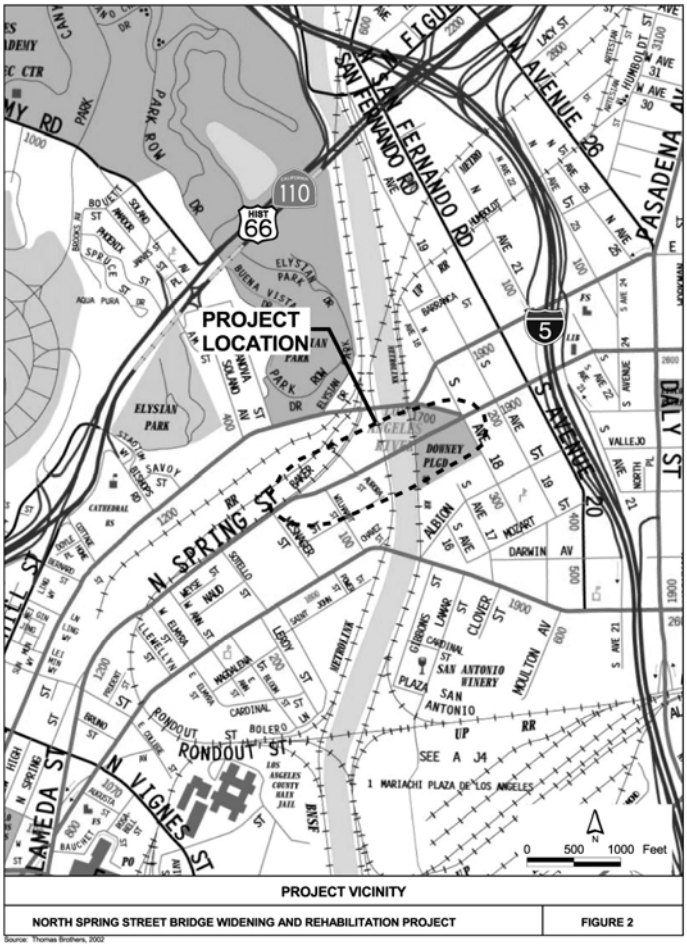
A more detailed project description, location maps, and the potential environmental effects are contained in the Initial Study prepared for the proposed undertaking. The Initial Study can be viewed at www.NorthSpringStreetBridgeProject.org, and at the following locations:

- Lincoln Heights Branch Library, 2530 Workman Street, Los Angeles, CA 90031
- Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012
- Office of Councilman Ed Reyes, District 1 (Lincoln Heights Field Office), 163 S. Avenue 24, Room 202, Los Angeles, CA 90031

A scoping meeting for public agency representatives will be held on October 3, 2006 at the Young-Nak Presbyterian Church located at 1721 North Broadway from 2:00 p.m. to 4:00 p.m. The scoping meeting for the general public will be held that evening, at the same location, from 6:00 p.m. to 8:00 p.m. A formal presentation, to include an overview of the proposed project, will be made during the evening session by project representatives at 6:45 p.m.

Due to the time limits mandated by State law, please submit your response no later than Friday, October 20, 2006. Please direct your response to Mr. Wallace Stokes at the address shown above. In your response, please supply us with the name for a contact person in your agency.





North Spring Street Bridge Widening and Rehabilitation Project

SCH Number: 2006091076

Document Type: NOP - Notice of Preparation

Project Lead Agency: Los Angeles, City of

Project Description

The proposed project would widen the existing 50-foot wide North Spring Street Bridge over the Los Angeles River by approximately 20 feet on each side resulting in a 90-foot wide by 700 foot long elevated structure extending easterly from Aurora Street in the west to a point approximately 500 feet west of South Avenue 18 on the east. One additonal eastbound traffic lane would be extended to match the existing five-point conjunction of North Spring Street, North Broadway Street, and South Avenue 18.

Contact Information

Primary Contact:
Wallace Stokes
City of Los Angeles
213-978-0261
200 North Spring Street
Los Angeles, CA 90012

Project Location

County: Los Angeles
City: Los Angeles, City of
Region:
Cross Streets: North Spring Street, Baker Street, S. Avenue 18, Wilhardt and Mesnager Streets
Latitude/Longitude:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways:
Airports:
Railways:
Waterways:
Schools:
Land Use:

Development Type

Local Action

Project Issues

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; **Department of Fish and Game, Region 5**; Native American Heritage Commission; State Lands Commission; Department of Health Services; Caltrans, District 7; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 4

Date Received: 9/15/2006 **Start of Review:** 9/15/2006 **End of Review:** 10/16/2006

CEQAnet HOME | NEW SEARCH

Please Join Us!

The City of Los Angeles Department of Public Works, Bureau of Engineering invites you to attend a **Public Scoping Meeting** for the North Spring Street Bridge Widening and Rehabilitation Project. The purpose of this proposed project is to eliminate some existing safety and operational issues with the Bridge and nearby roadways, upgrade the Bridge's seismic safety, and create and improve pedestrian and bicycle linkages.

Tuesday, October 3, 2006
Young-Nak Presbyterian Church
1721 N. Broadway
Los Angeles, CA 90031

Public Agencies	General Public
2:00 p.m. – 4:00 p.m.	6:00 p.m. – 8:00 p.m.
(Presentation begins at 2:45 p.m.)	(Presentation begins at 6:45 p.m.)

ABOUT THIS MEETING:

This scoping meeting is an important opportunity for you to provide input on issues you think should be part of the environmental analysis for the proposed project. The meetings will begin with an open house, during which members of the Bridge Improvement team will be available to discuss features of the proposed project. Each meeting will continue with a formal presentation scheduled to take place at approximately 2:45 p.m. and 6:45 p.m. to be followed by an open session to receive your questions, comments, and recommendations. You will also be able to submit your comments for the public record in written form either at the meeting or by mail, telephone (see below hotline number), or via e-mail (see below e-mail address).

FOR MORE INFORMATION:

Copies of an Initial Study and Notice of Preparation for the proposed project may be reviewed at: Lincoln Heights Branch Library, 2530 Workman Street, Los Angeles, CA 90031; Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012; and Office of Councilman Ed Reyes, District 1 (Lincoln Heights Field Office), 163 S. Ave 24, Room 202, Los Angeles, CA 90031.

www.NorthSpringStreetBridgeProject.org* • *(323) 799-1192* • *Wally.Stokes@lacity.org

¡Reúnase con nosotros!

La Agencia de Ingeniería del Departamento de Obras Públicas de la Ciudad de Los Angeles le invita a asistir a una **Reunión Pública para Recibir Información** sobre el proyecto de Ensanchamiento y Rehabilitación del Puente de la Calle Norte Spring. El propósito de este proyecto es eliminar algunos de los problemas de seguridad y operativos que hay con el Puente y las carreteras cercanas, actualizar la seguridad sísmica del Puente y crear y mejorar las conexiones para peatones y bicicletas.

Martes, 3 de octubre del 2006
Iglesia Presbiteriana Young-Nak
1721 N. Broadway
Los Angeles, CA 90031

Agencias públicas	Público en general
2:00 p.m. – 4:00 p.m.	6:00 p.m. –8:00 p.m.
(La presentación comienza a las 2:45 p.m.)	**(La presentación comienza a las 6:45 p.m.)**

SOBRE ESTA REUNIÓN:

La reunión es una oportunidad importante para que usted dé su opinión sobre lo que piensa que debería ser parte del análisis ambiental para el proyecto propuesto. Las reuniones comenzarán con una reunión abierta durante la cual los miembros del equipo de Mejoramiento de Puentes estarán disponibles para discutir las características del proyecto propuesto. Cada reunión continuará con una presentación formal programada para las 2:45 y las 6:45 aproximadamente, a la cual seguirá una sesión abierta para recibir sus preguntas, comentarios y recomendaciones. También podrá presentar sus comentarios para registro público en forma escrita en la reunión o por carta, teléfono (ver abajo el número de teléfono) o correo electrónico (ver abajo la dirección de correo electrónico).

PARA MÁS INFORMACIÓN:

Puede revisar copias de un Estudio Inicial y Aviso de Preparación para el proyecto propuesto en: la Biblioteca de Lincoln Heights, 2530 Workman Street, Los Angeles, CA 90031; la Biblioteca de Chinatown, 639 N. Hill Street, Los Angeles, CA 90012; y la Oficina del Concejal Ed Reyes, Distrito 1 (Oficina de Campo de Lincoln Heights), 163 S. Ave 24, Habitación 202, Los Angeles, CA 90031.

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請加入我們！

洛杉磯市公共工程部工程局誠邀您出席 North Spring Street 大橋拓寬和整建專案的**公眾範疇界定會議**。此提議專案的目的是消除該橋和附近道路存在的一些安全和工作問題，升級大橋的地震安全措施，並建立和改善人行道和自行車道的連結。

2006 年 10 月 3 日，星期二
Young-Nak Presbyterian Church
1721 N. Broadway
Los Angeles, CA 90031

公共機構	一般公眾
下午 **2:00** 至下午 **4:00**	晚上 **6:00** 至晚上 **8:00**
（介紹於下午 **2:45** 開始）	（介紹於晚上 **6:45** 開始）

關於此會議：

此範疇界定會議對您來說是一個重要的機會，對於您認爲應該納入提議專案環境分析的問題，您可以藉此會議提供意見。該會議將以一個說明會開始，在此期間大橋改善團隊的成員將可以討論提議專案的特點。接下來，每項會議將繼續進行一個排定的正式介紹，時間大約爲下午 2:45 和晚上 6:45，隨後是一個開放的討論會，以討論您的問題、意見和建議。您還能夠在會議上或透過信件、電話（請參閱下面的熱線號碼）或電子郵件（請參閱下面的電子郵件地址）以書面形式提交您的意見作爲公眾記錄。

如需更多資訊：

提議專案準備階段的初始研究和通知副本可在以下地點查閱：Lincoln Heights Branch Library, 2530 Workman Street, Los Angeles, CA 90031；Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012；以及 Office of Councilman Ed Reyes, District 1 (Lincoln Heights Field Office), 163 S. Ave 24, Room 202,
Los Angeles, CA 90031。

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请加入我们！

洛杉矶市公共工程部工程局 (City of Los Angeles Department of Public Works, Bureau of Engineering) 诚邀您参加 North Spring Street 桥梁加宽修复工程的**范畴界定公开会议。**此提议的工程旨在解决一些关于 North Spring Street 桥梁及其附近公路现有的安全及运作问题，提高桥梁的地震安全性，并开建和改善人行通道及自行车车道。

2006 年 10 月 3 日，星期二
Young-Nak Presbyterian Church
1721 N. Broadway
Los Angeles, CA 90031

公共机构
下午 2:00 — 下午 4:00
（陈述将在下午 2:45 开始）

公众
下午 6:00 — 下午 8:00
（陈述将在下午 6:45 开始）

关于本次会议：

此次范畴界定会议为您提供了一次难得的发表意见的机会，您可以提出您认为在此提议的工程中应该考虑到环境分析问题。会议将以公开展示会的形式拉开帷幕，届时邀请了桥梁改造组的成员来共同讨论本工程的特点。每场会议都会有一个正式的陈述环节，此环节大概会安排在下午 2:45 和下午6:45。之后，会安排一段公开讨论的时间，在此期间您可以提出您的问题、意见和建议。您还可以在会议上以书面形式或是通过邮件、电话（请看下面列出的热线电话号码）和电子邮件（请看下面列出的电子邮箱地址）的形式提交您的意见以用作公共记录。

如需更多信息：

您可在以下地方查阅到本工程的初步研究及准备注意事项的副本：Lincoln Heights Branch Library, 2530 Workman Street, Los Angeles, CA 90031；Chinatown Branch Library, 639 N. Hill Street, Los Angeles, CA 90012；和 Office of Councilman Ed Reyes, District 1 (Lincoln Heights Field Office), 163 S. Ave 24, Room 202,
Los Angeles, CA 90031。

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North Spring Street Bridge Widening and Rehabilitation Project

PUBLIC SCOPING MEETING

The City of Los Angeles Department of Public Works, Bureau of Engineering invites you to attend a Public Scoping Meeting to learn more about the North Spring Street Bridge Widening and Rehabilitation Project, and provide input on issues you think should be part of the environmental analysis for the proposed project.

Tuesday, October 3, 2006

Young-Nak Presbyterian Church

1721 N. Broadway

Los Angeles, CA 90031

Public Agencies

2:00 p.m. – 4:00 p.m.

(Presentation begins at 2:45 p.m.)

General Public

6:00 p.m. – 8:00 p.m.

(Presentation begins at 6:45 p.m.)

www.NorthSpringStreetBridgeProject.org • (323) 799-1192 • Wally.Stokes@lacity.org

North Spring Street Bridge Widening and Rehabilitation Project

Welcome . . .

The purpose of tonight's scoping meeting is to gather public comment on the environmental issues that should be addressed in the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA).

Please keep in mind that we are still in the early stages of the process. This is the first of several official opportunities to review the proposed project and provide feedback to the project team.

Many of the final decisions and details will not be decided until after the Draft EIR/EA is completed. At this stage of the process, we are simply looking to hear what you have to say. Your comments tonight will help shape the scope of the Draft EIR/EA.

Tonight's Agenda

- **6:00 p.m. – Sign-In/View Project Displays**
- **6:45 p.m. – Project Presentation**
- **7:15 p.m. – Comment Period/Open House**

Your comments are important!

To submit official comments regarding this project, please fill out a comment sheet located at the *Comments* station and place the completed forms in the Comments box, hand them to a team member, or send them to the following address **no later than 5:00 p.m. on October 20, 2006:**

Mr. Wallace Stokes
City of Los Angeles
Department of Public Works
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
Wally.Stokes@lacity.org

Thank you for coming.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Proyecto de Ensanchamiento y Rehabilitación del Puente de North Spring Street

Bienvenido. . .

El propósito de la reunión de esta noche es recabar el comentario público sobre las cuestiones ambientales que se deberán tratar en el Informe Preliminar de Impacto Ambiental (EIR)/ Evaluación Ambiental (EA).

Por favor recuerde que todavía estamos en las primeras etapas del proceso. Esta es la primera de varias oportunidades oficiales para revisar el proyecto propuesto y ofrecer sus opiniones al equipo.

Muchas de las decisiones y los detalles iniciales no se decidirán hasta después de que se complete el EIR/EA preliminar. En esta etapa del proceso simplemente queremos escuchar su opinión. Sus comentarios de hoy ayudarán a dar forma al alcance del EIR/EA preliminar.

Asuntos a tratarse esta noche

- **6:00 p.m. – Registro/Vista de muestras del proyecto**
- **6:45 p.m. – Presentación del proyecto**
- **7:15 p.m. – Periodo para comentarios/Abierto a visita del público**

¡Sus comentarios son importantes!

Para presentar comentarios oficiales sobre este proyecto, complete una hoja de comentarios en la estación de *Comentarios* y coloque los formularios completos en la caja de Comentarios, entréguelos a un miembro del equipo o envíelos a la siguiente dirección **hasta las 5:00 p.m. del 20 de octubre del 2006:**

Mr. Wallace Stokes
City of Los Angeles
Department of Public Works
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
Wally.Stokes@lacity.org

Gracias por venir

www.NorthSpringStreetBridgeProject.org* • (323) 799-1192 • *Wally.Stokes@lacity.org

Como una entidad cubierta bajo el Título II de la Ley de Americanos Discapacitados, la Ciudad de Los Angeles no discrimina sobre la base de discapacidad y, si se lo solicita, hará los arreglos necesarios para asegurar el acceso equitativo a sus programas, servicios y actividades.

North Spring Street 大橋拓寬和整建專案

歡迎 . . .

今晚的範疇界定會議旨在收集有關環境問題的公眾意見，這些問題應在草擬環境影響報告 (EIR)/環境評估 (EA) 中予以解決。

請記住，我們仍處於流程的早期。在數個評審提議專案和向專案團隊提供回饋的正式機會中，這是第一個。

直到草擬 EIR/EA 完成後，才會敲定許多最終決策和細節。在流程的此階段，我們只是期望聽到您的意見。您今晚的意見將有助於界定草擬 EIR/EA 的範疇。

今晚的議程

- **下午 6:00 – 簽到/檢視專案概況**
- **下午 6:45 – 專案介紹**
- **下午 7:15 – 意見期/說明會**

您的意見非常重要！

要提交有關此專案的正式意見，請填寫意見站的意見表，並將完成的表格置於意見箱中、交給團隊成員或寄至以下地址，**不遲於 2006 年 10 月 20 日下午 5:00。**

Mr. Wallace Stokes
City of Los Angeles
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感謝您的到來。

作為「美國殘障人士法案第二條款」(Title II of the Americans with Disabilities Act) 下涵蓋的實體，洛杉磯市不會區別對待殘障人士，並會根據要求進行合理調整，以確保他們能平等參與其計畫、服務和活動。

North Spring Street Bridge Widening and Rehabilitation Project

Welcome . . .

The purpose of today's scoping meeting is to gather public comment on the environmental issues that should be addressed in the Draft Environmental Impact Report (EIR)/Environmental Assessment (EA).

Please keep in mind that we are still in the early stages of the process. This is the first of several official opportunities to review the proposed project and provide feedback to the project team.

Many of the final decisions and details will not be decided until after the Draft EIR/EA is completed. At this stage of the process, we are simply looking to hear what you have to say. Your comments tonight will help shape the scope of the Draft EIR/EA.

Today's Agenda

- **2:00 p.m. – Sign-In/View Project Displays**
- **2:45 p.m. – Project Presentation**
- **3:15 p.m. – Comment Period/Open House**

Your comments are important!

To submit official comments regarding this project, please fill out a comment sheet located at the *Comments* station and place the completed forms in the Comments box, hand them to a team member, or send them to the following address **no later than 5:00 p.m. on October 20, 2006:**

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Proyecto de Ensanchamiento y Rehabilitación del Puente de North Spring Street

Bienvenido. . .

El propósito de la reunión de esta noche es recabar el comentario público sobre las cuestiones ambientales que se deberán tratar en el Informe Preliminar de Impacto Ambiental (EIR)/Evaluación Ambiental (EA).

Por favor recuerde que todavía estamos en las primeras etapas del proceso. Esta es la primera de varias oportunidades oficiales para revisar el proyecto propuesto y ofrecer sus opiniones al equipo.

Muchas de las decisiones y los detalles iniciales no se decidirán hasta después de que se complete el EIR/EA preliminar. En esta etapa del proceso simplemente queremos escuchar su opinión. Sus comentarios de hoy ayudarán a dar forma al alcance del EIR/EA preliminar.

Asuntos a tratarse esta noche

- **2:00 p.m. – Registro/Vista de muestras del proyecto**
- **2:45 p.m. – Presentación del proyecto**
- **3:15 p.m. – Periodo para comentarios/Abierto a visita del público**

¡Sus comentarios son importantes!

Para presentar comentarios oficiales sobre este proyecto, complete una hoja de comentarios en la estación de *Comentarios* y coloque los formularios completos en la caja de Comentarios, entréguelos a un miembro del equipo o envíelos a la siguiente dirección **hasta las 5:00 p.m. del 20 de octubre del 2006:**

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North Spring Street 大橋拓寬和整建專案

歡迎 . . .

今天的範疇界定會議旨在收集有關環境問題的公眾意見，這些問題應在草擬環境影響報告 (EIR)/環境評估 (EA)中予以解決。

請記住，我們仍處於流程的早期。在數個評審提議專案和向專案團隊提供回饋的正式機會中，這是第一個。

直到草擬 EIR/EA 完成後，才會敲定許多最終決策和細節。在流程的此階段，我們只是期望聽到您的意見。您今天的意見將有助於界定草擬 EIR/EA 的範疇。

今天的議程

- **下午 2:00 – 簽到/檢視專案概況**
- **下午 2:45 – 專案介紹**
- **下午 3:15 – 意見期/說明會**

您的意見非常重要！

要提交有關此專案的正式意見，請填寫意見站的意見表，並將完成的表格置於意見箱中、交給團隊成員或寄至以下地址，**不遲於 2006 年 10 月 20 日下午 5:00。**

Mr. Wallace Stokes
City of Los Angeles
Department of Public Works
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Los Angeles, CA 90012
Wally.Stokes@lacity.org

感謝您的到來。

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North Spring Street 桥梁加宽修复工程

欢迎. . .

今天的范畴界定会议目在于收集公众对应在环境影响报告 (EIR)/ 环境评估 (EA) 草案中处理的环境问题的意见。

请注意我们仍处在进程的早期阶段。公众将会有多次正式的机会对提议的工程进行评估并对项目小组提供反馈意见，本次会议是其中的第一次。

在 EIR/EA 草案完成前将不会对大部分决议和细节作出决定。在进程的这个阶段中，我们只是倾听您的意见。您今天的意见将帮助确立 EIR/EA 草案的范围。

今日议程

- **下午 2:00 — 签到/观看项目展示**
- **下午 2:45 — 项目陈述**
- **下午 3:15 — 陈述意见/公开展示**

您的意见非常重要！

如要提交关于本工程的正式意见，请填写放置在意见站上的意见表并将填好的表格放入意见箱中，交给小组成员，或在 **2006 年 10 月 20 日下午 5:00 前**发送到以下地址：

Mr. Wallace Stokes
City of Los Angeles
Department of Public Works
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
Wally.Stokes@lacity.org

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谢谢您的到来。

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North Spring Street Bridge Widening and Rehabilitation Project

COMMENTS

Please use this page to submit your comments regarding the scope of the North Spring Street Bridge Widening and Rehabilitation Project Draft Environmental Impact Report (EIR)/Environmental Assessment (EA). You may answer the question below or discuss any aspect of the project in which you are interested. Your comments are an important part of creating a comprehensive Draft EIR/EA. Your input will become part of the public record and will be included in the Draft EIR/EIS; your comments should be received not later than **October 20, 2006** (the end of the public comment period).

1. What issue(s) do you feel should be considered in the Draft EIR/EA?

When making your comments, please be as specific as possible:

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR/EA.

Name:_____ Phone:_____

Organization (if any):_____ E-mail:_____

Address:_____

City: _____ State:_____ Zip: _____

You may drop your comments in the comment box at the Comments station or mail them to the following address, no later than October 20, 2006:
Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

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Proyecto de Ensanchamiento y Rehabilitación del Puente de North Spring Street

COMENTARIOS

Por favor use esta página para presentar sus comentarios sobre la información a recabarse para el Informe Preliminar del Impacto Ambiental (EIR)/Evaluación Ambiental (EA) del Proyecto de Rehabilitación y Ensanchamiento del Puente de North Spring Street. Puede responder la pregunta o discutir cualquier aspecto del proyecto en el que esté interesado en el espacio siguiente. Sus comentarios son importantes para crear un EIR/EA preliminar completo. Sus opiniones pasarán a formar parte del archivo público y se incluirán en el EIR/EA preliminar; sus comentarios deberán recibirse hasta el **20 de octubre del 2006** (el final del periodo de comentario público).

1. ¿Qué cuestión o cuestiones piensa que se deberán considerar en el EIR/EA preliminar?

Cuando haga sus comentarios, por favor se lo más específico posible:

(Si es necesario, use el dorso de esta hoja).

Por favor complete la información siguiente y escriba claramente para asegurar que sus comentarios se traten en el EIR/EA preliminar.

Nombre: _____ Teléfono _____

Organización: _____ E-Mail: _____

Dirección: _____

Ciudad: _____ Estado: _____ Código Postal: _____

Puede colocar sus comentarios en la caja de comentarios en la estación de Comentarios o enviarlos a la dirección siguiente hasta el 20 de octubre del 2006:
Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

Como una entidad cubierta bajo el Título II de la Ley de Americanos Discapacitados, la Ciudad de Los Angeles no discrimina sobre la base de discapacidad y, si se lo solicita ,hará los arreglos necesarios para asegurar el acceso equitativo a sus programas, servicios y actividades.

www.NorthSpringStreetBridgeProject.org • (323) 799-1192 • Wally.Stokes@lacity.org

North Spring Street 桥梁加宽修复工程

意见书

请使用本页提交您对 North Spring Street 桥梁加宽修复工程环境影响报告 (EIR)/环境评估 (EA) 草案的意见。您可以回到以下问题，或者讨论您对本项目感兴趣的任何方面。您的意见对建立全面的 EIR/EA 草案有着重要影响。您的意见将成为公众记录的一部分并将被收入 EIR/EA 草案中；您的意见收取截至日期为 **2006 年 10 月 20 日**（即公众陈述意见阶段结束日期）。

1. 您觉得什么问题应该在 EIR/EA 草案中予以考虑？

在提出意见时，请您尽可能详细描述：

（如有必要，请使用本页的反面。）

请完整填写以下信息并打印清晰以确保您的意见在 EIR/EA 草案中得到处理。

姓名：_____ 电话：_____

机构（若适用）：_____ 电子邮件：_____

您可以将您的意见投入到意见站的意见箱中或将其在 2006 年 10 月 20 日前邮寄到以下地址：

Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

作为《美国残疾人法案》第 II 章所涵盖的实体，洛杉矶市不歧视残疾人，并且在提出要求的情况下将提供合理的膳宿以确保其平等参与其项目、服务和活动。

www.NorthSpringStreetBridgeProject.org • (323) 799-1192 • Wally.Stokes@lacity.org

地 址：_____

城市：_____ 州：_____ 邮编：_____

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Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

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Serving the Present, Designing for the Future

North Spring Street Bridge Widening and Rehabilitation Project Scoping Meeting
October 3, 2006 – 2 p.m. Public Agency Session
GENERAL PUBLIC

SIGN – IN (Regístrese aquí)

NAME *(Nombre)*	ORGANIZATION *(Organización)*	ADDRESS *(Domicilio)*	ZIP CODE *(Código Postal)*	PHONE *(Teléfono)*	FAX	E-MAIL *(Correo Electrónico*
Peter VOORHEES	METRO	One Gateway Plaza MS: 99-22-2 90012-2952	90012-2952	213/922-2885		VOORHEESP@METRO.NET
Steve Gang	1701 N. Spring St. Los Angeles, CA 90012	853 E. Clearwater Ct. Walnut, CA 91789	91789	323-833-2019		
Vicky Piatt	LA Conservancy	523 W. 6th St #B26 LA 90014	90014	2134304211		
Alicia V Brown	Salano Canyon Historic Cultural Mc	501 Salano Av L.A. 90012	90012	323 222-7459		MAlicia501@sbcglobal.net
Dara Gelof	1635 N. Spring St →	90012	90012	323-224-9175	dara@hypermedia.ucla.edu	
FRANK WADA	LINCOLN HTS. NEIGHBORHOOD Council	2038 WORKMAN ST L.A. CA. 90031	90031	323 225-7012	FWADA2K2@YAHOO.COM	

North Spring Street Bridge Widening and Rehabilitation Project Scoping Meeting
October 3, 2006 – 2 p.m. Public Agency Session
ELECTED OFFICIALS/AGENCIES

SIGN – IN (Regístrese aquí)

NAME *(Nombre)*	ORGANIZATION *(Organización)*	ADDRESS *(Domicilio)*	ZIP CODE *(Código Postal)*	PHONE *(Teléfono)*	FAX	E-MAIL *(Correo Electrónico*
Jill Souriol	City of LA	200 N Spring				

ENGINEERING
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North Spring Street Bridge Widening and Rehabilitation Project Scoping Meeting
October 3, 2006 – 6 p.m. General Public Session
GENERAL PUBLIC

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NAME *(Nombre)*	ORGANIZATION *(Organización)*	ADDRESS *(Domicilio)*	ZIP CODE *(Código Postal)*	PHONE *(Teléfono)*	FAX	E-MAIL *(Correo Electrónico*
Joe Linton	Friends of the LA River	570 W. Ave 26, #250 LA CA 90065	90065	323.223 0585	323.223 2289	jlinton@folar.org
fabian wagmister	UCLA	1635 N. Spring St	90012	323-224 9175	–	fabian@ucla.edu
IRMA MUÑOZ	MUJERES EN LA LUCHA	4154 MANTOUA DR LA 90065		323 350 3304		IRMA munoz @yahoo
LOUIE HERNANDEZ	HOMY II ENVIRONMENTAL	901 N ALAMEDA	90012	(323) 728-6444		
WANDA FONG	Chinatown Library	639 N. Hill St	90012	213 620-9924		Wfong @ lapl.org

ENGINEERING
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North Spring Street Bridge Widening and Rehabilitation Project Scoping Meeting
October 3, 2006 – 6 p.m. General Public Session
GENERAL PUBLIC

SIGN – IN (Regístrese aquí)

NAME *(Nombre)*	ORGANIZATION *(Organización)*	ADDRESS *(Domicilio)*	ZIP CODE *(Código Postal)*	PHONE *(Teléfono)*	FAX	E-MAIL *(Correo Electrónico*
Miguel Barragan	(WCVI)			323-222-2217.		

ENGINEERING
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North Spring Street Bridge Widening and Rehabilitation Project Scoping Meeting
October 3, 2006 – 6 p.m. General Public Session
ELECTED OFFICIALS/AGENCIES

SIGN – IN (Regístrese aquí)

NAME *(Nombre)*	ORGANIZATION *(Organización)*	ADDRESS *(Domicilio)*	ZIP CODE *(Código Postal)*	PHONE *(Teléfono)*	FAX	E-MAIL *(Correo Electrónico*
Mike Fong	Commissioner Reyes	163 S. Ave 24 Ste 202	90031	(323) 481-0763		

North Spring Street Bridge Widening and Rehabilitation Project

COMMENTS

Please use this page to submit your comments regarding the scope of the North Spring Street Bridge Widening and Rehabilitation Project Draft Environmental Impact Report (EIR)/Environmental Assessment (EA). You may answer the question below or discuss any aspect of the project in which you are interested. Your comments are an important part of creating a comprehensive Draft EIR/EA. Your input will become part of the public record and will be included in the Draft EIR/EIS; your comments should be received not later than **October 20, 2006** (the end of the public comment period).

1. What issue(s) do you feel should be considered in the Draft EIR/EA?

When making your comments, please be as specific as possible:

PLEASE SEE ATTACHED
PAGE

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR/EA.

Name: Dara GElof Phone: 323-224-9175

Organization (if any): E-mail: dara@hypermedia.ucla.edu ; fabian@ucla.edu

Address: 1635 North Spring Street

City: Los Angeles CA 90012 State: Zip:

You may drop your comments in the comment box at the Comments station or mail them to the following address, no later than October 20, 2006:
Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

North Spring Street Widening Project ** Comments, Dara Gelof, 323-224-9175

Overall, I feel that Engineering is not giving the historic and cultural conditions of the North Spring Street bridge and its surrounding area the consideration necessary to make responsible decisions and design an appropriate and integrated solution to the real needs at this site.

This bridge and its surrounding area are one of LA's most important historic areas. As is well known, this point at the river marks Portola's first camp site on the north side and the city's industrial birth and development on the south, and the southern area has now become a state historic park. Even before this fortuitous development, however, the area was designated as a historic cultural landmark (number 82) by the city. The designation is as follows: "*River Station Area / Southern Pacific Railroad: Area bounded by North Broadway, North Spring Street, northward to the LA river and southeasterly corner of Elysian Park, and southward to the Capital Milling Company Building. The Area contains many vestiges of 19th century railroading: freight yards, warehouses, tracks, switch houses, docks and cobblestone pavement"*. While Engineering acknowledges that the bridge qualifies for historic designation, I do not think enough value or consideration is given to that designation or acknowledgment to the importance of the surrounding area. Rather, the sense is that a bridge will be built that has the feel and look of a sub-highway, in order to move as many cars as possible as quickly as possible through another non-descript forgotten industrial area. If realized, this transformation would be tragic.

Rather than see this historic and cultural condition as a welcome challenge to creating a modernization plan that adds value, the reports and progress to date on this project only seem to minimize this character in order to move forward at all costs. Indicative of this are images of the new super-wide bridge that will most likely no longer qualify as historic, that will likely be very functional but will also destroy the character of the area. The unique character of the cluster of unreinforced masonry buildings and the historic bridge dating from the early 1900s has the possibility to be a signature gateway to the area of the new State Park, marking and commemorating LA's history.

The LA State Historic Park and the Revitalization of the LA river are significant factors in the area and its development. Because of the changes that will likely result in the next years any project of the scope of the North Spring Street Bridge must move forward in close concert with other involved agencies. In this case both other city agencies, (council office 1) and CA State Parks should work closely with Engineering to assure appropriate development and to maximize opportunities. Based on my presence at the scoping meeting I do not believe that this is taking place to the extent that it should.

Regarding the evaluation that the three buildings of potential historic designation are of no historic value, I completely disagree. The group of brick buildings immediately before the bridge (southern end) are practically the last that remain marking the area's character as a rail yard as cited in HCM 82. The building at 1635-39 North Spring may be the oldest standing industrial building in LA after Capital Milling. This building has an extensive history as part of LA's industrial rail development. It takes only a few minutes of looking at historical maps like Elliot's of 1891 or Pierce's of 1894, to realized the significance of any structure depicted in them and still standing. Looking just a little deeper one encounters names and companies central to the commercial and industrial evolution of Los Angeles. People like glass industry pioneer Charles Raphael, construction innovators like Taylor & Taylor, or

business leaders like Gerald Stracey.

The cursory evaluation that discounted its historical value is completely invalid.

Specifically (and in response to the initial Environmental document):

- The area should be developed with utmost respect for its historic character and importance as being intact and part of LA history.
- The state park can not be infringed upon in looking for solutions to the traffic problem.
- Other agencies (city and state) must be closely involved with the design
- Other innovative options should be explored that enhance the character of the area : A separate pedestrian and bicycle bridge, for example.
- Speed cannot be a priority in this area – it is the gateway to a state park, no longer solely an industrial area.
- Any change to the bridge will definitely impact the state park and must be considered appropriately.
- Any change in the bridge will definitively impact the visual and historic character of the area, very negatively as currently proposed.
- For the bridge to lose qualification as a historic structure would be a severe loss to the city's historical heritage.
- Engineering should work with Rec and Parks to help 'fix' Downey Recreation, rather than just wall it in.
- Creating a super-wide bridge has the potential of severe negative impact on the area, in all counts – quality to pedestrians, bicyclists and passersby, to those visiting the state park, and to those driving by. It would means a significant (tragic) degradation of a potential jewel of LA history.

((I suggest that the full range of options has not yet been appropriately explored in regards to the Baker St. access issue. For example, if, rather than focus on the north side (buildings), the southern/ east side were examined, perhaps a solution could be found. Currently only parking lots, a take on this side would present no loss in structure, could alleviate the visual impairments and safety problems of North Spring. Perhaps a traffic circle?))

North Spring Street Bridge Widening and Rehabilitation Project

COMMENTS

Please use this page to submit your comments regarding the scope of the North Spring Street Bridge Widening and Rehabilitation Project Draft Environmental Impact Report (EIR)/Environmental Assessment (EA). You may answer the question below or discuss any aspect of the project in which you are interested. Your comments are an important part of creating a comprehensive Draft EIR/EA. Your input will become part of the public record and will be included in the Draft EIR/EA; your comments should be received no later than **October 20, 2006** (the end of the public comment period).

1. What issue(s) do you feel should be considered in the Draft EIR/EA?

When making your comments, please be as specific as possible:

1. Please contact Mike Shull at City Rec & Parks to discuss their proposals for Downey Rec.
2. Can the triangular building be moved?
3. The messages alignment looks exagerated - can the turning radius be reduced?
4. Bike lanes & sidewalk are great.
5. Will there be additional footings in LA river channel?
6. Can you do a reversable lane on the bridge?

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR/EA.

Name: Jill Sourial Phone: 213-473-7001

Organization (if any): City of LA E-mail: jill.souriel@lacity.org

Address: 200 N. Spring

City: LA State: CA Zip: 90012

You may drop your comments in the comment box at the Comments station or mail them to the following address, no later than October 20, 2006:

Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

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North Spring Street Bridge Widening and Rehabilitation Project

COMMENTS

Please use this page to submit your comments regarding the scope of the North Spring Street Bridge Widening and Rehabilitation Project Draft Environmental Impact Report (EIR)/Environmental Assessment (EA). You may answer the question below or discuss any aspect of the project in which you are interested. Your comments are an important part of creating a comprehensive Draft EIR/EA. Your input will become part of the public record and will be included in the Draft EIR/EA; your comments should be received no later than **October 20, 2006** (the end of the public comment period).

1. What issue(s) do you feel should be considered in the Draft EIR/EA?

When making your comments, please be as specific as possible:

My concerns are the impact this expansion will have on Downey Playground. Guarantee landscaping. Much consideration should be given to the preservation of old brick buildings along Spring St.

(If necessary, please use the reverse side of the paper.)

Please complete the information below and print clearly to ensure that your comments are addressed in the Draft EIR/EA.

Name: Alicia V. Brown Phone: 323-222-7459

Organization (if any): Solano Canyon Historic Cultural N.C E-mail: marinela501@sbcglobal.net

Address: 501 Solano Ave.

City: Los Angeles State: Ca Zip: 90012

You may drop your comments in the comment box at the Comments station or mail them to the following address, no later than October 20, 2006:

Mr. Wallace Stokes, City of Los Angeles, Department of Public Works, 221 N. Figueroa Street, Suite 350, Los Angeles, CA 90012.

As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities.

Friends of the Los Angeles River

18 October 2006

Mr. Wallace Stokes
City of Los Angeles
Department of Public Works
650 S. Spring Street, Suite 350
Los Angeles CA 90012

Re: Proposed North Spring Street Bridge Widening and Rehabilitation Project

Dear Mr. Stokes

Thank you for the opportunity to comment on the city's proposed widening of the historic 1928 North Spring Street Bridge.

At the October 3rd 2006 scoping meeting, it was disappointing to hear you describe the purpose of bridges as only being to "get from A to B". This sort of single-purpose thinking reminds FoLAR of mid-20th century flood control engineers describing the Los Angeles River. The mistaken perception at that time was that the only purpose of the River was flood control. Contemporary views understand the importance of flood protection, but also acknowledge the multiple beneficial uses of the River, including recreation, habitat, water supply and quality, and much more. City Beautiful era bridge engineers, including L.A. City's Merrill Butler, understood that bridges serve multiple purposes. They definitely serve to get folks from A to B, but also serve as uplifting beautiful monuments, place-making for neighborhoods, lasting civic treasures, places for contemplation of nature, and (now) as reminders of history.

Also at the October 3rd meeting, it was also disappointing to hear inaccurate information stated regarding how the city's Bicycle Master Plan pertains to the project. You stated that the city's bicycle plan specified bike lanes on North Spring Street. The city's bike plan does not specify any bicycle facilities for North Spring Street. The only facility in the bike plan for this area is the bike path specified for the L.A. River. The LADOT has proposed an off-river alternative in this area which does include bike lanes on North Spring Street. This proposed alignment (which appears to not be viable) has not been incorporated into the approved Bicycle Master Plan, nor has it been vetted in a public process.

In addition to the above, Friends of the Los Angeles River's (FoLAR's) has the following specific comments regarding the project and the scope of its environmental documentation:

1. **Impacts to Park and Recreational Resources**

FoLAR strongly objects to the alternative shown with a new intersection at

FoLAR
Los Angeles River Center
570 W. Ave 26 Suite 250 Los Angeles, CA 90065-1047
Tel: 323-223-0585
Fax: 323-223-2289
WWW.folar.org
E-Mail: mail@folar.org

Mesnager Street, due to the significant detrimental impact to existing parkland at Los Angeles State Historic Park (LASHP). FoLAR was one of the leading organizations in the Chinatown Yards Alliance which fought proposed industrial development at this site. FoLAR will vigorously oppose any project that diminishes the park.

While it appears that this alternative has been included with the admirable aim of not impacting existing buildings, the inappropriately large turning radius shown in this alternative appears out of proportion with the scale of the existing neighborhood; hence greatly impacting the newly opened park.

FoLAR urges the city of LA to discard this alternative, and to generate design alternatives that do not impact the LASHP and do not remove existing buildings. Perhaps this would be best served by uncoupling the bridge project from the off-bridge widening project.

In addition to the impact to LASHP on the west side of the River, all widening alternatives shown will also impact the city's Downey Recreation Center on the east side of the River. Downey Rec. Center serves as a very important and busy recreational resource for a park-poor neighborhood. Though the pool is currently not in service (and may not be viable due to train vibrations), the site has been discussed as a possible entry point for the city's planned LA River greenway. The city's bridge team should coordinate efforts with the city's Department of Recreation and Parks in order to facilitate currently and future plans for Downey Recreation Center.

The city's environmental documentation should include appropriate mitigation for any impact to park property; Los Angeles cannot afford to lose park space in underserved communities of color that depend on it.

In addition, environmental documentation should clarify mitigation for impacts to mature trees. Cursory visual observation at the site shows four mature trees at Downey Recreation Center that appear threatened by the project. At least three trees should replace each tree removed. Replacement trees should be specified in close vicinity to trees lost. Given that one of the project's stated purposes is to accommodate pedestrian movement, additional street trees (along North Spring Street or adjacent streets, not on the bridge itself) would be a welcome feature of the project.

2. Coordinate with the City's LA River Revitalization Master Plan and the Los Angeles State Historic Park Master Planning Processes

The city's Los Angeles River Revitalization Master Plan shows the stretch of River downstream of the Cornfields as one of its top five planned opportunity sites, with designs that show naturalizing the River channel and creation of a side-stream park. In minimizing impacts to parks and natural resources, it is, of course important to consider impacts to existing and planned ones. It is vitally important that the city's bridge team coordinate with the city's river team. The proposed bridge project should not adversely impact planned L.A. River improvements, but should be designed to compliment them.

In addition to the city's River plan, California State Parks is currently hosting a national design competition for selecting a team to master plan the Los Angeles State Historic Park at the Cornfields site. The city's bridge team should coordinate with State Parks planners.

3. **Impacts to Historic Structures**

The 1928 North Spring Street Bridge is recognized by the Historic American Engineering Record as one of the city's cluster of historically significant monumental City Beautiful bridges. The city's past successes with historic bridge preservation and restoration give FoLAR confidence that the city will continue that award-winning tradition with this project. FoLAR urges the city to be as diligent as possible in preserving the historic character of the bridge. As has been done on the adjacent Buena Vista Viaduct (North Broadway Bridge), the city should review historic records, photos, and other documentation and, where possible, restore bridge features that have been lost or degraded.

The existing historic metal plaques on the bridge should be preserved and be incorporated into the new bridge, with possible additional plaques commemorating the current project.

Designs shown at the October 3rd scoping meeting showed an incongruous contemporary barrier railing between the roadway and the sidewalk. This proposed barrier railing would mar bicyclists and motor vehicle occupants' views of the historic railing. FoLAR recommends that the city maintain the existing railing configuration, with no incongruous additional barriers.

FoLAR requests that the environmental documentation acknowledge that the project will significantly adversely impact the historic bridge, and evaluate alternatives to ensure that the city will most faithfully preserve the character and experience of the historic bridge.

4. **Incorporate Green Stormwater Best Management Practices**

FoLAR advocates for incorporation of natural water quality improvement best management practices (BMPs) to be implemented throughout the Los Angeles River watershed. FoLAR favors BMPs that use visible natural processes (such as bioswales, landscaped infiltration areas, etc.) to detain and cleanse water.

While it may be difficult to incorporate features onto the bridge itself, the project team should evaluate the use of stormwater BMPs in sidewalk and especially treewell areas. The city's Bureau of Street Services is collaborating with the non-profit North East Trees to install these features on sidewalks on Oros Street in nearby Elysian Valley.

It may be possible for the city's bridge team to work with the city's Recreation and Parks team to direct some stormwater into vegetated areas in Downey Recreation Center. City Prop O water quality funds may be available for these BMP features.

5. **Minimize Widening to an Appropriate Scale to Foster a Bike, Pedestrian, and Transit Oriented Area**

FoLAR advocates for minimizing automotive amenities in the River corridor, to foster transportation by bicycle, walking and transit. Excessive widening generates additional car traffic at unsafe speeds, as well as the host of air and water quality problems associated with impermeable surfaces.

FoLAR opposes the widening of Spring Street along the Cornfields site; we support the incorporation of the vacant frontage right-of-way into a larger park at the site. The area is rapidly changing from an overlooked pass-through industrial district into a transit-oriented mixed-use neighborhood. Road scale should reflect that this is a core downtown neighborhood traditionally oriented toward pedestrian and rail transportation.

FoLAR urges the city's environmental documentation to analyze options that minimize bridge widening. Bicycle safety issues may be addressed by incorporating wide curb lanes (approximately 13'), instead of bicycle lanes. Elimination of medians and minimum safe car lane widths should be considered and evaluated.

Thank you for this opportunity to collaborate on the scoping phase of this project. Please keep us informed of future developments on this and all Los Angeles River and tributary bridge projects. If you have any questions please contact Joe Linton at 323.223.0585 or jlinton@folar.org .

Sincerely,

Lewis MacAdams
Board Chairman

Joe Linton
Outreach Coordinator

CC: Mayor Antonio Villaraigosa
Councilmember Ed P. Reyes
Gary Moore, City Engineer
Deborah Weintraub, Deputy City Engineer
Ira Artz, Tetra Tech
Heather Speight, LA County Dept. of Public Works

200 N. Spring Street
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(213) 485-8908 Fax

ED P. REYES
Councilmember, First District

October 20, 2006

Mr. Wallace Stokes
City of Los Angeles, Department of Public Works
Bureau of Engineering, Bridge Improvement Program
221 North Figueroa Street, Suite #350
Los Angeles, CA 90012

RE: NORTH SPRING STREET BRIDGE WIDENING & REHABILITATION PROJECT

Dear Mr. Stokes:

In response to the October 3, 2006 scoping meeting regarding the proposed North Spring Street Bridge widening and rehabilitation project I would like to offer comments on behalf of Council District One.

Our office is in favor of bridge retrofits that bring the existing bridge to current seismic standards. Furthermore, we support the addition of safety improvements that enhance pedestrian and bicycle connectivity as well as a signalized intersection that better controls vehicular flow.

Currently this bridge is used by many as a pass through from Northeast Los Angeles into downtown. This area is undergoing dramatic change as plans for the Los Angeles State Historic Park as well as the Los Angeles River Revitalization Master Plan have begun to re-create the neighborhood surrounding the bridge as a destination point rather than a pass through. I believe there are several modifications to the proposed project design that would minimize impacts, enhance coordination with river and park improvements, and take a more integrated approach to the bridge improvements.

First, I would encourage the environmental document to analyze options that minimize the widening of the bridge as well as approaches to the bridge to the greatest extent possible. This could include for example the elimination of the left-hand turn lane at Wilhardt traveling westbound or the right-hand turn pocket traveling east over the Spring

Street Bridge. I would request that further analysis be done regarding these additional lanes to determine if the width of the proposed bridge could be reduced.

Second, I would request that the center median running the length of the bridge function as an area that provides either landscaping or public art in order to soften the look and feel of the bridge expansion. It should draw attention to a green space and/or artistic space that could celebrate the historic significance of the bridge as well as the river and the park, thereby enhancing the experience of walking, bicycling or driving on the bridge. In addition, the barrier railing should be redesigned to be consistent with the historic architecture of the bridge or eliminated in favor of a single crash tested barrier on each side of the bridge.

Lastly, I would request close coordination with the additional phases of North Spring Street improvements, the Downey Recreation Center, the Los Angeles State Historic Park, the Los Angeles River Revitalization Master Planning team, and the surrounding community. The State Park is a regional amenity that needs careful consideration as street and bridge improvements proceed. I would encourage regular outreach to affected stakeholders in order to ensure that continuous collaboration and dialogue exists internally among city departments as well as with other agencies and community groups.

Thank you for the opportunity to comment on the proposed Spring Street Bridge widening and rehabilitation. It is an extremely important project for CD1 and I look forward to continued cooperation as the design and construction process move forward. If you have any questions feel free to contact me at 213-473-7001.

Sincerely,

Jill Sourial

Jill Sourial, Council Deputy
Council District One

cc: Deborah Weintraub, Deputy City Engineer
John Koo, Bridge Improvement Program

LOS ANGELES
CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, California 90014
t: 213 623 2489
f: 213 623 3909

Fax Transmittal

Date:	October 20, 2006	**Total Pages:**	4
To:	Wally Stokes	**Fax Number:**	213- 202-5518
Company:	Bureau of Engineering	**Tel. Number:**	
From:	Jay Platt	**Tel. Number:**	213-430-4211

Message: Los Angeles Conservancy scoping response re: North Spring Street Bridge Project

Sent By: The Los Angeles Conservancy; 2136233909; Oct-20-06 5:12PM; Page 1/4

LOS ANGELES CONSERVANCY

October 20, 2006

Mr. Wallace Stokes
City of Los Angeles, Department of Public Works
Bureau of Engineering
650 S. Spring Street, Suite 350
Los Angeles, CA 90012

Re: Scoping Response – North Spring Street Bridge Project

Dear Mr. Stokes:

Thank you for giving the Los Angeles Conservancy the opportunity to comment during the environmental review scoping phase regarding the proposed widening of the North Spring Street Bridge and related roadwork in the adjacent area.

Our overriding concern in reviewing this proposal is to ensure that the historic resources in the project area are protected to the greatest extent possible. We are therefore disappointed that the current Bureau of Engineering (BOE) proposal will have such dramatic and irreversible negative impacts on the historic North Spring Street Bridge as well as three nearby historic commercial/industrial buildings. We hope that through the careful consideration of several alternatives, the project team will revise the project in a manner that would meet all safety and operational goals while also maintaining the historic integrity of both the bridge and the adjacent historic structures.

The Conservancy is particularly concerned that the project is moving forward under the assumption that the proposed work will cause the bridge to lose its potential eligibility for listing on the California Register. We hope that alternatives proposed in this letter and those of other respondents from the community will be seriously considered in the Draft Environmental Impact Report (DEIR) as we believe that some may entirely eliminate the necessity of widening this bridge, thereby not affecting its historic integrity. In addition, we are very concerned that historic buildings in the project area will not be treated as historic resources during the environmental review process. At the October 3 scoping meeting, in was stated that BOE has received a concurrence from the State Office of Historic Preservation's (SHPO) that the buildings are not eligible for the California Register of Historic Resources (CR). We have not seen any documentation regarding the buildings in question that would justify this decision and request a copy of any materials

523 West Sixth Street, Suite 826, Los Angeles, California 90014 T: 213 623 2489 F: 213 623 3909

Sent By: The Los Angeles Conservancy; 2136233909; Oct-20-06 5:13PM; Page 2/4

evidence to the contrary may exist and request that for the purposes of the DEIR, the three buildings be treated as potentially eligible for either state or local historic designation.

We also believe that the information presented by BOE thus far relating to the traffic and safety issues on the streets to the south of the bridge does not necessitate the proposal to demolish the three historic properties. These buildings are not only of potential historic importance but also impart a strong sense of this part of downtown's industrial heritage. We believe that alternatives exist that will eliminate the need to demolish these buildings while allowing for significant traffic and safety improvements. Since we believe that the case to demolish these historic structures is based, at least in part, on projected traffic increases on Baker Street, we request that the DEIR include detailed information about how this connection has been determined and how these figures relate to potential changes in the use of the MTA site at the end of the street.

We support several components of the current proposal relating to roadway alterations and traffic safety. Specifically, we agree that the intersection of Aurora and North Spring is hazardous and believe that the placement of a cul-de-sac, accessible only from Baker Street, at this location is acceptable. We also believe that creating a signalized intersection somewhere south of the bridge on North Spring Street will also dramatically improve traffic and pedestrian safety, and consider this possibility in our alternatives discussion below.

We believe that several alternatives are available that could mitigate and/or eliminate most, if not all, of the negative impacts we foresee if the current proposal were to be approved. Therefore, we respectfully request that the following alternatives be considered in the DEIR. Because we see a natural breakdown in this project between impacts to the bridge itself and impacts to ground-level historic resources, our comments will reflect this split.

Proposed Bridge Alternative:
Retain Existing Bridge/Construct Alternative Pedestrian-Bicycle Pathways

Based on the information that has been made available to the Conservancy and was offered at the public scoping meetings, it appears that the lack of adequate pedestrian and bicycle access across the existing bridge is driving the proposal to widen the bridge. Because the act of widening the bridge will dramatically affect its historic character and will possible jeopardize its potential for listing on the California Register, we believe that any feasible alternative that precludes widening should be considered in the DEIR. Additionally, the city's Bicycle Master Plan does not call for bike lanes on the North Spring Street Bridge. Relocating these lanes to a nearby area that would be more accessible planned bicycle and pedestrian oriented areas along the river and in the park could better meet the city's transportation goals while also providing a more widely-used recreational amenity.

At the October 3 scoping meeting, considerable interest and discussion was generated by the concept of providing an alternate pedestrian/bicycle pathway and bridge that would bypass the roadbed of the North Spring Street Bridge altogether. Two possible variations of this alternative appear viable:

1) a stand-alone bridge/pathway, perhaps connecting the northern end of the Cornfields State Park with a location across the river between the Broadway and Spring Street bridges.

2) an ancillary pathway, attached to either the side or underside of the existing bridge, that could effectively carry all pedestrian and bicycle traffic while having a minimal impact on the historic appearance and integrity of the bridge.

With regard to these potential alternatives, we request that the funding issues discussed at the scoping meeting not entirely preclude these from being considered as feasible alternatives. We hope that BOE will explore the possibility of developing creative partnerships with other city agencies that might resolve potential funding issues as part of the environmental review process.

Proposed Ground-Level Alternative:
Retain Existing Historic Buildings/Signalized Intersection at Mesnager Street

At the October 3 scoping meeting, several different roadway configurations were presented to address traffic safety issues. Only one of these allowed for the retention of all three historic buildings on North Spring Street, and we therefore believe this alternative must be considered, with minor revision, in the DEIR.

The signalization of the intersection of Mesnager and Spring will allow for the retention of the historic buildings while also meeting project goals for traffic safety. When this alternative was proposed at the scoping meeting, we did see a few problems with it that we hope can be eliminated when it is considered in the DEIR. Specifically, the exaggerated arc that was proposed to allow Baker Street to connect with Mesnager Street extended far too deeply into the Cornfield park site. It was suggested that such a curve would be necessary to accommodate 18-wheel trucks, though these are somehow able to negotiate much tighter (often ninety-degree) curves in other parts of the city. We request that the "Mesnager Alternative" be modified to allow for Baker Street's extension – either as a roadway parallel to Spring Street or with a much less extreme curve that would have as minimal impact as possible on the Cornfield site.

We are hopeful that the project team will see these alternatives as reasonable and feasible and will include them for consideration in the DEIR.

Thank you for considering these comments. Feel free to contact me if you have any questions.

Sincerely,

Jay Platt
Preservation Advocate

Arnold Schwarzenegger, Governor

State of California - The Resources Agency

Ruth G. Coleman, Director

DEPARTMENT OF PARKS AND RECREATION

Los Angeles Sector
700 North Alameda Street
Los Angeles, CA 90012

October 25, 2006

Mr. Wallace Stokes
City of Los Angeles, Department of Public Works
Bureau of Engineering, Bridge Improvement Program
221 North Figueroa Street, Suite #350
Los Angeles, CA 90012

RE: NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT

Dear Mr. Stokes:

Thank you for allowing California State Parks (CSP) the opportunity to respond to the North Spring Street Bridge Widening and Rehabilitation Project. As noted in the Notice of Preparation, we recognize the City of Los Angeles as the lead agency for the project in cooperation with the California Department of Transportation and Federal Highway Administration. CSP also recognizes that as the lead agency you will adhere to all federal and state laws, regulations, and policies during the environmental review process.

Our agency is supportive of any traffic calming initiatives that do not have disproportionate impacts on Los Angeles State Historic Park or the surrounding communities. Los Angeles State Historic Park is west of North Spring Street and runs contiguously from the Chinatown Transit Plaza north to the Buena Vista Bridge. The 32-acre park is classified as historic and was opened to the public on an interim basis on September 21, 2006. The historic park is used daily for recreation and educational purposes by the surrounding community and statewide visitors. The temporary gateway and entrance to the park is across from Ann Street. The area has changed significantly since the state purchased the parkland in 2001 and the onset of the Bureau of Engineering staff's first evaluation of the North Spring Street Bridge for safety, mobility and assessment of existing conditions. Due to the lapse in time and the change in ownership of the park site from use as a proposed industrial development in 2000 to the current use as a public park, as a trustee agency, we advise that you reevaluate the data and actively involve CSP and the community in determining the redesign and/or relocation of the bridge.

According to our demographic data (2000 United States census), over 993,047 people live within a 5-mile radius of the park, including 282,967 children. Nearly a third of nearby residents adjacent to the park lives in poverty and does not have

access to a car. Due to the impacts of the 300,000 or so residents who do not have a car, effective transportation decision making must include the full and fair involvement of low -income residents and minority residents in all aspects of the redesign or relocation process. CSP's recent planning process for Los Angeles State Historic Park was extensive. Over 35 public scoping meetings were held to address the public's concerns for safety and park development. We recommend adopting similar strategies to assist in effectively implementing your fiduciary goals as suggested below:

1. Update and reevaluate existing conditions;

2. Develop an outreach strategy that targets full and fair involvement of the low-income populations, minority populations and interested community groups in the surrounding area; and

3. Study the potential adverse impacts on Los Angeles State Historic Park, visitors to Los Angeles State Historic Park and members of the communities adjacent to Los Angeles State Historic Park.

CSP is supportive of any traffic calming initiatives that do not have disproportionate adverse impacts on Los Angeles State Historic Park and a design process that will enhance public-involvement in any proposed plans. CSP would also be supportive of strategies that would be implemented to accomplish the following strategies to ensure public safety and mobility:

1. Partner with other public agencies and programs to leverage progressive planning processes that are currently in place for Los Angeles State Historic Park, Los Angeles River Revitalization Master Plan, Elysian Park Master, Downey Recreation Center, and any other proposed projects along North Spring Street to achieve a common vision of North Spring Street;

2. Minimize and/ or mitigate unavoidable impacts by identifying concerns providing offsetting initiatives and enhancement measures that benefit the affected communities and neighborhoods; and

3. Support traffic calming features that slow down or eliminate traffic on North Spring Street creating pedestrian/bicycle friendly corridors, landscape beautification measures that compliment the historic significance of the area along North Spring Street from Wilhardt Street to College, and design strategies that restore or reconstruct the historic bridge structure.

Lastly, we ask that you add us to your mailing list, as we did not receive the announcement of the Notice of Preparation and forward the State Clearing House Number, as the project is currently not listed on the State Clearing House website.

CSP wants to thank you for your cooperation in allowing our department to provide comments late on the proposed Spring Street Bridge widening and rehabilitation project. I look forward to our meeting on November 6, 2006, at Los Angeles State Historic Park (10: 00 AM), to review CSP's concerns and to share our long term plans for the park.

Sincerely,

Dianna Martinez, Planner

cc: Steve Healow, Federal Highway Administration
Scott Straw, Caltrans
Ed P. Reyes, Councilman District One
Sean Woods, Superintendent II California State Parks

Appendix Q. Location Hydraulic Study

LOCATION HYDRAULIC STUDY REPORT
FOR

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

2/08/2011

Revised 5/25/2011

Prepared for:

City of Los Angeles

Bureau of Engineering

Bridge Improvement Program

1149 S. Broadway, Room #750
Los Angeles, CA 90015

Prepared by:

PSOMAS

555 South Flower Street
Suite 4400
Los Angeles, CA 90071
Project No. 1LOS030104

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Appendix 1: Location Hydraulic Study Form
Appendix 2: USGS Gauge Data
Appendix 3: HEC-RAS Output

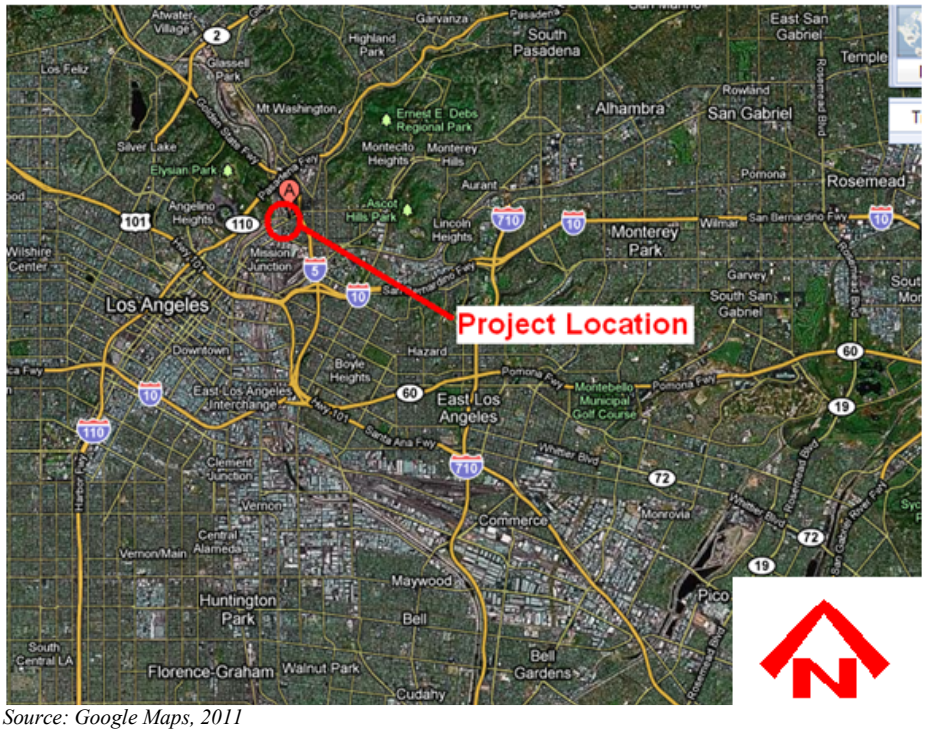
1.0 GENERAL DESCRIPTION

1.1 Project Description

The Viaduct Design Option A for Alternative 2 provides the minimum widening necessary to achieve an SR of 80. This design option would widen the viaduct along only the south (downstream) side by approximately 23 feet (to outside rail). The widened viaduct would maintain two 11-foot traffic lanes in each direction and a 4-foot median. This design option would also include a 5-foot bike lane and a 5-foot sidewalk on each side of the viaduct between the outer railings. To match the approach roadway on the west end, the existing wingwall on the north side would be replaced with a new one at approximately a 5-degree skew. The single side widening on the south side would either be similar to the Beaux Arts design or would be a new design that is compatible with the historic viaduct.

This bridge currently serves as a connection between Lincoln Heights and Chinatown and downtown Los Angeles beyond. The existing bridge crosses the Los Angeles River approximately 750 feet south of the intersection of North Spring Street and North Broadway in Los Angeles, California. Figure 1, Vicinity Map, shows the location of the proposed project.

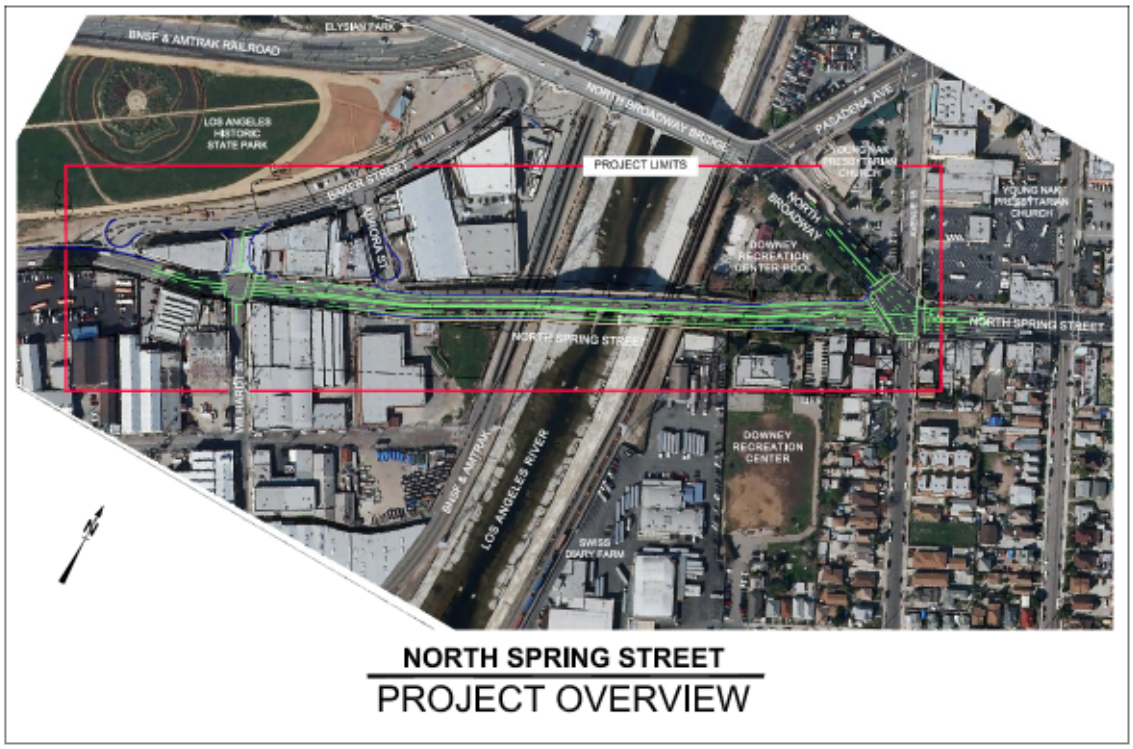
Figure 1
Vicinity Map



Source: Google Maps, 2011

The Los Angeles River at this crossing is a fully lined concrete channel with the overbanks being fully developed. The proposed viaduct widening will not significantly encroach into the channel or add additional piers within the channel banks. The existing pier located within the channel will maintain its existing width and will be extended downstream. The improvements to this bridge will not impact or significantly change the water surface elevation within the channel, and is fully contained within the channel banks. Figure 2, Project Overview, shows the extents of the project.

Figure 2
Project Overview



Source: Psomas and the City of Los Angeles

1.2 Project Need/Purpose

1.2.1 Purpose

The purpose (objective) of the proposed project is to correct existing geometrical and design deficiencies, and to address seismic vulnerability issues in order to increase the viaduct's Sufficiency Rating (SR) to a minimum of 80. An additional purpose of the project is to improve bicycle and pedestrian circulation and safety across the river and railroad tracks.

The project is intended to achieve the following objectives:

- Eliminate existing geometrical and design deficiencies (narrow lane width, lack of shoulders, inadequate vertical clearance, insufficient sight distance) associated with the viaduct and its approach roadways;
- Correct existing seismic vulnerability issues specific to the viaduct; and
- Improve pedestrian and bicycle travel through the project's study area and connections with regional bicycle routes and mass-transit facilities.

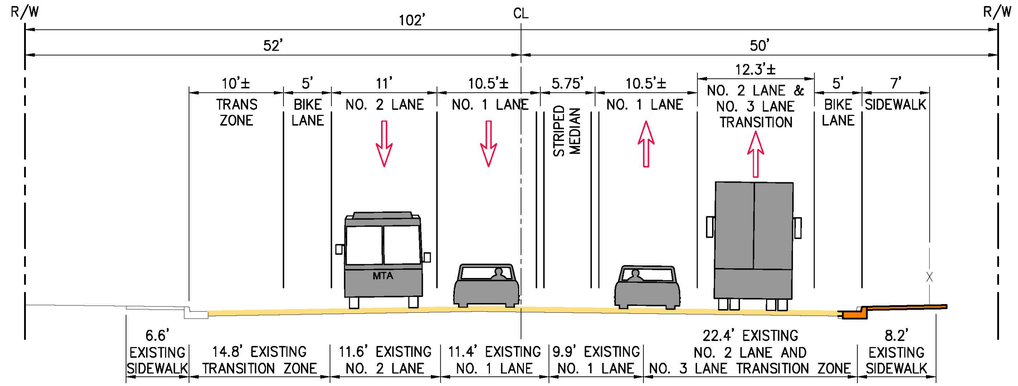
1.2.2 Need

A bridge must be geometrically adequate in order to function properly. The determination of geometric adequacy includes the consideration of several components, including the number of travel lanes; roadway width; shoulder width; approach roadway width; vertical clearance over the roadway; underclearances; horizontal clearances; sight distances across the bridge and at the approaches; proximity to intersections; and the functional classification of its associated roadways.

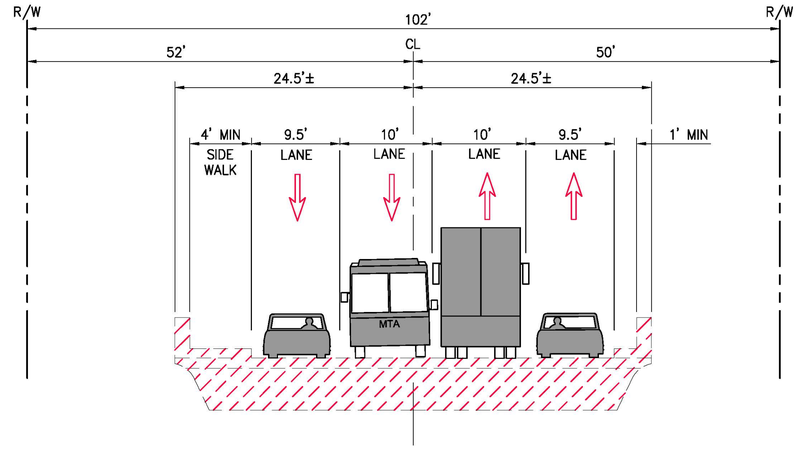
Currently, bicyclists compete with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct and there is only one narrow sidewalk on the north side of the viaduct to accommodate pedestrians. In July 2000, the City, in partnership with Caltrans, performed an inspection of the viaduct using the criteria developed by the Federal Highway Administration (FHWA). As a result, the viaduct was given a SR of 73.5 due to:

- Inadequate lane widths;
- Lack of shoulders to accommodate the average daily traffic (ADT) volume;
- Loose cable restrainers; and
- Inadequate vertical railroad clearance (Metrolink's vertical clearance requirement is 25 feet, and existing clearance is 22'-11" on the right bank, and 22'-9" on the left bank).

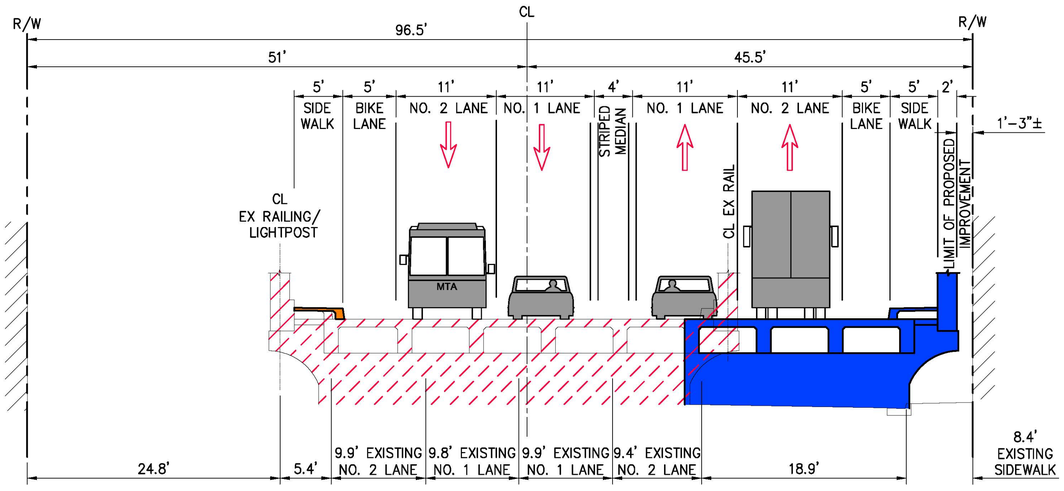
Additionally, Caltrans inspections in 2000 and 2007 indicated that the viaduct is vulnerable to potential structural collapse under a designated seismic event and the viaduct and its approach roadways are comprised of deteriorating pavement and sidewalks. The designated seismic event is based on recorded maximum crediable earthquakes at controlling faults adjacent to the project site. These components are in need of repair in order to improve the movement of motorists, pedestrians, and bicyclists through the project area.



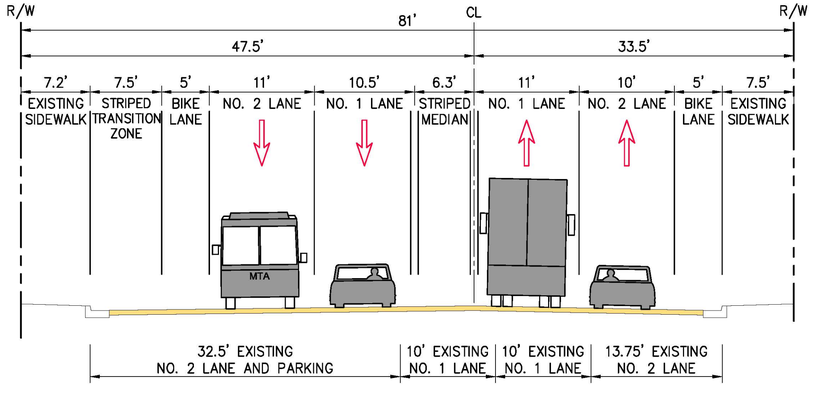
30+00
ROAD SECTION



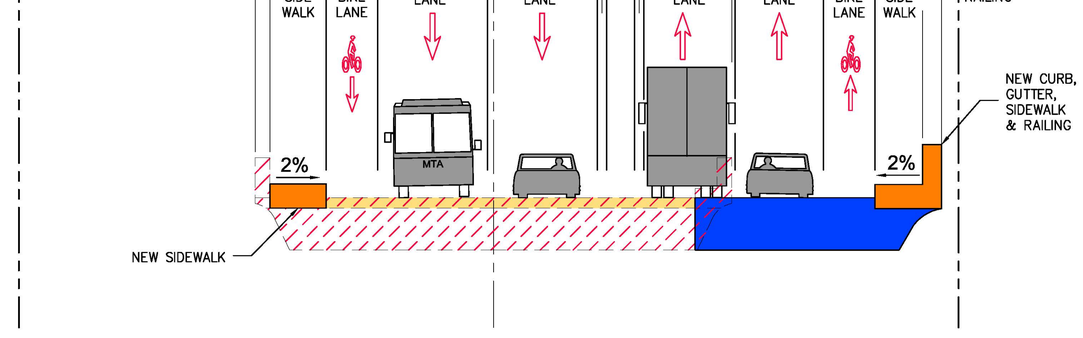
EXISTING BRIDGE SECTION



20+75
BRIDGE SECTION



19+00
ROAD SECTION



TYPICAL BRIDGE SECTION
SOUTH SIDE WIDENING

HATCH LEGEND

- EXISTING BRIDGE
- NEW BRIDGE
- NEW PAVEMENT
- NEW CURB/GUTTER AND SIDEWALK

City of Los Angeles
BRIDGE IMPROVEMENT PROGRAM

NORTH SPRING STREET BRIDGE OVER LOS ANGELES RIVER (53C-0859)
South Side Widening Sections

PSOMAS

DATE: 02-02-11
JOB No:1LOS030103

M:\1LOS030103\Public_Works\Exhib\Community Outreach Alt 2 Concept_rev3.dwg

2.0 Hydrologic and Hydraulic Data

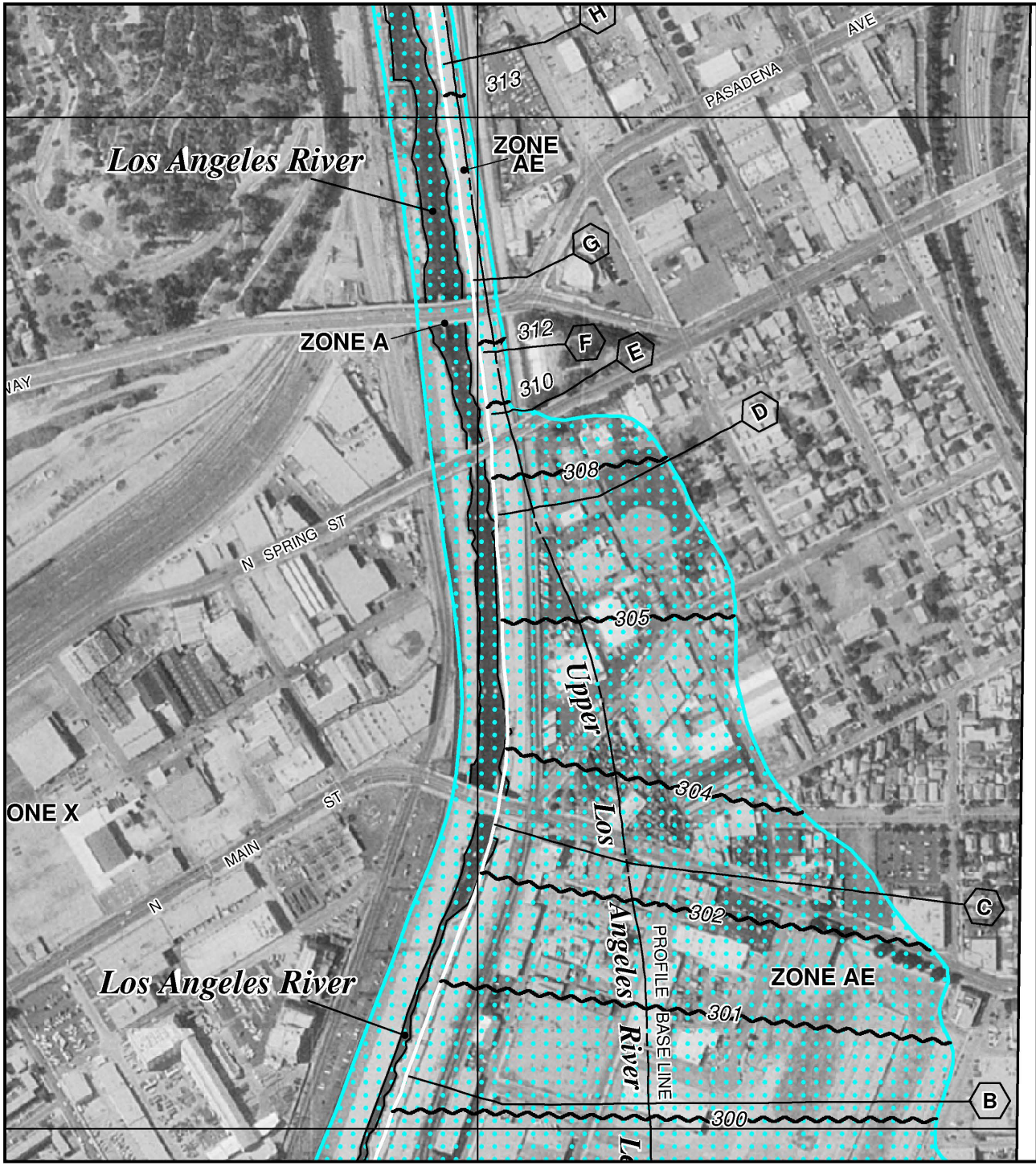
2.1 Design Discharge Data

The discharge used within this report is the Probable Maximum Flood as provided by the United States Army Corps of Engineers (USACE), Los Angeles District Office, and has been assumed for this report to be generally correct. The discharge was included in the USACE approved Hydrologic Engineering Centers River Analysis System (HEC-RAS) model provided by Rick Andre of the USACE Los Angeles District Hydraulics Section. The probably maximum flood is defined in the Los Angeles County Public Works Hydrology Manual as the flood resulting from the most severe combination of critical meteorological and hydrologic conditions that are reasonable possible in the region. The model provided by the USACE was described as last having been revised November, 2008.

2.1.1 FEMA Data

Per Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 06037C1628F, Effective Date September 26, 2008, the Los Angeles River is mapped as a FEMA Zone A floodplain. FEMA defines a Zone A floodplain as having no base flood elevations determined. Just upstream of this project location, the FIRM Panel indicates that the 1% Annual Chance Flood Discharge is contained within the channel. Figure 4, FEMA FIRM Panel, shows a portion of the FIRM panel at the proposed project location. Also seen on this figure is a Zone AE on the east overbank. Zone AE is defined by FEMA as having Base Flood Elevations determined.

To determine if the overbank flow was associated with the Los Angeles River, the City of Los Angeles Stormwater Section was contacted. Based on this conversation, it was concluded that it is safe to assume that the Zone AE flooding is associated with a different discharge source than the Los Angeles River. Supporting this assumption is the fact that the Los Angeles River has a Zone A floodplain rather than the Zone AE of the land adjacent to the river and the hydraulic model originating from the USACE shows that the Los Angeles River flow is contained within the channel banks.



od insurance is available in this community, contact your ional Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'

250 0 500 1000 FEET

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1628F

FIRM

FLOOD INSURANCE RATE MAP

LOS ANGELES COUNTY, CALIFORNIA

AND INCORPORATED AREAS

PANEL 1628 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
LOS ANGELES, CITY OF	060137	1628	F

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06037C1628F

EFFECTIVE DATE
SEPTEMBER 26, 2008

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

2.1.2 USGS Gauging Station Data

The United States Geological Survey (USGS) previously had a gauging station located just upstream of the project area near the Pasadena Freeway. This gauge was operated between 1930 and 1979 and shows a peak discharge of 60,000 cubic feet per second (cfs) in 1938 that is noted as being affected by regulation or diversion. The second largest discharge within this time frame was 52,700 cfs in 1978 and was also noted as being affected by regulation or discharge. Printout of this data from their website is provided in Appendix 2 of this report. These two discharges are significantly less than the discharge provided within the USACE model, but had no statistical frequency associated with them.

2.2 Hydraulic Assessment

2.2.1 Design Tools

The hydraulic analysis for the Los Angeles River was based on a standard step backwater analysis using the USACE HEC-RAS Program (Version 4.0). The model was prepared and provided by the USACE to Psomas. This model was compared to available project topography and as-built bridge plans at the project site and modified where necessary to reflect existing and proposed conditions as discussed in the following sections. Figure 5, HEC-RAS Work Map is provided to show the cross section location overlaid on aerial photograph and project topography.

2.2.2 Cross Section Data

The geometric data from the existing conditions model within the project vicinity was compared to the project topography. The elevations at the channel invert and channel banks appeared to adequately match the project topography as did the channel top width. This data was left unchanged. The cross section located downstream of North Spring Street was shifted further downstream in the Revised Existing Conditions Model so that a comparison of existing and proposed conditions could be made. The cross section was moved 80 feet downstream and its elevations adjusted based on the channel slope**.**

2.2.3 Manning's "n"

The Manning's "n" values within the existing conditions model were set at 0.014 where the channel is lined with concrete and 0.03 at the upstream end of the model where the channel bottom is unlined and contains vegetation. Within the project locations, the

channel in entirely lined with concrete. Overbank values were set at 0.04, however, the flow is contained within the channel and each cross section trimmed at the banks. The Manning's "n" values were not modified from the original USACE model.

LEGEND

- PSOMAS CROSS SECTION
- 123623 CROSS SECTION ID
- RIGHT-OF-WAY
- PROPOSED BRIDGE RAIL
- PROPOSED CURB
- PROPERTY LINE
- 305 INDEX CONTOUR AND ID
- INTERMEDIATE CONTOUR

100 0 50 100 150 200

THE CITY OF LOS ANGELES OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF ELECTRONIC COPIES OF THIS PLAN SHEET.

REVISION DATES (DESIGN STAGE ONLY)

Sheet Version 3.0

BUREAU OF ENGINEERING

LA DPW ENGINEERING Stewards of the Future Designing the Future

• THIS PLAN WAS ELECTRONICALLY SIGNED AND STAMPED.

NO.	REVISIONS:	DATE:	BY:

STRUCTURE NO.

INDEX NO.

DEPARTMENT OF PUBLIC WORKS

PSOMAS

DESIGN GROUP		LIC. NO.	DATE:
ENGINEER:	MIKE DALY		
DESIGNED BY:	JOHN OLIVER		
DRAWN BY:	JOHN OLIVER		
CHECKED BY:			
APPROVED BY:			

CITY OF LOS ANGELES

VERTICAL CONTROL:	NGVD-88-07564, 1983 ADJ (1929 DATUM)
HORIZONTAL CONTROL:	NAD83, ZONE 5 EPOCH 1991.5
SHEET TITLE:	HEC-RAS WORK MAP
PROJECT:	NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT
ADDRESS:	NORTH SPRING STREET OVER LOS ANGELES RIVER

WORK ORDER NO. E700003D

DRAWING NO.

SHEET 1 OF 1 SHEETS

PREPARED UNDER THE SUPERVISION OF :

PSOMAS

555 South Flower Street, Suite 4400
Los Angeles, CA 90071
Tel (213) 223-1400
Fax (213) 223-1444

2.2.4 Expansion and Contraction Coefficients

The expansion and contraction coefficients in the existing conditions model were set at zero since the majority of the channel is completely lined and has a uniform trapezoidal cross section. These values were not modified.

2.2.5 Bridge Modeling Approach

The bridge modeling approach was set to take the highest energy answer between the Standard Step Method, Momentum Equation, and the Yarnell Equation. For the latter two, a Coefficient of Drag, "C_d" and a Pier Shape, "K" was defined. It was noted that these values were defined as 1.0 and 1.05 respectively, and were not correct for the pier shape. The Coefficient of Drag was modified to 0.30 for an elliptical pier with a 6:1 length to width, and the Pier Shape "K" value was modified to 0.90 for a semi circular nose and tail. This modification did not impact the results, as the solution with the highest energy answer was the Energy Method. It was also noted that the USACE model had a pier width of 9.83 feet, though the as-built plans show a width of 13.5 feet. This was corrected for the Revised Existing Conditions and Proposed Conditions Models.

2.2.6 Existing Conditions

The results of the existing conditions model provided by the USACE and the Existing Conditions model after revisions by Psomas are provided in Table 1. These results are for cross sections located near the project and for informational purposes only. Cross sections with an asterisk after them are interpolated cross sections. As can be seen from the table, the pier width modification resulted in an increase in the base flood water surface elevation between the North Spring Street Bridge and Broadway, with the largest increase being immediately downstream of Broadway at 2.23 feet, and a change in the location of the hydraulic just upstream of Broadway resulting in a lowering of the water surface elevation from Broadway to just upstream of the MTA Bridge. A plot of the profiles of the Existing and Revised Existing Conditions models as well as the HEC-RAS Output is provided in Appendix 3.

Table 1
Existing Conditions HEC-RAS Results Comparison

River Sta	Plan	Q Total	W.S. Elev	Vel Chnl	Flow Area	Top Width	Froude # Chl
		(cfs)	(ft)	(ft/s)	(sq ft)	(ft)	
125784.*	Existing ACOE Model	104000	298.33	31.89	3261.3	227.2	1.48
125784.*	Revised Existing Model	104000	298.33	31.89	3261.3	227.2	1.48
125611	Existing ACOE Model	104000	308.25	17.6	5908.08	264	0.66
125611	Revised Existing Model	104000	297.36	32.38	3212.25	226.33	1.51
125600	**MTA**	**Bridge**					
125589	Existing ACOE Model	104000	305.84	19.63	5297.46	260.59	0.77
125589	Revised Existing Model	104000	297.86	31.08	3346.23	228.69	1.43
125414.*	Existing ACOE Model	104000	306.42	18.47	5629.63	264	0.7
125414.*	Revised Existing Model	104000	296.95	31.55	3295.89	227.65	1.46
125239.*	Existing ACOE Model	104000	306.85	17.55	5925.91	264	0.65
125239.*	Revised Existing Model	104000	296.05	31.99	3251.04	226.7	1.49
125065.*	Existing ACOE Model	104000	307.17	16.79	6193.02	264	0.61
125065.*	Revised Existing Model	104000	305.88	17.77	5852.24	264	0.67
124890.6	Existing ACOE Model	104000	307.45	16.13	6447.12	264	0.58
124890.6	Revised Existing Model	104000	306.23	16.97	6127.48	264	0.62
124854.4	**Broadway**	**Bridge**					
124818.2	Existing ACOE Model	104000	299.01	23.96	4341.07	244.84	1
124818.2	Revised Existing Model	104000	301.24	21.24	4897.44	253.77	0.85
124700	Existing ACOE Model	104000	300.81	21.19	4906.93	253.82	0.85
124700	Revised Existing Model	104000	301.91	20.05	5187.75	258.21	0.79
124551.*	Existing ACOE Model	104000	301.63	19.71	5275.98	258.13	0.77
124551.*	Revised Existing Model	104000	302.49	18.92	5497.92	258.13	0.72
124403.5	Existing ACOE Model	104000	302.1	18.74	5550.86	252.26	0.7
124403.5	Revised Existing Model	104000	302.85	18.12	5739.05	252.26	0.67
124379.8	**N. Spring St.**	**Bridge**					
124356.1	Existing ACOE Model	104000	297.07	23.98	4337.21	244.97	1
124356.1	Revised Existing Model	104000	297.07	23.98	4337.36	244.97	1
124167.*	Existing ACOE Model	104000	293.88	27.63	3764.51	235.57	1.22
124167.*	Revised Existing Model	104000	293.91	27.58	3771.51	235.69	1.21
123979.*	Existing ACOE Model	104000	292.32	29	3586.56	232.71	1.3
123979.*	Revised Existing Model	104000	292.34	28.96	3591.07	232.79	1.3
123791	Existing ACOE Model	104000	298.86	19.79	5255.44	228	0.73
123791	Revised Existing Model	104000	298.86	19.79	5255.44	228	0.73
123623.*	Existing ACOE Model	104000	299.06	19.3	5389.64	231.29	0.7
123623.*	Revised Existing Model	104000	299.06	19.3	5389.64	231.29	0.7
123454.*	Existing ACOE Model	104000	299.24	18.83	5523.89	234.59	0.68
123454.*	Revised Existing Model	104000	299.24	18.83	5523.89	234.59	0.68
123286.9	Existing ACOE Model	104000	299.4	18.4	5650.76	237.88	0.67
123286.9	Revised Existing Model	104000	299.4	18.4	5650.76	237.88	0.67
123250.1	**N. Main St.**	**Bridge**					
123213.3	Existing ACOE Model	104000	289.65	30.95	3359.8	235.2	1.44
123213.3	Revised Existing Model	104000	289.65	30.95	3359.8	235.2	1.44

Source: Psomas and The Army Corp of Engineers

2.2.7 Proposed Conditions

The Revised Existing Conditions model was modified to adjust the length of the bridge deck. The pier width was assumed to remain the same for proposed conditions and will only be extended downstream. Extending the pier in length in the direction of flow within the channel has a minimal impact on the base flood water surface elevation. The largest increase in water surface elevation resulting from the extended pier is 0.35 feet downstream of North Spring Street. There is also minimal lowering of the water surface elevation between the North Spring Street Bridge and Broadway Bridge. This can be seen in Table 2, Proposed Conditions HEC-RAS Results, which shows the differences between the Revised Existing Conditions Model and the Proposed Conditions Model. HEC-RAS Output is provided in Appendix 3. A plot comparing these water surface profiles is also provided in Appendix 3.

Table 2
Proposed Conditions HEC-RAS Results

River Sta	Plan	Q Total	W.S. Elev	Vel Chnl	Top Width	Froude # Chl
		(cfs)	(ft)	(ft/s)	(ft)	
125611	Proposed Model	104000	297.36	32.38	226.33	1.51
125611	Revised Existing Model	104000	297.36	32.38	226.33	1.51
125600	**MTA**	**Bridge**				
125589	Proposed Model	104000	297.86	31.08	228.69	1.43
125589	Revised Existing Model	104000	297.86	31.08	228.69	1.43
125414.*	Proposed Model	104000	296.95	31.55	227.65	1.46
125414.*	Revised Existing Model	104000	296.95	31.55	227.65	1.46
125239.*	Proposed Model	104000	296.05	31.99	226.7	1.49
125239.*	Revised Existing Model	104000	296.05	31.99	226.7	1.49
125065.*	Proposed Model	104000	305.92	17.74	264	0.66
125065.*	Revised Existing Model	104000	305.88	17.77	264	0.67
124890.6	Proposed Model	104000	306.27	16.94	264	0.62
124890.6	Revised Existing Model	104000	306.23	16.97	264	0.62
124854.4	**Broadway**	**Bridge**				
124818.2	Proposed Model	104000	301	21.5	252.8	0.87
124818.2	Revised Existing Model	104000	301.24	21.24	253.77	0.85
124700	Proposed Model	104000	301.73	20.23	257.48	0.8
124700	Revised Existing Model	104000	301.91	20.05	258.21	0.79
124551.*	Proposed Model	104000	302.34	19.05	258.13	0.73
124551.*	Revised Existing Model	104000	302.49	18.92	258.13	0.72
124403.5	Proposed Model	104000	302.72	18.23	252.26	0.68
124403.5	Revised Existing Model	104000	302.85	18.12	252.26	0.67
124379.8	**N. Spring St.**	**Bridge**				
124356.1	Proposed Model	104000	296.93	23.98	244.97	1
124356.1	Revised Existing Model	104000	297.07	23.98	244.97	1
124356	Proposed Model	104000	295.61	25.62	240.39	1.1
124356	Revised Existing Model	104000	295.26	26.17	238.97	1.13
124167.*	Proposed Model	104000	294.1	27.25	236.44	1.2
124167.*	Revised Existing Model	104000	293.91	27.58	235.69	1.21
123979.*	Proposed Model	104000	292.45	28.76	233.21	1.29
123979.*	Revised Existing Model	104000	292.34	28.96	232.79	1.3
123791	Proposed Model	104000	298.86	19.79	228	0.73
123791	Revised Existing Model	104000	298.86	19.79	228	0.73
123623.*	Proposed Model	104000	299.06	19.3	231.29	0.7
123623.*	Revised Existing Model	104000	299.06	19.3	231.29	0.7
123454.*	Proposed Model	104000	299.24	18.83	234.59	0.68
123454.*	Revised Existing Model	104000	299.24	18.83	234.59	0.68
123286.9	Proposed Model	104000	299.4	18.4	237.88	0.67
123286.9	Revised Existing Model	104000	299.4	18.4	237.88	0.67
123250.1	**N. Main St.**	**Bridge**				
123213.3	Proposed Model	104000	289.65	30.95	235.2	1.44
123213.3	Revised Existing Model	104000	289.65	30.95	235.2	1.44

Source: Psomas and The Army Corp of Engineers

3.0 Project Evaluation

3.1 Risk Associated with Implementation of the Action

FHWA defines a significant encroachment in 23CFR650A Section 650.105q as, "Any encroachment and direct support of likely base floodplain development that would involve one or more of the following construction or flood-related impacts":

1. A significant potential for interruption or termination of a transport facility that is needed for emergency vehicles or that provides a community's only evacuation route.
2. A significant risk.
3. A significant adverse impact on the natural and beneficial floodplain values.

The completed project presents no potential for interruption of a transport facility during the base flood event due to containment within the river and is not the community's only evacuation route. Since there are minimal changes in the base flood water surface elevations, there are no significant risks associated with this project and there are no adverse impacts on the natural and beneficial floodplain since the flow in entirely contained within a concrete lined channel. A Location Hydraulic Study Form for official signature is provided in Appendix 1.

3.2 Measures to Minimize Floodplain Impacts Associated with the Action

In order to reduce the impacts to the floodplain, no additional piers will be added within the channel and the width of the pier will remain the same as under existing conditions.

4.0 References

1) USGS Surface Water Data for California.
Available from World Wide Web: (http://waterdata.usgs.gov/ca/nwis/sw)

2) FEMA Map Service Center
Available from World Wide Web:
(http://msc.fema.gov/webapp/wcs/stores/servlet/QuickOrderResultView)

3) Susan Shu. City of Los Angeles, Stormwater Section, Group Manager.
Personal communication, January 31, 2011.

4) Andre, Daniel R. United States Army Corps of Engineers, Los Angeles District.
Personal Communication, March 3, 2011.

APPENDIX 1

LOCATION HYDRAULIC STUDY FORM *

Dist. 07 Co. Los Angeles Rte. Spring Street P.M. N/A.
EA N/A Bridge No. 53C-0859
Floodplain Description:
The floodplain of the Los Angeles River is currently mapped by FEMA as a Zone A and is contained within the channel banks.

1. Description of Proposal (include any physical barriers i.e. concrete barriers, soundwalls, etc. and design elements to minimize floodplain impacts)

The proposed project is a widening of an existing bridge that will maintain a similar pier size and shape to that of the existing bridge in order to minimize any impact to the LA River floodplain. Bridge deck heights are similar to those of existing, which are currently not under pressure flow currently during the base flood event, and will not impact the floodplain.

2. ADT: Current 28588 Projected 35998

3. Hydraulic Data: Base Flood Q_{100}= 109,000 CFS
WSE_{100}= 304.34 The flood of record, if greater than Q_{100}:
Q= N/A CFS WSE= N/A
Overtopping flood Q= N/A CFS WSE= N/A
Are NFIP maps and studies available? YES X NO

4. Is the highway location alternative within a regulatory floodway ?
YES NO X

5. Attach map with flood limits outlined showing all buildings or other improvements within the base floodplain.

Potential Q_{100} backwater damages:

A. Residences? NO X YES
B. Other Bldgs? NO X YES
C. Crops? NO X YES
D. Natural and beneficial
FLOODPLAIN VALUES? NO X YES

6. Type of Traffic:

A. Emergency supply or evacuation route? NO X YES
B. Emergency vehicle access? NO YES X
C. Practicable detour available? NO YES X
D. School bus or mail route? NO YES X

7. Estimated duration of traffic interruption for 100-year event hours: 0

8. Estimated value of Q_{100} flood damages (if any) – moderate risk level.

A.	Roadway	$ 0
B	Property	$ 0
	Total	$ 0

9. Assessment of Level of Risk Low X
Moderate
High

For High Risk projects, during design phase, additional Design Study Risk Analysis May be necessary to determine design alternative.

Signature – Dist. Hydraulic Engineer _____ Date _____
(Item numbers 3,4,5,7,9)

Is there any longitudinal encroachment, significant encroachment, or any support of incompatible
Floodplain development? NO X YES

If yes, provide evaluation and discussion of practicability of alternatives in accordance with 23 CFR 650.113

Information developed to comply with the Federal requirement for the Location Hydraulic Study shall be retained in the project files.

Signature – Dist. Project Engineer _____ Date _____
(Item numbers 1,2,6,8)

* Same as Figure 804.7A Technical Information for Location Hydraulic Study located in Chapter 804 of the Highway Design Manual

APPENDIX 2

USGS science for a changing world

USGS Home
Contact USGS
Search USGS

National Water Information System: Web Interface

USGS Water Resources

Data Category: Surface Water
Geographic Area: California
GO

News - updated November 2010

Peak Streamflow for California

USGS 11097500 LOS ANGELES R A LOS ANGELES CA

Available data for this site Surface-water: Peak streamflow GO

Los Angeles County, California
Hydrologic Unit Code 18070105
Latitude 34°04'52", Longitude 118° 13'36" NAD27
Drainage area 514 square miles
Gage datum
292.58 feet above sea level NGVD29

Output formats

Table
Graph
Tab-separated file
peakfq (watstore) format
Reselect output format

Water Year	Date	Gage Height (feet)	Stream-flow (cfs)
1930	Mar. 15, 1930		500[6]
1931	Feb. 04, 1931		4,540[6]
1932	Feb. 08, 1932		3,020[6]
1933	Jan. 19, 1933		5,780[6]
1934	Jan. 01, 1934		22,000[6]
1935	Apr. 08, 1935		2,400[6]
1936	Mar. 30, 1936		2,420[6]
1937	Feb. 14, 1937		2,410[6]
1938	Mar. 02, 1938	[6]	67,000[6]
1939	Jan. 05, 1939		3,710[6]
1940	Jan. 08, 1940	4.40[6]	8,900[6]
1955	Jan. 18, 1955	3.93	6,850[6]
1956	Jan. 26, 1956	5.90	15,300[6]
1957	Feb. 23, 1957	7.24	22,200[6]
1958	Feb. 19, 1958	7.14	19,700[6]
1959	Jan. 06, 1959	6.53	17,200[6]
1960	Jan. 12, 1960	4.44	8,960[6]
1961	Nov. 05, 1960	4.15	7,890[6]
1962	Feb. 12, 1962	10.20	32,500[6]
1963	Feb. 09, 1963	7.06	18,070[6]
1964	Jan. 22, 1964	5.43	12,250[6]
1965	Apr. 09, 1965	5.55	12,500[6]

1941	Feb. 20, 1941	7.04	11,900[6]	1966	Dec. 29, 1965	10.08	32,000[6]
1942	Dec. 10, 1941	4.26	5,260[6]	1967	Nov. 07, 1966	10.10	32,100[6]
1943	Jan. 23, 1943	8.38	23,900[6]	1968	Mar. 08, 1968	9.84	30,900[6]
1944	Feb. 22, 1944	5.90	14,600[6]	1969	Jan. 25, 1969	12.30	41,800[6]
1945	Feb. 02, 1945	3.33	4,900[6]	1970	Mar. 04, 1970	6.65	17,000[6]
1946	Dec. 22, 1945	3.33	5,240[6]	1971	Nov. 29, 1970	12.18	41,500[6]
1947	Dec. 25, 1946	3.25	5,320[6]	1972	Dec. 27, 1971	6.40	15,900[6]
1948	Mar. 24, 1948	3.15	4,900[6]	1973	Jan. 18, 1973	9.23	28,230[6]
1949	Dec. 17, 1948	2.10	1,530[6]	1974	Jan. 07, 1974	8.35	24,540[6]
1950	Feb. 06, 1950	2.33	2,840[6]	1975	Dec. 04, 1974	9.08	27,570[6]
1951	Jan. 11, 1951	2.82	3,600[6]	1976	Feb. 09, 1976	5.89	13,900[6]
1952	Jan. 16, 1952	7.76	25,300[6]	1977	Jan. 03, 1977	8.10	23,300[6]
1953	Dec. 20, 1952	4.04	7,270[6]	1978	Feb. 10, 1978	14.62	52,700[6]
1954	Feb. 13, 1954	4.62	9,580[6]	1979	Mar. 27, 1979	8.68	25,800[6]

Peak Gage-Height Qualification Codes.

- 6 -- Gage datum changed during this year

Peak Streamflow Qualification Codes.

- 6 -- Discharge affected by Regulation or Diversion

APPENDIX 3

USACE EXISTING CONDITIONS
HEC-RAS RESULTS

HEC-RAS Version 4.0.0 March 2008
U.S. Army Corps of Engineers
Hydrologic Engineering Center
609 Second Street
Davis, California

```
X     X  XXXXXX    XXXX        XXXX       XX      XXXX
X     X  X        X    X       X   X     X  X    X
X     X  X        X            X   X    X    X   X
XXXXXXX  XXXX     X       XXX  XXXX     XXXXXX    XXXX
X     X  X        X            X  X     X    X        X
X     X  X        X    X       X   X    X    X        X
X     X  XXXXXX    XXXX        X    X   X    X   XXXXX
```

PROJECT DATA
Project Title: Reach 1 Revised 11/08
Project File : ACOR.prj
Run Date and Time: 3/16/2011 1:22:26 PM

Project in English units

Project Description:
Upper LA River Reach 1 Revised 11/08

PLAN DATA

Plan Title: Exist 11-08
Plan File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.p01

Geometry Title: Existing Conditions Revised 11/08
Geometry File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.g02

Flow Title : Design Qs
Flow File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.f02

Plan Description:
Updated 11/08:
1. Raised section 1171+92.8 by 5.3 ft per as-builts.
2.
Turned on debris loading for Washington Blvd. bridge.
3. Interpolated between
xsections.

Plan Summary Information:
Number of: Cross Sections = 260 Multiple Openings = 0
Culverts = 0 Inline Structures = 0
Bridges = 23 Lateral Structures = 0

Computational Information
Water surface calculation tolerance = 0.01
Critical depth calculation tolerance = 0.01
Maximum number of iterations = 20
Maximum difference tolerance = 0.3
Flow tolerance factor = 0.001

Computation Options
Critical depth computed at all cross sections
Conveyance Calculation Method: At breaks in n values only
Friction Slope Method: Average Conveyance
Computational Flow Regime: Mixed Flow

FLOW DATA

Flow Title: Design Qs
Flow File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.f02

Flow Data (cfs)

River	Reach	RS	Design
Upper LA River	Reach 1	142055.6	78000
Upper LA River	Reach 1	140350	83700
Upper LA River	Reach 1	127310	104000

Boundary Conditions

River	Reach	Profile	Upstream	Downstream
Upper LA River	Reach 1	Design	Known WS = 356.84	Known WS = 194

GEOMETRY DATA

Geometry Title: Existing Conditions Revised 11/08
Geometry File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.g02

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125784.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	312.53	100	307.53	152	281.53	222	281.53	224	281.03
240	281.03	242	281.53	312	281.53	364	307.53	364	312.53

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	173.17	173.17	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	314.12	Element	Left OB	Channel	Right OB
Vel Head (ft)	15.79	Wt. n-Val.		0.014	
W.S. Elev (ft)	298.33	Reach Len. (ft)	173.17	173.17	173.17
Crit W.S. (ft)	302.90	Flow Area (sq ft)		3261.30	
E.G. Slope (ft/ft)	0.002711	Area (sq ft)		3261.30	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	227.20	Top Width (ft)		227.20	
Vel Total (ft/s)	31.89	Avg. Vel. (ft/s)		31.89	
Max Chl Dpth (ft)	17.30	Hydr. Depth (ft)		14.35	
Conv. Total (cfs)	1997550.0	Conv. (cfs)		1997550.0	
Length Wtd. (ft)	173.17	Wetted Per. (ft)		235.25	
Min Ch El (ft)	281.03	Shear (lb/sq ft)		2.35	
Alpha	1.00	Stream Power (lb/ft s)		74.81	
Frctn Loss (ft)	0.46	Cum Volume (acre-ft)		1826.87	
C & E Loss (ft)	0.00	Cum SA (acres)		119.99	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125611

INPUT
Description: XSection - 1' u/s MTA Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.78	100	306.78	152	280.78	222	280.78	224	280.28
240	280.28	242	280.78	312	280.78	364	306.78	364	311.78

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	22	22	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	313.06	Element	Left OB	Channel	Right OB
Vel Head (ft)	4.81	Wt. n-Val.		0.014	
W.S. Elev (ft)	308.25	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	302.15	Flow Area (sq ft)		5908.08	
E.G. Slope (ft/ft)	0.000470	Area (sq ft)		5908.08	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	
Vel Total (ft/s)	17.60	Avg. Vel. (ft/s)		17.60	
Max Chl Dpth (ft)	27.97	Hydr. Depth (ft)		22.38	
Conv. Total (cfs)	4795844.0	Conv. (cfs)		4795844.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		279.33	
Min Ch El (ft)	280.28	Shear (lb/sq ft)		0.62	
Alpha	1.00	Stream Power (lb/ft s)		10.93	
Frctn Loss (ft)		Cum Volume (acre-ft)		1808.64	
C & E Loss (ft)		Cum SA (acres)		119.02	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.
Note: Hydraulic jump has occurred between this cross section and the previous upstream section.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 125600

INPUT
Description: MTA Bridge - CL Sta 1256+00
Distance from Upstream XS = 1
Deck/Roadway Width = 20
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
100	330	320	370	330	320

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.78	100	306.78	152	280.78	222	280.78	224	280.28
240	280.28	242	280.78	312	280.78	364	306.78	364	311.78

```
Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
           100     364              0        0

Downstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
     100     330     320     370     330     320

Downstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  311.69     100  306.69     152  280.69     222  280.69     224  280.19
     240  280.19     242  280.69     312  280.69     364  306.69     364  311.69

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
           100     364              0        0

Upstream Embankment side slope              =       0 horiz. to 1.0 vertical
Downstream Embankment side slope            =       0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow =     .95
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  2

Pier Data
Pier Station     Upstream=     126    Downstream=     126
Upstream     num=       2
    Width   Elev    Width   Elev
      15     275      15     325
Downstream     num=       2
    Width   Elev    Width   Elev
      15     275      15     325

Pier Data
Pier Station     Upstream=     338    Downstream=     338
Upstream     num=       2
    Width   Elev    Width   Elev
      15     275      15     325
Downstream     num=       2
    Width   Elev    Width   Elev
      15     275      15     325

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =     1.2
       Yarnell                KVal =      .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
```

Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT Profile #Design

			Inside BR US	Inside BR DS
E.G. US. (ft)	313.06	Element		
W.S. US. (ft)	308.25	E.G. Elev (ft)	312.80	312.74
Q Total (cfs)	104000.00	W.S. Elev (ft)	305.84	305.84
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	302.57	302.47
Q Weir (cfs)		Max Chl Dpth (ft)	25.56	25.65
Weir Sta Lft (ft)		Vel Total (ft/s)	21.17	21.08
Weir Sta Rgt (ft)		Flow Area (sq ft)	4912.29	4933.02
Weir Submerg		Froude # Chl	0.81	0.80
Weir Max Depth (ft)		Specif Force (cu ft)	127076.40	124456.80
Min El Weir Flow (ft)	330.01	Hydr Depth (ft)	21.34	21.39
Min El Prs (ft)	320.00	W.P. Total (ft)	286.87	287.64
Delta EG (ft)	0.90	Conv. Total (cfs)	3463740.0	3481975.0
Delta WS (ft)	2.41	Top Width (ft)	230.23	230.59
BR Open Area (sq ft)	8224.48	Frctn Loss (ft)		
BR Open Vel (ft/s)	21.17	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	0.96	0.96
Br Sel Method	Yarnell	Power Total (lb/ft s)	20.40	20.14

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125589

INPUT
Description: XSection - 1' d/s MTA Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.69	100	306.69	152	280.69	222	280.69	224	280.19
240	280.19	242	280.69	312	280.69	364	306.69	364	311.69

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	311.82	Element			
Vel Head (ft)	5.98	Wt. n-Val.		0.014	
W.S. Elev (ft)	305.84	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	302.07	Flow Area (sq ft)		5297.46	
E.G. Slope (ft/ft)	0.000655	Area (sq ft)		5297.46	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	260.59	Top Width (ft)		260.59	
Vel Total (ft/s)	19.63	Avg. Vel. (ft/s)		19.63	
Max Chl Dpth (ft)	25.65	Hydr. Depth (ft)		20.33	
Conv. Total (cfs)	4064205.0	Conv. (cfs)		4064205.0	
Length Wtd. (ft)	174.60	Wetted Per. (ft)		272.59	
Min Ch El (ft)	280.19	Shear (lb/sq ft)		0.79	
Alpha	1.00	Stream Power (lb/ft s)		15.60	
Frctn Loss (ft)	0.10	Cum Volume (acre-ft)		1806.14	
C & E Loss (ft)	0.00	Cum SA (acres)		118.90	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125414.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.04	100	306.04	152	280.04	222	279.94	224	279.44
240	279.44	242	279.94	312	280.04	364	306.04	364	311.04

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	311.72	Element			
Vel Head (ft)	5.30	Wt. n-Val.		0.014	
W.S. Elev (ft)	306.42	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	301.40	Flow Area (sq ft)		5629.63	
E.G. Slope (ft/ft)	0.000547	Area (sq ft)		5629.63	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	
Vel Total (ft/s)	18.47	Avg. Vel. (ft/s)		18.47	
Max Chl Dpth (ft)	26.98	Hydr. Depth (ft)		21.32	
Conv. Total (cfs)	4448222.0	Conv. (cfs)		4448222.0	
Length Wtd. (ft)	174.60	Wetted Per. (ft)		277.15	
Min Ch El (ft)	279.44	Shear (lb/sq ft)		0.69	
Alpha	1.00	Stream Power (lb/ft s)		12.81	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1784.24	
C & E Loss (ft)	0.00	Cum SA (acres)		117.85	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125239.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	310.38	100	305.38	152	279.38	222	279.18	224	278.68
240	278.68	242	279.18	312	279.38	364	305.38	364	310.38

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	311.63	Element			
Vel Head (ft)	4.78	Wt. n-Val.		0.014	
W.S. Elev (ft)	306.85	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	300.72	Flow Area (sq ft)		5925.91	
E.G. Slope (ft/ft)	0.000466	Area (sq ft)		5925.91	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	

Vel Total (ft/s)	17.55	Avg. Vel. (ft/s)	17.55
Max Chl Dpth (ft)	28.17	Hydr. Depth (ft)	22.45
Conv. Total (cfs)	4820002.0	Conv. (cfs)	4820002.0
Length Wtd. (ft)	174.60	Wetted Per. (ft)	279.33
Min Ch El (ft)	278.68	Shear (lb/sq ft)	0.62
Alpha	1.00	Stream Power (lb/ft s)	10.82
Frctn Loss (ft)	0.08	Cum Volume (acre-ft)	1761.08
C & E Loss (ft)	0.00	Cum SA (acres)	116.79

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125065.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.73	100	304.73	152	278.73	222	278.43	224	277.93
240	277.93	242	278.43	312	278.73	364	304.73	364	309.73

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	311.55	Element	Left OB	Channel	Right OB
Vel Head (ft)	4.38	Wt. n-Val.		0.014	
W.S. Elev (ft)	307.17	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	300.02	Flow Area (sq ft)		6193.02	
E.G. Slope (ft/ft)	0.000406	Area (sq ft)		6193.02	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	
Vel Total (ft/s)	16.79	Avg. Vel. (ft/s)		16.79	
Max Chl Dpth (ft)	29.24	Hydr. Depth (ft)		23.46	
Conv. Total (cfs)	5163431.0	Conv. (cfs)		5163431.0	
Length Wtd. (ft)	174.60	Wetted Per. (ft)		281.29	
Min Ch El (ft)	277.93	Shear (lb/sq ft)		0.56	
Alpha	1.00	Stream Power (lb/ft s)		9.36	
Frctn Loss (ft)	0.07	Cum Volume (acre-ft)		1736.79	
C & E Loss (ft)	0.00	Cum SA (acres)		115.73	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124890.6

INPUT
Description: XSection - 1' u/s North Broadway St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.07	100	304.07	152	278.07	222	277.68	224	277.18
240	277.18	242	277.68	312	278.07	364	304.07	364	309.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	72.4	72.4	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	311.49	Element			
Vel Head (ft)	4.04	Wt. n-Val.		0.014	
W.S. Elev (ft)	307.45	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	299.32	Flow Area (sq ft)		6447.12	
E.G. Slope (ft/ft)	0.000358	Area (sq ft)		6447.12	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	
Vel Total (ft/s)	16.13	Avg. Vel. (ft/s)		16.13	
Max Chl Dpth (ft)	30.27	Hydr. Depth (ft)		24.42	
Conv. Total (cfs)	5497067.0	Conv. (cfs)		5497067.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		283.15	
Min Ch El (ft)	277.18	Shear (lb/sq ft)		0.51	
Alpha	1.00	Stream Power (lb/ft s)		8.21	
Frctn Loss (ft)		Cum Volume (acre-ft)		1711.46	
C & E Loss (ft)		Cum SA (acres)		114.68	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 124854.4

INPUT
Description: North Broadway St Bridge - CL Sta 1248+54.4
Distance from Upstream XS = 1
Deck/Roadway Width = 70.33
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	370	325	315

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.07	100	304.07	152	278.07	222	277.68	224	277.18
240	277.18	242	277.68	312	278.07	364	304.07	364	309.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Coeff Contr.	Expan.
100	364	0	0

Downstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	370	325	315

Downstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.8	100	303.8	152	277.8	222	277.37	224	276.87
240	276.87	242	277.37	312	277.8	364	303.8	364	308.8

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Coeff Contr.	Expan.
100	364	0	0

Upstream Embankment side slope = 0 horiz. to 1.0 vertical
Downstream Embankment side slope = 0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow = .95
Elevation at which weir flow begins =
Energy head used in spillway design =
Spillway height used in design =
Weir crest shape = Broad Crested

Number of Piers = 2

Pier Data
Pier Station Upstream= 126 Downstream= 126
Upstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Downstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Pier Data
Pier Station Upstream= 257.25 Downstream= 257.25
Upstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Downstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Number of Bridge Coefficient Sets = 1

Low Flow Methods and Data
Energy
Momentum Cd = 1.33
Yarnell KVal = .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
Energy Only

Additional Bridge Parameters
Add Friction component to Momentum
Do not add Weight component to Momentum
Class B flow critical depth computations use critical depth
inside the bridge at the upstream end
Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT Profile #Design

			Inside BR US	Inside BR DS
E.G. US. (ft)	311.49	Element		
W.S. US. (ft)	307.45	E.G. Elev (ft)	310.11	309.82
Q Total (cfs)	104000.00	W.S. Elev (ft)	300.61	300.34
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	300.61	300.34
Q Weir (cfs)		Max Chl Dpth (ft)	23.43	23.47
Weir Sta Lft (ft)		Vel Total (ft/s)	24.73	24.71
Weir Sta Rgt (ft)		Flow Area (sq ft)	4204.85	4208.00
Weir Submerg		Froude # Chl	1.00	1.00
Weir Max Depth (ft)		Specif Force (cu ft)	124765.10	125428.80
Min El Weir Flow (ft)	325.01	Hydr Depth (ft)	18.97	18.98
Min El Prs (ft)	315.00	W.P. Total (ft)	295.51	295.57
Delta EG (ft)	1.50	Conv. Total (cfs)	2620649.0	2623543.0
Delta WS (ft)	8.43	Top Width (ft)	221.66	221.66
BR Open Area (sq ft)	7570.02	Frctn Loss (ft)		
BR Open Vel (ft/s)	24.73	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	1.40	1.40
Br Sel Method	Yarnell	Power Total (lb/ft s)	34.60	34.52

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: Critical depth could not be determined within the specified number of iterations. The program

used the iteration with the lowest energy.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124818.2

INPUT
Description: XSection - 1' d/s North Broadway St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.8	100	303.8	152	277.8	222	277.37	224	276.87
240	276.87	242	277.37	312	277.8	364	303.8	364	308.8

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	118.2	118.2	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	307.92	Element	Left OB	Channel	Right OB
Vel Head (ft)	8.91	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.01	Reach Len. (ft)	118.20	118.20	118.20
Crit W.S. (ft)	299.01	Flow Area (sq ft)		4341.07	
E.G. Slope (ft/ft)	0.001163	Area (sq ft)		4341.07	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	244.84	Top Width (ft)		244.84	
Vel Total (ft/s)	23.96	Avg. Vel. (ft/s)		23.96	
Max Chl Dpth (ft)	22.14	Hydr. Depth (ft)		17.73	
Conv. Total (cfs)	3049232.0	Conv. (cfs)		3049232.0	
Length Wtd. (ft)	118.20	Wetted Per. (ft)		254.98	
Min Ch El (ft)	276.87	Shear (lb/sq ft)		1.24	
Alpha	1.00	Stream Power (lb/ft s)		29.62	
Frctn Loss (ft)	0.11	Cum Volume (acre-ft)		1704.44	
C & E Loss (ft)	0.00	Cum SA (acres)		114.31	

Warning: The energy equation could not be balanced within the specified number of iterations. The program used critical depth for the water surface and continued on with the calculations.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The program defaulted to critical depth.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124700

INPUT
Description: This cross section is titled 1247+00 as shown in the as built drawings (File 303 pg 20). In addition, cross section 1247+00 is located approximately 154.47-ft downstream from 1248+54.47. Cross sec
ion 1248+54.47 defines the start of the new bed slope, So=0.0044528. Furthermore, the latter cross section is the center line of the N. Broadway bridge.
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.36	100	303.36	152	277.36	222	276.86	224	276.36
240	276.36	242	276.86	312	277.36	364	303.36	364	308.36

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	171.95	171.95	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	307.79	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.98	Wt. n-Val.		0.014	
W.S. Elev (ft)	300.81	Reach Len. (ft)	171.95	171.95	171.95
Crit W.S. (ft)	298.51	Flow Area (sq ft)		4906.93	
E.G. Slope (ft/ft)	0.000814	Area (sq ft)		4906.93	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	253.82	Top Width (ft)		253.82	
Vel Total (ft/s)	21.19	Avg. Vel. (ft/s)		21.19	
Max Chl Dpth (ft)	24.45	Hydr. Depth (ft)		19.33	
Conv. Total (cfs)	3645021.0	Conv. (cfs)		3645021.0	
Length Wtd. (ft)	171.95	Wetted Per. (ft)		265.02	
Min Ch El (ft)	276.36	Shear (lb/sq ft)		0.94	
Alpha	1.00	Stream Power (lb/ft s)		19.94	
Frctn Loss (ft)	0.13	Cum Volume (acre-ft)		1691.89	
C & E Loss (ft)	0.00	Cum SA (acres)		113.63	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124551.*

INPUT
Description:
Station Elevation Data num= 14

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.8	100	301.23	147.28	277.59	150.77	276.69	219.02	276.28
219.11	276.27	221.07	275.78	237.07	275.78	239.02	276.27	239.11	276.28
307.36	276.69	310.85	277.59	358.13	301.23	358.13	307.8		

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	358.13	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	358.13	171.95	171.95	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	307.66	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.03	Wt. n-Val.		0.014	
W.S. Elev (ft)	301.63	Reach Len. (ft)	171.95	171.95	171.95
Crit W.S. (ft)	297.89	Flow Area (sq ft)		5275.98	
E.G. Slope (ft/ft)	0.000657	Area (sq ft)		5275.98	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	258.13	Top Width (ft)		258.13	
Vel Total (ft/s)	19.71	Avg. Vel. (ft/s)		19.71	
Max Chl Dpth (ft)	25.85	Hydr. Depth (ft)		20.44	
Conv. Total (cfs)	4058163.0	Conv. (cfs)		4058163.0	
Length Wtd. (ft)	171.95	Wetted Per. (ft)		270.44	
Min Ch El (ft)	275.78	Shear (lb/sq ft)		0.80	
Alpha	1.00	Stream Power (lb/ft s)		15.77	
Frctn Loss (ft)	0.10	Cum Volume (acre-ft)		1671.80	
C & E Loss (ft)	0.00	Cum SA (acres)		112.62	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124403.5

INPUT
Description: XSection - 1' u/s North Spring St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.24	100	299.1	146.13	276.04	216.13	275.7	218.13	275.2
234.13	275.2	236.13	275.7	306.13	276.04	352.26	299.1	352.26	307.24

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	352.26	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	352.26	47.4	47.4	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	307.56	Element			
Vel Head (ft)	5.45	Wt. n-Val.		0.014	
W.S. Elev (ft)	302.10	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	297.26	Flow Area (sq ft)		5550.86	
E.G. Slope (ft/ft)	0.000551	Area (sq ft)		5550.86	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	252.26	Top Width (ft)		252.26	
Vel Total (ft/s)	18.74	Avg. Vel. (ft/s)		18.74	
Max Chl Dpth (ft)	26.90	Hydr. Depth (ft)		22.00	
Conv. Total (cfs)	4429276.0	Conv. (cfs)		4429276.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		269.28	
Min Ch El (ft)	275.20	Shear (lb/sq ft)		0.71	
Alpha	1.00	Stream Power (lb/ft s)		13.29	
Frctn Loss (ft)		Cum Volume (acre-ft)		1650.43	
C & E Loss (ft)		Cum SA (acres)		111.61	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 124379.8

INPUT
Description: North Spring St Bridge - CL Sta 1243+79.8
Distance from Upstream XS = 1
Deck/Roadway Width = 45.33
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta	Hi Cord	Lo Cord	Sta	Hi Cord	Lo Cord
90	325	315	360	325	315

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.24	100	299.1	146.13	276.04	216.13	275.7	218.13	275.2
234.13	275.2	236.13	275.7	306.13	276.04	352.26	299.1	352.26	307.24

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	352.26	.04

```
Bank Sta: Left   Right    Coeff Contr.   Expan.
          100  352.26              0        0

Downstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
      90     325     315     360     325     315

Downstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  307.07     100  298.42  145.19  275.83  215.19  275.52  217.19  275.02
  233.19  275.02  235.19  275.52  305.19  275.83  350.38  298.42  350.38  307.07

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  350.38     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
          100  350.38              0        0

Upstream Embankment side slope              =       0 horiz. to 1.0 vertical
Downstream Embankment side slope            =       0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow =     .95
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  1

Pier Data
Pier Station     Upstream=     250    Downstream=     250
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     270    9.83     320
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     270    9.83     320

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =       1
       Yarnell                KVal =    1.05
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design

  E.G. US. (ft)               307.56    Element                Inside BR US  Inside BR DS
  W.S. US. (ft)               302.10    E.G. Elev (ft)              307.09        306.89
  Q Total (cfs)            104000.00    W.S. Elev (ft)              298.06        297.83
  Q Bridge (cfs)           104000.00    Crit W.S. (ft)              298.06        297.83
  Q Weir (cfs)                          Max Chl Dpth (ft)            22.86         22.81
  Weir Sta Lft (ft)                     Vel Total (ft/s)             24.11         24.14
  Weir Sta Rgt (ft)                     Flow Area (sq ft)          4312.96       4307.43
  Weir Submerg                          Froude # Chl                  1.00          1.00
  Weir Max Depth (ft)                   Specif Force (cu ft)     122218.00     122745.50
```

Min El Weir Flow (ft)	325.01	Hydr Depth (ft)	18.10	18.08
Min El Prs (ft)	315.00	W.P. Total (ft)	293.36	293.21
Delta EG (ft)	0.54	Conv. Total (cfs)	2747245.0	2742249.0
Delta WS (ft)	5.04	Top Width (ft)	238.26	238.21
BR Open Area (sq ft)	8418.23	Frctn Loss (ft)		
BR Open Vel (ft/s)	24.14	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	1.32	1.32
Br Sel Method	Yarnell	Power Total (lb/ft s)	31.72	31.85

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124356.1

INPUT
Description: XSection - 1' d/s North Spring St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.07	100	298.42	145.19	275.83	215.19	275.52	217.19	275.02
233.19	275.02	235.19	275.52	305.19	275.83	350.38	298.42	350.38	307.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	350.38	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	350.38	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	306.00	Element			
Vel Head (ft)	8.93	Wt. n-Val.		0.014	
W.S. Elev (ft)	297.07	Reach Len. (ft)	188.36	188.36	188.36
Crit W.S. (ft)	297.07	Flow Area (sq ft)		4337.21	
E.G. Slope (ft/ft)	0.001168	Area (sq ft)		4337.21	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	244.97	Top Width (ft)		244.97	
Vel Total (ft/s)	23.98	Avg. Vel. (ft/s)		23.98	
Max Chl Dpth (ft)	22.05	Hydr. Depth (ft)		17.71	
Conv. Total (cfs)	3043612.0	Conv. (cfs)		3043612.0	
Length Wtd. (ft)	188.36	Wetted Per. (ft)		255.12	
Min Ch El (ft)	275.02	Shear (lb/sq ft)		1.24	
Alpha	1.00	Stream Power (lb/ft s)		29.71	
Frctn Loss (ft)	0.21	Cum Volume (acre-ft)		1645.72	
C & E Loss (ft)	0.00	Cum SA (acres)		111.35	

Warning: The energy equation could not be balanced within the specified number of iterations. The program used critical depth for the water surface and continued on with the calculations.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The program defaulted to critical depth.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124167.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	306.36	100	295.72	141.46	274.99	211.46	274.78	213.46	274.28
229.46	274.28	231.46	274.78	301.46	274.99	342.92	295.72	342.92	306.36

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	342.92	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	342.92	188.36	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	305.73	Element	Left OB	Channel	Right OB
Vel Head (ft)	11.85	Wt. n-Val.		0.014	
W.S. Elev (ft)	293.88	Reach Len. (ft)	188.36	188.36	188.36
Crit W.S. (ft)	296.26	Flow Area (sq ft)		3764.51	
E.G. Slope (ft/ft)	0.001770	Area (sq ft)		3764.51	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	235.57	Top Width (ft)		235.57	
Vel Total (ft/s)	27.63	Avg. Vel. (ft/s)		27.63	
Max Chl Dpth (ft)	19.60	Hydr. Depth (ft)		15.98	
Conv. Total (cfs)	2472078.0	Conv. (cfs)		2472078.0	
Length Wtd. (ft)	188.36	Wetted Per. (ft)		244.61	
Min Ch El (ft)	274.28	Shear (lb/sq ft)		1.70	
Alpha	1.00	Stream Power (lb/ft s)		46.98	
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)		1628.21	
C & E Loss (ft)	0.00	Cum SA (acres)		110.31	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123979.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	305.65	100	293.01	137.73	274.15	207.73	274.05	209.73	273.55
225.73	273.55	227.73	274.05	297.73	274.15	335.46	293.01	335.46	305.65

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	335.46	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	335.46	188.36	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	305.38	Element	Left OB	Channel	Right OB
Vel Head (ft)	13.06	Wt. n-Val.		0.014	
W.S. Elev (ft)	292.32	Reach Len. (ft)	188.36	188.36	188.36
Crit W.S. (ft)	295.27	Flow Area (sq ft)		3586.56	
E.G. Slope (ft/ft)	0.002044	Area (sq ft)		3586.56	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	232.71	Top Width (ft)		232.71	
Vel Total (ft/s)	29.00	Avg. Vel. (ft/s)		29.00	
Max Chl Dpth (ft)	18.77	Hydr. Depth (ft)		15.41	
Conv. Total (cfs)	2300483.0	Conv. (cfs)		2300483.0	
Length Wtd. (ft)	188.36	Wetted Per. (ft)		241.42	
Min Ch El (ft)	273.55	Shear (lb/sq ft)		1.90	
Alpha	1.00	Stream Power (lb/ft s)		54.97	
Frctn Loss (ft)	0.36	Cum Volume (acre-ft)		1612.31	
C & E Loss (ft)	0.00	Cum SA (acres)		109.30	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123791

INPUT
Description: This cross section is titled 1237+91.08 as shown in the as built drawings (File 337 pg 64). In addition, cross section 1237+91.08 defines the start of channel bank width equal to 34-ft.

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	304.94	100	290.31	134	273.31	204	273.31	206	272.81
222	272.81	224	273.31	294	273.31	328	290.31	328	304.94

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	328	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	328	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.94	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.08	Wt. n-Val.		0.014	
W.S. Elev (ft)	298.86	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)	294.42	Flow Area (sq ft)		5255.44	
E.G. Slope (ft/ft)	0.000610	Area (sq ft)		5255.44	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	228.00	Top Width (ft)		228.00	
Vel Total (ft/s)	19.79	Avg. Vel. (ft/s)		19.79	
Max Chl Dpth (ft)	26.05	Hydr. Depth (ft)		23.05	
Conv. Total (cfs)	4212372.0	Conv. (cfs)		4212372.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		253.24	
Min Ch El (ft)	272.81	Shear (lb/sq ft)		0.79	
Alpha	1.00	Stream Power (lb/ft s)		15.63	
Frctn Loss (ft)	0.10	Cum Volume (acre-ft)		1593.20	
C & E Loss (ft)	0.00	Cum SA (acres)		108.31	

Note: Hydraulic jump has occurred between this cross section and the previous upstream section.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123623.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	303.04	100	290.39	135.65	273.18	205.65	273.18	207.65	272.16
223.65	272.16	225.65	273.18	295.65	273.18	331.29	290.39	331.29	303.04

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	331.29	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	331.29	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.84	Element	Left OB	Channel	Right OB
Vel Head (ft)	5.78	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.06	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)	294.15	Flow Area (sq ft)		5389.64	
E.G. Slope (ft/ft)	0.000571	Area (sq ft)		5389.64	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	231.29	Top Width (ft)		231.29	
Vel Total (ft/s)	19.30	Avg. Vel. (ft/s)		19.30	
Max Chl Dpth (ft)	26.90	Hydr. Depth (ft)		23.30	
Conv. Total (cfs)	4350390.0	Conv. (cfs)		4350390.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		256.99	
Min Ch El (ft)	272.16	Shear (lb/sq ft)		0.75	
Alpha	1.00	Stream Power (lb/ft s)		14.44	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1572.66	
C & E Loss (ft)	0.00	Cum SA (acres)		107.42	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123454.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	301.15	100	290.46	137.29	273.04	207.29	273.04	209.29	271.52
225.29	271.52	227.29	273.04	297.29	273.04	334.59	290.46	334.59	301.15

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	334.59	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	334.59	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.74	Element	Left OB	Channel	Right OB
Vel Head (ft)	5.50	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.24	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)	293.92	Flow Area (sq ft)		5523.89	
E.G. Slope (ft/ft)	0.000537	Area (sq ft)		5523.89	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	234.59	Top Width (ft)		234.59	
Vel Total (ft/s)	18.83	Avg. Vel. (ft/s)		18.83	
Max Chl Dpth (ft)	27.72	Hydr. Depth (ft)		23.55	
Conv. Total (cfs)	4486932.0	Conv. (cfs)		4486932.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		260.91	
Min Ch El (ft)	271.52	Shear (lb/sq ft)		0.71	
Alpha	1.00	Stream Power (lb/ft s)		13.37	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1551.61	
C & E Loss (ft)	0.00	Cum SA (acres)		106.52	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123286.9

INPUT
Description: XSection - 1' u/s North Main St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	299.25	100	290.54	138.94	272.91	208.94	272.91	210.94	270.87
226.94	270.87	228.94	272.91	298.94	272.91	337.88	290.54	337.88	299.25

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	337.88	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	337.88	73.6	73.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.66	Element			
Vel Head (ft)	5.26	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.40	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	293.67	Flow Area (sq ft)		5650.76	
E.G. Slope (ft/ft)	0.000508	Area (sq ft)		5650.76	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	237.88	Top Width (ft)		237.88	
Vel Total (ft/s)	18.40	Avg. Vel. (ft/s)		18.40	
Max Chl Dpth (ft)	28.53	Hydr. Depth (ft)		23.75	
Conv. Total (cfs)	4612887.0	Conv. (cfs)		4612887.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		264.92	
Min Ch El (ft)	270.87	Shear (lb/sq ft)		0.68	
Alpha	1.00	Stream Power (lb/ft s)		12.46	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		1530.06	
C & E Loss (ft)	0.00	Cum SA (acres)		105.61	

Warning: The cross-section end points had to be extended vertically for the computed water surface.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 123250.1

INPUT
Description: North Main St Bridge - CL Sta 1232+50.1
Distance from Upstream XS = 1
Deck/Roadway Width = 71.67
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	302	298	340
302	298		

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	299.25	100	290.54	138.94	272.91	208.94	272.91	210.94	270.87
226.94	270.87	228.94	272.91	298.94	272.91	337.88	290.54	337.88	299.25

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	337.88	.04

Bank Sta: Left	Right	Coeff Contr.	Expan.
100	337.88	0	0

Downstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	302	298	340
302	298		

Downstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	298.42	100	290.57	139.66	272.85	209.66	272.85	211.66	270.59
227.66	270.59	229.66	272.85	299.66	272.85	339.33	290.57	339.33	298.42

```
Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  339.33     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
           100  339.33              0        0

Upstream Embankment side slope              =       0 horiz. to 1.0 vertical
Downstream Embankment side slope            =       0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow =     .95
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  2

Pier Data
Pier Station     Upstream=     163    Downstream=     163
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300

Pier Data
Pier Station     Upstream=     276    Downstream=     276
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =       1
       Yarnell                KVal =    1.05
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design

  E.G. US. (ft)               304.66    Element                Inside BR US  Inside BR DS
  W.S. US. (ft)               299.40    E.G. Elev (ft)              304.66        304.53
  Q Total (cfs)            104000.00    W.S. Elev (ft)              295.08        294.43
  Q Bridge (cfs)           104000.00    Crit W.S. (ft)              295.08        294.96
  Q Weir (cfs)                          Max Chl Dpth (ft)            24.21         23.84
  Weir Sta Lft (ft)                     Vel Total (ft/s)             24.83         25.50
  Weir Sta Rgt (ft)                     Flow Area (sq ft)          4188.39       4078.50
  Weir Submerg                          Froude # Chl                  1.00          1.04
  Weir Max Depth (ft)                   Specif Force (cu ft)     123495.80     123418.40
  Min El Weir Flow (ft)       302.01    Hydr Depth (ft)              19.19         18.57
  Min El Prs (ft)             298.00    W.P. Total (ft)              325.31        323.31
  Delta EG (ft)                 0.13    Conv. Total (cfs)         2442005.0     2345797.0
  Delta WS (ft)                 9.75    Top Width (ft)               218.22        219.67
  BR Open Area (sq ft)       4825.35    Frctn Loss (ft)                             0.14
```

BR Open Vel (ft/s)	25.50	C & E Loss (ft)	0.00
Coef of Q		Shear Total (lb/sq ft)	1.46	1.55
Br Sel Method	Energy only	Power Total (lb/ft s)	36.20	39.47

Note: Yarnell answer is not valid if the water surface is above the low chord or if there is weir flow.

The Yarnell answer has been disregarded.
Note: Momentum answer is not valid if the water surface is above the low chord or if there is weir flow. The momentum answer has been disregarded.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123213.3

INPUT
Description: XSection - 1' d/s North Main St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	298.42	100	290.57	139.66	272.85	209.66	272.85	211.66	270.59
227.66	270.59	229.66	272.85	299.66	272.85	339.33	290.57	339.33	298.42

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	339.33	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	339.33	245.4	245.4	245.4	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.53	Element	Left OB	Channel	Right OB
Vel Head (ft)	14.88	Wt. n-Val.		0.014	
W.S. Elev (ft)	289.65	Reach Len. (ft)	245.40	245.40	245.40
Crit W.S. (ft)	293.63	Flow Area (sq ft)		3359.80	
E.G. Slope (ft/ft)	0.002583	Area (sq ft)		3359.80	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	235.20	Top Width (ft)		235.20	
Vel Total (ft/s)	30.95	Avg. Vel. (ft/s)		30.95	
Max Chl Dpth (ft)	19.06	Hydr. Depth (ft)		14.28	
Conv. Total (cfs)	2046404.0	Conv. (cfs)		2046404.0	
Length Wtd. (ft)	245.40	Wetted Per. (ft)		244.40	
Min Ch El (ft)	270.59	Shear (lb/sq ft)		2.22	
Alpha	1.00	Stream Power (lb/ft s)		68.61	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		1523.07	
C & E Loss (ft)	0.00	Cum SA (acres)		105.24	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

SUMMARY OF MANNING'S N VALUES

River:Upper LA River

Reach	River Sta.	n1	n2	n3
Reach 1	125784.*	.04	.014	.04
Reach 1	125611	.04	.014	.04
Reach 1	125600	Bridge		

Reach 1	125589	.04	.014	.04
Reach 1	125414.*	.04	.014	.04
Reach 1	125239.*	.04	.014	.04
Reach 1	125065.*	.04	.014	.04
Reach 1	124890.6	.04	.014	.04
Reach 1	124854.4	Bridge		
Reach 1	124818.2	.04	.014	.04
Reach 1	124700	.04	.014	.04
Reach 1	124551.*	.04	.014	.04
Reach 1	124403.5	.04	.014	.04
Reach 1	124379.8	Bridge		
Reach 1	124356.1	.04	.014	.04
Reach 1	124167.*	.04	.014	.04
Reach 1	123979.*	.04	.014	.04
Reach 1	123791	.04	.014	.04
Reach 1	123623.*	.04	.014	.04
Reach 1	123454.*	.04	.014	.04
Reach 1	123286.9	.04	.014	.04
Reach 1	123250.1	Bridge		
Reach 1	123213.3	.04	.014	.04

SUMMARY OF REACH LENGTHS

River: Upper LA River

Reach	River Sta.	Left	Channel	Right
Reach 1	125784.*	173.17	173.17	173.17
Reach 1	125611	22	22	22
Reach 1	125600	Bridge		
Reach 1	125589	174.6	174.6	174.6
Reach 1	125414.*	174.6	174.6	174.6
Reach 1	125239.*	174.6	174.6	174.6
Reach 1	125065.*	174.6	174.6	174.6
Reach 1	124890.6	72.4	72.4	72.4
Reach 1	124854.4	Bridge		
Reach 1	124818.2	118.2	118.2	118.2
Reach 1	124700	171.95	171.95	171.95
Reach 1	124551.*	171.95	171.95	171.95
Reach 1	124403.5	47.4	47.4	47.4
Reach 1	124379.8	Bridge		
Reach 1	124356.1	188.36	188.36	188.36
Reach 1	124167.*	188.36	188.36	188.36
Reach 1	123979.*	188.36	188.36	188.36
Reach 1	123791	168.04	168.04	168.04
Reach 1	123623.*	168.04	168.04	168.04
Reach 1	123454.*	168.04	168.04	168.04
Reach 1	123286.9	73.6	73.6	73.6
Reach 1	123250.1	Bridge		
Reach 1	123213.3	245.4	245.4	245.4

SUMMARY OF CONTRACTION AND EXPANSION COEFFICIENTS
River: Upper LA River

Reach	River Sta.	Contr.	Expan.
Reach 1	125784.*	0	0
Reach 1	125611	0	0
Reach 1	125600	Bridge	
Reach 1	125589	0	0

Reach 1	125414.*	0	0
Reach 1	125239.*	0	0
Reach 1	125065.*	0	0
Reach 1	124890.6	0	0
Reach 1	124854.4 Bridge		
Reach 1	124818.2	0	0
Reach 1	124700	0	0
Reach 1	124551.*	0	0
Reach 1	124403.5	0	0
Reach 1	124379.8 Bridge		
Reach 1	124356.1	0	0
Reach 1	124167.*	0	0
Reach 1	123979.*	0	0
Reach 1	123791	0	0
Reach 1	123623.*	0	0
Reach 1	123454.*	0	0
Reach 1	123286.9	0	0
Reach 1	123250.1 Bridge		
Reach 1	123213.3	0	0

Profile Output Table - Standard Table 1

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
Reach 1	125784.*	Design	104000.00	281.03	298.33	302.90	314.12	0.002711	31.89	3261.30	227.20	1.48
Reach 1	125611	Design	104000.00	280.28	308.25	302.15	313.06	0.000470	17.60	5908.08	264.00	0.66
Reach 1	125600			Bridge								
Reach 1	125589	Design	104000.00	280.19	305.84	302.07	311.82	0.000655	19.63	5297.46	260.59	0.77
Reach 1	125414.*	Design	104000.00	279.44	306.42	301.40	311.72	0.000547	18.47	5629.63	264.00	0.70
Reach 1	125239.*	Design	104000.00	278.68	306.85	300.72	311.63	0.000466	17.55	5925.91	264.00	0.65
Reach 1	125065.*	Design	104000.00	277.93	307.17	300.02	311.55	0.000406	16.79	6193.02	264.00	0.61
Reach 1	124890.6	Design	104000.00	277.18	307.45	299.32	311.49	0.000358	16.13	6447.12		

264.00 0.58
Reach 1 124854.4 Bridge

Reach 1 124818.2 Design 104000.00 276.87 299.01 299.01 307.92
0.001163 23.96 4341.07

244.84 1.00
Reach 1 124700 Design 104000.00 276.36 300.81 298.51 307.79
0.000814 21.19 4906.93

253.82 0.85
Reach 1 124551.* Design 104000.00 275.78 301.63 297.89 307.66
0.000657 19.71 5275.98

258.13 0.77
Reach 1 124403.5 Design 104000.00 275.20 302.10 297.26 307.56
0.000551 18.74 5550.86

252.26 0.70
Reach 1 124379.8 Bridge

Reach 1 124356.1 Design 104000.00 275.02 297.07 297.07 306.00
0.001168 23.98 4337.21

244.97 1.00
Reach 1 124167.* Design 104000.00 274.28 293.88 296.26 305.73
0.001770 27.63 3764.51

235.57 1.22
Reach 1 123979.* Design 104000.00 273.55 292.32 295.27 305.38
0.002044 29.00 3586.56

232.71 1.30
Reach 1 123791 Design 104000.00 272.81 298.86 294.42 304.94
0.000610 19.79 5255.44

228.00 0.73
Reach 1 123623.* Design 104000.00 272.16 299.06 294.15 304.84
0.000571 19.30 5389.64

231.29 0.70
Reach 1 123454.* Design 104000.00 271.52 299.24 293.92 304.74
0.000537 18.83 5523.89

234.59 0.68
Reach 1 123286.9 Design 104000.00 270.87 299.40 293.67 304.66
0.000508 18.40 5650.76

237.88 0.67
Reach 1 123250.1 Bridge

Reach 1 123213.3 Design 104000.00 270.59 289.65 293.63 304.53
0.002583 30.95 3359.80

235.20 1.44

Profile Output Table - Standard Table 2

Reach	River Sta	Profile	E.G. Elev (ft)	W.S. Elev (ft)	Vel Head (ft)	Frctn Loss (ft)	C & E Loss (ft)	Q Left (cfs)	Q Channel (cfs)	Q Right (cfs)	Top Width (ft)
Reach 1	125784.*	Design	314.12	298.33	15.79	0.46	0.00		104000.00		227.20
Reach 1	125611	Design	313.06	308.25	4.81				104000.00		264.00
Reach 1	125600		Bridge								
Reach 1	125589	Design	311.82	305.84	5.98	0.10	0.00		104000.00		260.59
Reach 1	125414.*	Design	311.72	306.42	5.30	0.09	0.00		104000.00		264.00
Reach 1	125239.*	Design	311.63	306.85	4.78	0.08	0.00		104000.00		264.00
Reach 1	125065.*	Design	311.55	307.17	4.38	0.07	0.00		104000.00		264.00
Reach 1	124890.6	Design	311.49	307.45	4.04				104000.00		264.00
Reach 1	124854.4		Bridge								
Reach 1	124818.2	Design	307.92	299.01	8.91	0.11	0.00		104000.00		244.84
Reach 1	124700	Design	307.79	300.81	6.98	0.13	0.00		104000.00		253.82
Reach 1	124551.*	Design	307.66	301.63	6.03	0.10	0.00		104000.00		258.13
Reach 1	124403.5	Design	307.56	302.10	5.45				104000.00		252.26
Reach 1	124379.8		Bridge								

Reach 1	124356.1	Design	306.00	297.07	8.93	0.21	0.00
104000.00							
244.97							
Reach 1	124167.*	Design	305.73	293.88	11.85	0.27	0.00
104000.00							
235.57							
Reach 1	123979.*	Design	305.38	292.32	13.06	0.36	0.00
104000.00							
232.71							
Reach 1	123791	Design	304.94	298.86	6.08	0.10	0.00
104000.00							
228.00							
Reach 1	123623.*	Design	304.84	299.06	5.78	0.09	0.00
104000.00							
231.29							
Reach 1	123454.*	Design	304.74	299.24	5.50	0.09	0.00
104000.00							
234.59							
Reach 1	123286.9	Design	304.66	299.40	5.26	0.00	0.00
104000.00							
237.88							
Reach 1	123250.1		Bridge				
Reach 1	123213.3	Design	304.53	289.65	14.88	0.00	0.00
104000.00							
235.20							

ERRORS WARNINGS AND NOTES
Errors Warnings and Notes for Plan : Exist1108

River: Upper LA River Reach: Reach 1 RS: 125784.* Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1 RS: 125611 Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
  Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
  This may indicate the need for additional cross sections.
  Note: Hydraulic jump has occurred between this cross section and the previous upstream section.
River: Upper LA River Reach: Reach 1 RS: 125600 Profile: Design Downstream
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
  Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1 RS: 125589 Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1 RS: 125414.* Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1 RS: 124890.6 Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
  Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.

          This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124854.4   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:Critical depth could not be determined within the specified number of iterations. The program used the iteration
          with the lowest energy.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 124818.2   Profile: Design
     Warning:The energy equation could not be balanced within the specified number of iterations. The program used critical depth
          for the water surface and continued on with the calculations.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated
          water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The
          program defaulted to critical depth.
River: Upper LA River Reach: Reach 1   RS: 124700   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124551.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124403.5   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
          This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124379.8   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 124356.1   Profile: Design
     Warning:The energy equation could not be balanced within the specified number of iterations. The program used critical depth
          for the water surface and continued on with the calculations.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated
          water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The
          program defaulted to critical depth.
River: Upper LA River Reach: Reach 1   RS: 124167.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123979.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123791   Profile: Design
     Note: Hydraulic jump has occurred between this cross section and the previous upstream section.
River: Upper LA River Reach: Reach 1   RS: 123286.9   Profile: Design
     Warning:The cross-section end points had to be extended vertically for the computed water surface.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
          This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123250.1   Profile: Design
     Note: Yarnell answer is not valid if the water surface is above the low chord or if there is weir flow. The Yarnell answer
          has been disregarded.
     Note: Momentum answer is not valid if the water surface is above the low chord or if there is weir flow. The momentum
          answer has been disregarded.
River: Upper LA River Reach: Reach 1   RS: 123250.1   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for

additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 123213.3   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.

REVISED EXISTINGCONDITIONS
HEC-RAS RESULTS

HEC-RAS Version 4.0.0 March 2008
U.S. Army Corps of Engineers
Hydrologic Engineering Center
609 Second Street
Davis, California

```
X     X  XXXXXX    XXXX        XXXX       XX      XXXX
X     X  X        X    X       X   X     X  X    X
X     X  X        X            X   X    X    X   X
XXXXXXX  XXXX     X       XXX  XXXX     XXXXXX    XXXX
X     X  X        X            X  X     X    X        X
X     X  X        X    X       X   X    X    X        X
X     X  XXXXXX    XXXX        X    X   X    X   XXXXX
```

PROJECT DATA
Project Title: Reach 1 Revised 11/08
Project File : ACOR.prj
Run Date and Time: 3/17/2011 11:43:42 AM

Project in English units

Project Description:
Upper LA River Reach 1 Revised 11/08

PLAN DATA

Plan Title: revised existing
Plan File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.p04

Geometry Title: revised existing
Geometry File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.g01

Flow Title : Design Qs
Flow File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.f02

Plan Summary Information:
Number of: Cross Sections = 261 Multiple Openings = 0
Culverts = 0 Inline Structures = 0
Bridges = 23 Lateral Structures = 0

Computational Information
Water surface calculation tolerance = 0.01
Critical depth calculation tolerance = 0.01
Maximum number of iterations = 20
Maximum difference tolerance = 0.3
Flow tolerance factor = 0.001

Computation Options
Critical depth computed only where necessary
Conveyance Calculation Method: At breaks in n values only
Friction Slope Method: Average Conveyance
Computational Flow Regime: Mixed Flow

FLOW DATA

Flow Title: Design Qs
Flow File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.f02

Flow Data (cfs)

River	Reach	RS	Design
Upper LA River	Reach 1	142055.6	78000
Upper LA River	Reach 1	140350	83700
Upper LA River	Reach 1	127310	104000

Boundary Conditions

River	Reach	Profile	Upstream	Downstream
Upper LA River	Reach 1	Design	Known WS = 356.84	Known WS = 194

GEOMETRY DATA

Geometry Title: revised existing
Geometry File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.g01

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125784.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	312.53	100	307.53	152	281.53	222	281.53	224	281.03
240	281.03	242	281.53	312	281.53	364	307.53	364	312.53

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	173.17	173.17	173.17	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	314.12	Element			
Vel Head (ft)	15.79	Wt. n-Val.		0.014	
W.S. Elev (ft)	298.33	Reach Len. (ft)	173.17	173.17	173.17
Crit W.S. (ft)	302.90	Flow Area (sq ft)		3261.30	
E.G. Slope (ft/ft)	0.002711	Area (sq ft)		3261.30	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	227.20	Top Width (ft)		227.20	
Vel Total (ft/s)	31.89	Avg. Vel. (ft/s)		31.89	
Max Chl Dpth (ft)	17.30	Hydr. Depth (ft)		14.35	
Conv. Total (cfs)	1997550.0	Conv. (cfs)		1997550.0	
Length Wtd. (ft)	173.17	Wetted Per. (ft)		235.25	
Min Ch El (ft)	281.03	Shear (lb/sq ft)		2.35	
Alpha	1.00	Stream Power (lb/ft s)		74.81	
Frctn Loss (ft)	0.46	Cum Volume (acre-ft)		1796.08	
C & E Loss (ft)	0.00	Cum SA (acres)		119.47	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125611

```
INPUT
Description: XSection - 1' u/s MTA Bridge
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  311.78     100  306.78     152  280.78     222  280.78     224  280.28
     240  280.28     242  280.78     312  280.78     364  306.78     364  311.78

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Lengths: Left Channel   Right     Coeff Contr.   Expan.
           100     364               22      22      22              0       0

CROSS SECTION OUTPUT  Profile #Design

  E.G. Elev (ft)            313.64    Element                  Left OB    Channel   Right OB
  Vel Head (ft)              16.28    Wt. n-Val.                           0.014
  W.S. Elev (ft)            297.36    Reach Len. (ft)            1.00       1.00       1.00
  Crit W.S. (ft)            302.15    Flow Area (sq ft)                   3212.25
  E.G. Slope (ft/ft)      0.002835    Area (sq ft)                        3212.25
  Q Total (cfs)           104000.00    Flow (cfs)                       104000.00
  Top Width (ft)            226.33    Top Width (ft)                      226.33
  Vel Total (ft/s)           32.38    Avg. Vel. (ft/s)                     32.38
  Max Chl Dpth (ft)          17.08    Hydr. Depth (ft)                     14.19
  Conv. Total (cfs)       1953080.0    Conv. (cfs)                      1953080.0
  Length Wtd. (ft)           1.00    Wetted Per. (ft)                    234.28
  Min Ch El (ft)            280.28    Shear (lb/sq ft)                     2.43
  Alpha                       1.00    Stream Power (lb/ft s)              78.58
  Frctn Loss (ft)             0.48    Cum Volume (acre-ft)              1783.21
  C & E Loss (ft)             0.00    Cum SA (acres)                     118.57


BRIDGE


RIVER: Upper LA River
REACH: Reach 1            RS: 125600

INPUT
Description: MTA Bridge - CL Sta 1256+00
Distance from Upstream XS =       1
Deck/Roadway Width        =      20
Weir Coefficient          =     2.6
Upstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
     100     330     320     370     330     320

Upstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  311.78     100  306.78     152  280.78     222  280.78     224  280.28
     240  280.28     242  280.78     312  280.78     364  306.78     364  311.78

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
           100     364              0       0

Downstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
     100     330     320     370     330     320

Downstream Bridge Cross Section Data
Station Elevation Data    num=      10
```

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.69	100	306.69	152	280.69	222	280.69	224	280.19
240	280.19	242	280.69	312	280.69	364	306.69	364	311.69

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Coeff Contr.	Expan.
100	364	0	0

Upstream Embankment side slope = 0 horiz. to 1.0 vertical
Downstream Embankment side slope = 0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow = .95
Elevation at which weir flow begins =
Energy head used in spillway design =
Spillway height used in design =
Weir crest shape = Broad Crested

Number of Piers = 2

Pier Data
Pier Station Upstream= 126 Downstream= 126
Upstream num= 2

Width	Elev	Width	Elev
15	275	15	325

Downstream num= 2

Width	Elev	Width	Elev
15	275	15	325

Pier Data
Pier Station Upstream= 338 Downstream= 338
Upstream num= 2

Width	Elev	Width	Elev
15	275	15	325

Downstream num= 2

Width	Elev	Width	Elev
15	275	15	325

Number of Bridge Coefficient Sets = 1

Low Flow Methods and Data
Energy
Momentum Cd = 1.2
Yarnell KVal = .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
Energy Only

Additional Bridge Parameters
Add Friction component to Momentum
Do not add Weight component to Momentum
Class B flow critical depth computations use critical depth inside the bridge at the upstream end
Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT Profile #Design

			Inside BR US	Inside BR DS
E.G. US. (ft)	313.64	Element		
W.S. US. (ft)	297.36	E.G. Elev (ft)	312.95	312.82
Q Total (cfs)	104000.00	W.S. Elev (ft)	299.50	299.48
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	302.57	302.47
Q Weir (cfs)		Max Chl Dpth (ft)	19.22	19.29
Weir Sta Lft (ft)		Vel Total (ft/s)	29.44	29.31
Weir Sta Rgt (ft)		Flow Area (sq ft)	3532.50	3548.00
Weir Submerg		Froude # Chl	1.25	1.24
Weir Max Depth (ft)		Specif Force (cu ft)	129428.00	129575.00
Min El Weir Flow (ft)	330.01	Hydr Depth (ft)	17.24	17.29
Min El Prs (ft)	320.00	W.P. Total (ft)	233.14	233.78

Delta EG (ft)	0.78	Conv. Total (cfs)	2295759.0	2308345.0
Delta WS (ft)	-0.50	Top Width (ft)	204.86	205.16
BR Open Area (sq ft)	8224.48	Frctn Loss (ft)		
BR Open Vel (ft/s)	29.44	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	1.94	1.92
Br Sel Method	Momentum	Power Total (lb/ft s)	57.15	56.37

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125589

INPUT
Description: XSection - 1' d/s MTA Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.69	100	306.69	152	280.69	222	280.69	224	280.19
240	280.19	242	280.69	312	280.69	364	306.69	364	311.69

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	312.86	Element			
Vel Head (ft)	15.00	Wt. n-Val.		0.014	
W.S. Elev (ft)	297.86	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	302.07	Flow Area (sq ft)		3346.23	
E.G. Slope (ft/ft)	0.002512	Area (sq ft)		3346.23	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	228.69	Top Width (ft)		228.69	
Vel Total (ft/s)	31.08	Avg. Vel. (ft/s)		31.08	
Max Chl Dpth (ft)	17.67	Hydr. Depth (ft)		14.63	
Conv. Total (cfs)	2075211.0	Conv. (cfs)		2075211.0	
Length Wtd. (ft)	174.60	Wetted Per. (ft)		236.92	
Min Ch El (ft)	280.19	Shear (lb/sq ft)		2.21	
Alpha	1.00	Stream Power (lb/ft s)		68.83	
Frctn Loss (ft)		Cum Volume (acre-ft)		1783.13	
C & E Loss (ft)		Cum SA (acres)		118.57	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125414.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.04	100	306.04	152	280.04	222	279.94	224	279.44
240	279.44	242	279.94	312	280.04	364	306.04	364	311.04

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	312.41	Element	Left OB	Channel	Right OB	
Vel Head (ft)	15.46	Wt. n-Val.		0.014		
W.S. Elev (ft)	296.95	Reach Len. (ft)	174.60	174.60	174.60	
Crit W.S. (ft)	301.35	Flow Area (sq ft)		3295.89		
E.G. Slope (ft/ft)	0.002624	Area (sq ft)		3295.89		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	227.65	Top Width (ft)		227.65		
Vel Total (ft/s)	31.55	Avg. Vel. (ft/s)		31.55		
Max Chl Dpth (ft)	17.51	Hydr. Depth (ft)		14.48		
Conv. Total (cfs)	2030084.0	Conv. (cfs)		2030084.0		
Length Wtd. (ft)	174.60	Wetted Per. (ft)		235.75		
Min Ch El (ft)	279.44	Shear (lb/sq ft)		2.29		
Alpha	1.00	Stream Power (lb/ft s)		72.28		
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		1769.82		
C & E Loss (ft)	0.00	Cum SA (acres)		117.65		

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125239.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	310.38	100	305.38	152	279.38	222	279.18	224	278.68
240	278.68	242	279.18	312	279.38	364	305.38	364	310.38

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	311.95	Element	Left OB	Channel	Right OB	
Vel Head (ft)	15.89	Wt. n-Val.		0.014		
W.S. Elev (ft)	296.05	Reach Len. (ft)	174.60	174.60	174.60	
Crit W.S. (ft)	300.65	Flow Area (sq ft)		3251.04		
E.G. Slope (ft/ft)	0.002731	Area (sq ft)		3251.04		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	226.70	Top Width (ft)		226.70		
Vel Total (ft/s)	31.99	Avg. Vel. (ft/s)		31.99		
Max Chl Dpth (ft)	17.37	Hydr. Depth (ft)		14.34		
Conv. Total (cfs)	1990223.0	Conv. (cfs)		1990223.0		
Length Wtd. (ft)	174.60	Wetted Per. (ft)		234.70		
Min Ch El (ft)	278.68	Shear (lb/sq ft)		2.36		
Alpha	1.00	Stream Power (lb/ft s)		75.54		
Frctn Loss (ft)	0.47	Cum Volume (acre-ft)		1756.70		
C & E Loss (ft)	0.00	Cum SA (acres)		116.74		

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125065.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.73	100	304.73	152	278.73	222	278.43	224	277.93
240	277.93	242	278.43	312	278.73	364	304.73	364	309.73

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	310.79	Element			
Vel Head (ft)	4.90	Wt. n-Val.		0.014	
W.S. Elev (ft)	305.88	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	299.96	Flow Area (sq ft)		5852.24	
E.G. Slope (ft/ft)	0.000484	Area (sq ft)		5852.24	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	
Vel Total (ft/s)	17.77	Avg. Vel. (ft/s)		17.77	
Max Chl Dpth (ft)	27.95	Hydr. Depth (ft)		22.17	
Conv. Total (cfs)	4727609.0	Conv. (cfs)		4727609.0	
Length Wtd. (ft)	174.60	Wetted Per. (ft)		278.70	
Min Ch El (ft)	277.93	Shear (lb/sq ft)		0.63	
Alpha	1.00	Stream Power (lb/ft s)		11.27	
Frctn Loss (ft)	0.08	Cum Volume (acre-ft)		1738.46	
C & E Loss (ft)	0.00	Cum SA (acres)		115.76	

Note: Hydraulic jump has occurred between this cross section and the previous upstream section.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124890.6

INPUT
Description: XSection - 1' u/s North Broadway St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.07	100	304.07	152	278.07	222	277.68	224	277.18
240	277.18	242	277.68	312	278.07	364	304.07	364	309.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	72.4	72.4	72.4	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	310.71	Element			
Vel Head (ft)	4.47	Wt. n-Val.		0.014	
W.S. Elev (ft)	306.23	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	299.28	Flow Area (sq ft)		6127.48	
E.G. Slope (ft/ft)	0.000419	Area (sq ft)		6127.48	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	264.00	Top Width (ft)		264.00	
Vel Total (ft/s)	16.97	Avg. Vel. (ft/s)		16.97	
Max Chl Dpth (ft)	29.05	Hydr. Depth (ft)		23.21	
Conv. Total (cfs)	5079389.0	Conv. (cfs)		5079389.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		280.73	
Min Ch El (ft)	277.18	Shear (lb/sq ft)		0.57	
Alpha	1.00	Stream Power (lb/ft s)		9.70	
Frctn Loss (ft)		Cum Volume (acre-ft)		1714.45	
C & E Loss (ft)		Cum SA (acres)		114.70	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 124854.4

INPUT
Description: North Broadway St Bridge - CL Sta 1248+54.4
Distance from Upstream XS = 1
Deck/Roadway Width = 70.33
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	370	325	315

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.07	100	304.07	152	278.07	222	277.68	224	277.18
240	277.18	242	277.68	312	278.07	364	304.07	364	309.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 364 0 0

Downstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	370	325	315

Downstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.8	100	303.8	152	277.8	222	277.37	224	276.87
240	276.87	242	277.37	312	277.8	364	303.8	364	308.8

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 364 0 0

Upstream Embankment side slope = 0 horiz. to 1.0 vertical
Downstream Embankment side slope = 0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow = .95
Elevation at which weir flow begins =
Energy head used in spillway design =
Spillway height used in design =
Weir crest shape = Broad Crested

Number of Piers = 2

Pier Data
Pier Station Upstream= 126 Downstream= 126
Upstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Downstream num= 2

Width	Elev	Width	Elev

14.25	275	14.25	317

Pier Data
Pier Station Upstream= 257.25 Downstream= 257.25
Upstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Downstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Number of Bridge Coefficient Sets = 1

Low Flow Methods and Data
  Energy
  Momentum Cd = 1.33
  Yarnell KVal = .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
  Energy Only

Additional Bridge Parameters
  Add Friction component to Momentum
  Do not add Weight component to Momentum
  Class B flow critical depth computations use critical depth
    inside the bridge at the upstream end
  Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT Profile #Design

			Inside BR US	Inside BR DS
E.G. US. (ft)	310.71	Element		
W.S. US. (ft)	306.23	E.G. Elev (ft)	310.13	309.88
Q Total (cfs)	104000.00	W.S. Elev (ft)	301.24	301.24
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	300.61	300.34
Q Weir (cfs)		Max Chl Dpth (ft)	24.06	24.37
Weir Sta Lft (ft)		Vel Total (ft/s)	23.93	23.58
Weir Sta Rgt (ft)		Flow Area (sq ft)	4345.97	4409.81
Weir Submerg		Froude # Chl	0.96	0.94
Weir Max Depth (ft)		Specif Force (cu ft)	124877.60	125428.80
Min El Weir Flow (ft)	325.01	Hydr Depth (ft)	19.39	19.58
Min El Prs (ft)	315.00	W.P. Total (ft)	300.87	303.22
Delta EG (ft)	0.72	Conv. Total (cfs)	2735862.0	2788658.0
Delta WS (ft)	4.99	Top Width (ft)	224.19	225.27
BR Open Area (sq ft)	7570.02	Frctn Loss (ft)		
BR Open Vel (ft/s)	23.93	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	1.30	1.26
Br Sel Method	Yarnell	Power Total (lb/ft s)	31.18	29.78

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: Critical depth could not be determined within the specified number of iterations. The program used the iteration with the lowest energy.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124818.2

INPUT
Description: XSection - 1' d/s North Broadway St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.8	100	303.8	152	277.8	222	277.37	224	276.87
240	276.87	242	277.37	312	277.8	364	303.8	364	308.8

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	118.2	118.2	118.2	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	308.24	Element	Left OB	Channel	Right OB
Vel Head (ft)	7.00	Wt. n-Val.		0.014	
W.S. Elev (ft)	301.24	Reach Len. (ft)	118.20	118.20	118.20
Crit W.S. (ft)	298.98	Flow Area (sq ft)		4897.44	
E.G. Slope (ft/ft)	0.000819	Area (sq ft)		4897.44	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	253.77	Top Width (ft)		253.77	
Vel Total (ft/s)	21.24	Avg. Vel. (ft/s)		21.24	
Max Chl Dpth (ft)	24.37	Hydr. Depth (ft)		19.30	
Conv. Total (cfs)	3633800.0	Conv. (cfs)		3633800.0	
Length Wtd. (ft)	118.20	Wetted Per. (ft)		264.96	
Min Ch El (ft)	276.87	Shear (lb/sq ft)		0.95	
Alpha	1.00	Stream Power (lb/ft s)		20.07	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1707.15	
C & E Loss (ft)	0.00	Cum SA (acres)		114.33	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124700

INPUT
Description: This cross section is titled 1247+00 as shown in the as built drawings (File 303 pg 20). In addition, cross section 1247+00 is located approximately 154.47-ft downstream from 1248+54.47. Cross sec
ion 1248+54.47 defines the start of the new bed slope, So=0.0044528. Furthermore, the latter cross section is the center line of the N. Broadway bridge.

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.36	100	303.36	152	277.36	222	276.86	224	276.36
240	276.36	242	276.86	312	277.36	364	303.36	364	308.36

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	171.95	171.95	171.95	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	308.15	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.24	Wt. n-Val.		0.014	
W.S. Elev (ft)	301.91	Reach Len. (ft)	171.95	171.95	171.95
Crit W.S. (ft)		Flow Area (sq ft)		5187.75	
E.G. Slope (ft/ft)	0.000693	Area (sq ft)		5187.75	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	258.21	Top Width (ft)		258.21	
Vel Total (ft/s)	20.05	Avg. Vel. (ft/s)		20.05	
Max Chl Dpth (ft)	25.55	Hydr. Depth (ft)		20.09	
Conv. Total (cfs)	3950676.0	Conv. (cfs)		3950676.0	
Length Wtd. (ft)	171.95	Wetted Per. (ft)		269.92	
Min Ch El (ft)	276.36	Shear (lb/sq ft)		0.83	
Alpha	1.00	Stream Power (lb/ft s)		16.67	
Frctn Loss (ft)	0.11	Cum Volume (acre-ft)		1693.46	

C & E Loss (ft)	0.00	Cum SA (acres)	113.63

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124551.*

INPUT
Description:
Station Elevation Data num= 14

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.8	100	301.23	147.28	277.59	150.77	276.69	219.02	276.28
219.11	276.27	221.07	275.78	237.07	275.78	239.02	276.27	239.11	276.28
307.36	276.69	310.85	277.59	358.13	301.23	358.13	307.8		

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	358.13	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	358.13	171.95	171.95	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	308.04	Element	Left OB	Channel	Right OB
Vel Head (ft)	5.56	Wt. n-Val.		0.014	
W.S. Elev (ft)	302.49	Reach Len. (ft)	171.95	171.95	171.95
Crit W.S. (ft)		Flow Area (sq ft)		5497.92	
E.G. Slope (ft/ft)	0.000577	Area (sq ft)		5497.92	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	258.13	Top Width (ft)		258.13	
Vel Total (ft/s)	18.92	Avg. Vel. (ft/s)		18.92	
Max Chl Dpth (ft)	26.71	Hydr. Depth (ft)		21.30	
Conv. Total (cfs)	4328325.0	Conv. (cfs)		4328325.0	
Length Wtd. (ft)	171.95	Wetted Per. (ft)		272.16	
Min Ch El (ft)	275.78	Shear (lb/sq ft)		0.73	
Alpha	1.00	Stream Power (lb/ft s)		13.77	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1672.37	
C & E Loss (ft)	0.00	Cum SA (acres)		112.61	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124403.5

INPUT
Description: XSection - 1' u/s North Spring St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.24	100	299.1	146.13	276.04	216.13	275.7	218.13	275.2
234.13	275.2	236.13	275.7	306.13	276.04	352.26	299.1	352.26	307.24

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	352.26	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	352.26	47.4	47.4	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	307.95	Element	Left OB	Channel	Right OB
Vel Head (ft)	5.10	Wt. n-Val.		0.014	

W.S. Elev (ft)	302.85	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	297.26	Flow Area (sq ft)		5739.05	
E.G. Slope (ft/ft)	0.000497	Area (sq ft)		5739.05	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	252.26	Top Width (ft)		252.26	
Vel Total (ft/s)	18.12	Avg. Vel. (ft/s)		18.12	
Max Chl Dpth (ft)	27.65	Hydr. Depth (ft)		22.75	
Conv. Total (cfs)	4665148.0	Conv. (cfs)		4665148.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		270.77	
Min Ch El (ft)	275.20	Shear (lb/sq ft)		0.66	
Alpha	1.00	Stream Power (lb/ft s)		11.92	
Frctn Loss (ft)		Cum Volume (acre-ft)		1650.19	
C & E Loss (ft)		Cum SA (acres)		111.61	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 124379.8

INPUT
Description: North Spring St Bridge - CL Sta 1243+79.8
Distance from Upstream XS = 1
Deck/Roadway Width = 45.33
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	360	325	315

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.24	100	299.1	146.13	276.04	216.13	275.7	218.13	275.2
234.13	275.2	236.13	275.7	306.13	276.04	352.26	299.1	352.26	307.24

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	352.26	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 352.26 0 0

Downstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	360	325	315

Downstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.07	100	298.42	145.19	275.83	215.19	275.52	217.19	275.02
233.19	275.02	235.19	275.52	305.19	275.83	350.38	298.42	350.38	307.07

Manning's n Values num= 2

Sta	n Val	Sta	n Val
100	.014	350.38	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 350.38 0 0

Upstream Embankment side slope = 0 horiz. to 1.0 vertical
Downstream Embankment side slope = 0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow = .95

```
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  1

Pier Data
Pier Station     Upstream=     250    Downstream=     250
Upstream     num=       2
    Width   Elev    Width   Elev
    13.5     270    13.5     320
Downstream     num=       2
    Width   Elev    Width   Elev
    13.5     270    13.5     320

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Momentum               Cd   =      .3
       Yarnell                KVal =      .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design

  E.G. US. (ft)               307.95    Element                Inside BR US  Inside BR DS
  W.S. US. (ft)               302.85    E.G. Elev (ft)              307.43        307.23
  Q Total (cfs)             104000.00   W.S. Elev (ft)              298.33        298.10
  Q Bridge (cfs)            104000.00   Crit W.S. (ft)              298.33        298.10
  Q Weir (cfs)                          Max Chl Dpth (ft)            23.13         23.08
  Weir Sta Lft (ft)                     Vel Total (ft/s)             24.21         24.26
  Weir Sta Rgt (ft)                     Flow Area (sq ft)          4296.02       4287.18
  Weir Submerg                          Froude # Chl                  1.00          1.00
  Weir Max Depth (ft)                   Specif Force (cu ft)      122789.50     123316.90
  Min El Weir Flow (ft)       325.01    Hydr Depth (ft)              18.23         18.20
  Min El Prs (ft)             315.00    W.P. Total (ft)              291.47        291.24
  Delta EG (ft)                 0.59    Conv. Total (cfs)         2741035.0     2733116.0
  Delta WS (ft)                 5.78    Top Width (ft)               235.69        235.58
  BR Open Area (sq ft)        8274.25   Frctn Loss (ft)
  BR Open Vel (ft/s)            24.26   C & E Loss (ft)
  Coef of Q                             Shear Total (lb/sq ft)        1.32          1.33
  Br Sel Method               Yarnell   Power Total (lb/ft s)        32.07         32.28


Warning: The velocity head has changed by more than 0.5 ft (0.15 m).  This may indicate the need for
         additional cross sections.
Note:    The energy method has computed a class B profile.

CROSS SECTION


RIVER: Upper LA River
REACH: Reach 1            RS: 124356.1

INPUT
Description: XSection - 1' d/s North Spring St Bridge
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  307.07     100  298.42  145.19  275.83  215.19  275.52  217.19  275.02
  233.19  275.02  235.19  275.52  305.19  275.83  350.38  298.42  350.38  307.07
```

```
Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  350.38     .04

Bank Sta: Left   Right    Lengths: Left Channel   Right     Coeff Contr.   Expan.
           100  350.38               80      80      80              0       0

CROSS SECTION OUTPUT  Profile #Design

  E.G. Elev (ft)            306.00    Element                  Left OB    Channel   Right OB
  Vel Head (ft)               8.93    Wt. n-Val.                           0.014
  W.S. Elev (ft)            297.07    Reach Len. (ft)           80.00      80.00      80.00
  Crit W.S. (ft)            297.07    Flow Area (sq ft)                  4337.36
  E.G. Slope (ft/ft)      0.001167    Area (sq ft)                       4337.36
  Q Total (cfs)           104000.00    Flow (cfs)                       104000.00
  Top Width (ft)            244.97    Top Width (ft)                      244.97
  Vel Total (ft/s)           23.98    Avg. Vel. (ft/s)                     23.98
  Max Chl Dpth (ft)          22.05    Hydr. Depth (ft)                     17.71
  Conv. Total (cfs)       3043766.0    Conv. (cfs)                      3043766.0
  Length Wtd. (ft)           80.00    Wetted Per. (ft)                    255.12
  Min Ch El (ft)            275.02    Shear (lb/sq ft)                      1.24
  Alpha                       1.00    Stream Power (lb/ft s)               29.71
  Frctn Loss (ft)             0.09    Cum Volume (acre-ft)               1645.51
  C & E Loss (ft)             0.00    Cum SA (acres)                      111.35


Warning: The energy equation could not be balanced within the specified number of iterations.  The
         program used critical depth for the water surface and continued on with the calculations.
Warning: During the standard step iterations, when the assumed water surface was set equal to critical
         depth, the calculated water surface came back below critical depth.  This indicates that there
         is not a valid subcritical answer.  The program defaulted to critical depth.

CROSS SECTION


RIVER: Upper LA River
REACH: Reach 1            RS: 124356.0

INPUT
Description: XSection - 1' d/s North Spring St Bridge
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  306.76     100  298.11  145.19  275.52  215.19  275.21  217.19  274.71
  233.19  274.71  235.19  275.21  305.19  275.52  350.38  298.11  350.38  306.76

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  350.38     .04

Bank Sta: Left   Right    Lengths: Left Channel   Right     Coeff Contr.   Expan.
           100  350.38           108.36  108.36  108.36              0       0

CROSS SECTION OUTPUT  Profile #Design

  E.G. Elev (ft)            305.89    Element                  Left OB    Channel   Right OB
  Vel Head (ft)              10.63    Wt. n-Val.                           0.014
  W.S. Elev (ft)            295.26    Reach Len. (ft)          108.36     108.36     108.36
  Crit W.S. (ft)            296.76    Flow Area (sq ft)                  3974.51
  E.G. Slope (ft/ft)      0.001508    Area (sq ft)                       3974.51
  Q Total (cfs)           104000.00    Flow (cfs)                       104000.00
  Top Width (ft)            238.97    Top Width (ft)                      238.97
  Vel Total (ft/s)           26.17    Avg. Vel. (ft/s)                     26.17
  Max Chl Dpth (ft)          20.55    Hydr. Depth (ft)                     16.63
  Conv. Total (cfs)       2678484.0    Conv. (cfs)                      2678484.0
  Length Wtd. (ft)          108.36    Wetted Per. (ft)                    248.41
  Min Ch El (ft)            274.71    Shear (lb/sq ft)                      1.51
  Alpha                       1.00    Stream Power (lb/ft s)               39.40
  Frctn Loss (ft)             0.11    Cum Volume (acre-ft)               1637.87
  C & E Loss (ft)             0.00    Cum SA (acres)                      110.90
```

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124167.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	306.36	100	295.72	141.46	274.99	211.46	274.78	213.46	274.28
229.46	274.28	231.46	274.78	301.46	274.99	342.92	295.72	342.92	306.36

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	342.92	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	342.92	188.36	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	305.72	Element			
Vel Head (ft)	11.81	Wt. n-Val.		0.014	
W.S. Elev (ft)	293.91	Reach Len. (ft)	188.36	188.36	188.36
Crit W.S. (ft)	296.24	Flow Area (sq ft)		3771.51	
E.G. Slope (ft/ft)	0.001760	Area (sq ft)		3771.51	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	235.69	Top Width (ft)		235.69	
Vel Total (ft/s)	27.58	Avg. Vel. (ft/s)		27.58	
Max Chl Dpth (ft)	19.63	Hydr. Depth (ft)		16.00	
Conv. Total (cfs)	2478844.0	Conv. (cfs)		2478844.0	
Length Wtd. (ft)	188.36	Wetted Per. (ft)		244.75	
Min Ch El (ft)	274.28	Shear (lb/sq ft)		1.69	
Alpha	1.00	Stream Power (lb/ft s)		46.70	
Frctn Loss (ft)	0.18	Cum Volume (acre-ft)		1628.24	
C & E Loss (ft)	0.00	Cum SA (acres)		110.31	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123979.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	305.65	100	293.01	137.73	274.15	207.73	274.05	209.73	273.55
225.73	273.55	227.73	274.05	297.73	274.15	335.46	293.01	335.46	305.65

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	335.46	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	335.46	188.36	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	305.37	Element			

Vel Head (ft)	13.02	Wt. n-Val.			0.014	
W.S. Elev (ft)	292.34	Reach Len. (ft)	188.36	188.36	188.36	
Crit W.S. (ft)	295.27	Flow Area (sq ft)		3591.07		
E.G. Slope (ft/ft)	0.002036	Area (sq ft)		3591.07		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	232.79	Top Width (ft)		232.79		
Vel Total (ft/s)	28.96	Avg. Vel. (ft/s)		28.96		
Max Chl Dpth (ft)	18.79	Hydr. Depth (ft)		15.43		
Conv. Total (cfs)	2304756.0	Conv. (cfs)		2304756.0		
Length Wtd. (ft)	188.36	Wetted Per. (ft)		241.50		
Min Ch El (ft)	273.55	Shear (lb/sq ft)		1.89		
Alpha	1.00	Stream Power (lb/ft s)		54.74		
Frctn Loss (ft)	0.36	Cum Volume (acre-ft)		1612.32		
C & E Loss (ft)	0.00	Cum SA (acres)		109.30		

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123791

INPUT
Description: This cross section is titled 1237+91.08 as shown in the as built drawings (File 337 pg 64). In addition, cross section 1237+91.08 defines the start of channel bank width equal to 34-ft.

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	304.94	100	290.31	134	273.31	204	273.31	206	272.81
222	272.81	224	273.31	294	273.31	328	290.31	328	304.94

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	328	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	328	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.94	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.08	Wt. n-Val.		0.014	
W.S. Elev (ft)	298.86	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)	294.42	Flow Area (sq ft)		5255.44	
E.G. Slope (ft/ft)	0.000610	Area (sq ft)		5255.44	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	228.00	Top Width (ft)		228.00	
Vel Total (ft/s)	19.79	Avg. Vel. (ft/s)		19.79	
Max Chl Dpth (ft)	26.05	Hydr. Depth (ft)		23.05	
Conv. Total (cfs)	4212372.0	Conv. (cfs)		4212372.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		253.24	
Min Ch El (ft)	272.81	Shear (lb/sq ft)		0.79	
Alpha	1.00	Stream Power (lb/ft s)		15.63	
Frctn Loss (ft)	0.10	Cum Volume (acre-ft)		1593.19	
C & E Loss (ft)	0.00	Cum SA (acres)		108.31	

Note: Hydraulic jump has occurred between this cross section and the previous upstream section.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123623.*

INPUT
Description:

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	303.04	100	290.39	135.65	273.18	205.65	273.18	207.65	272.16
223.65	272.16	225.65	273.18	295.65	273.18	331.29	290.39	331.29	303.04

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	331.29	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	331.29	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.84	Element			
Vel Head (ft)	5.78	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.06	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)		Flow Area (sq ft)		5389.64	
E.G. Slope (ft/ft)	0.000571	Area (sq ft)		5389.64	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	231.29	Top Width (ft)		231.29	
Vel Total (ft/s)	19.30	Avg. Vel. (ft/s)		19.30	
Max Chl Dpth (ft)	26.90	Hydr. Depth (ft)		23.30	
Conv. Total (cfs)	4350390.0	Conv. (cfs)		4350390.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		256.99	
Min Ch El (ft)	272.16	Shear (lb/sq ft)		0.75	
Alpha	1.00	Stream Power (lb/ft s)		14.44	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1572.66	
C & E Loss (ft)	0.00	Cum SA (acres)		107.42	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123454.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	301.15	100	290.46	137.29	273.04	207.29	273.04	209.29	271.52
225.29	271.52	227.29	273.04	297.29	273.04	334.59	290.46	334.59	301.15

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	334.59	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	334.59	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.74	Element			
Vel Head (ft)	5.50	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.24	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)		Flow Area (sq ft)		5523.89	
E.G. Slope (ft/ft)	0.000537	Area (sq ft)		5523.89	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	234.59	Top Width (ft)		234.59	
Vel Total (ft/s)	18.83	Avg. Vel. (ft/s)		18.83	
Max Chl Dpth (ft)	27.72	Hydr. Depth (ft)		23.55	
Conv. Total (cfs)	4486932.0	Conv. (cfs)		4486932.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		260.91	
Min Ch El (ft)	271.52	Shear (lb/sq ft)		0.71	
Alpha	1.00	Stream Power (lb/ft s)		13.37	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1551.61	
C & E Loss (ft)	0.00	Cum SA (acres)		106.52	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123286.9

INPUT
Description: XSection - 1' u/s North Main St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	299.25	100	290.54	138.94	272.91	208.94	272.91	210.94	270.87
226.94	270.87	228.94	272.91	298.94	272.91	337.88	290.54	337.88	299.25

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	337.88	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	337.88	73.6	73.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.66	Element			
Vel Head (ft)	5.26	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.40	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	293.67	Flow Area (sq ft)		5650.76	
E.G. Slope (ft/ft)	0.000508	Area (sq ft)		5650.76	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	237.88	Top Width (ft)		237.88	
Vel Total (ft/s)	18.40	Avg. Vel. (ft/s)		18.40	
Max Chl Dpth (ft)	28.53	Hydr. Depth (ft)		23.75	
Conv. Total (cfs)	4612887.0	Conv. (cfs)		4612887.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		264.92	
Min Ch El (ft)	270.87	Shear (lb/sq ft)		0.68	
Alpha	1.00	Stream Power (lb/ft s)		12.46	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		1530.06	
C & E Loss (ft)	0.00	Cum SA (acres)		105.61	

Warning: The cross-section end points had to be extended vertically for the computed water surface.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 123250.1

INPUT
Description: North Main St Bridge - CL Sta 1232+50.1
Distance from Upstream XS = 1
Deck/Roadway Width = 71.67
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta	Hi Cord	Lo Cord	Sta	Hi Cord	Lo Cord
90	302	298	340	302	298

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	299.25	100	290.54	138.94	272.91	208.94	272.91	210.94	270.87
226.94	270.87	228.94	272.91	298.94	272.91	337.88	290.54	337.88	299.25

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	337.88	.04

```
Bank Sta: Left   Right    Coeff Contr.   Expan.
          100  337.88              0        0

Downstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
      90     302     298     340     302     298

Downstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  298.42     100  290.57  139.66  272.85  209.66  272.85  211.66  270.59
  227.66  270.59  229.66  272.85  299.66  272.85  339.33  290.57  339.33  298.42

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  339.33     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
          100  339.33              0        0

Upstream Embankment side slope              =       0 horiz. to 1.0 vertical
Downstream Embankment side slope            =       0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow =     .95
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  2

Pier Data
Pier Station     Upstream=     163    Downstream=     163
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300

Pier Data
Pier Station     Upstream=     276    Downstream=     276
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =       1
       Yarnell                KVal =    1.05
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design
```

			Inside BR US	Inside BR DS
E.G. US. (ft)	304.66	Element		
W.S. US. (ft)	299.40	E.G. Elev (ft)	304.66	304.53
Q Total (cfs)	104000.00	W.S. Elev (ft)	295.08	294.43
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	295.08	294.96
Q Weir (cfs)		Max Chl Dpth (ft)	24.21	23.84
Weir Sta Lft (ft)		Vel Total (ft/s)	24.83	25.50
Weir Sta Rgt (ft)		Flow Area (sq ft)	4188.39	4078.50
Weir Submerg		Froude # Chl	1.00	1.04
Weir Max Depth (ft)		Specif Force (cu ft)	123495.80	123418.40
Min El Weir Flow (ft)	302.01	Hydr Depth (ft)	19.19	18.57
Min El Prs (ft)	298.00	W.P. Total (ft)	325.31	323.31
Delta EG (ft)	0.13	Conv. Total (cfs)	2442005.0	2345797.0
Delta WS (ft)	9.75	Top Width (ft)	218.22	219.67
BR Open Area (sq ft)	4825.35	Frctn Loss (ft)		0.14
BR Open Vel (ft/s)	25.50	C & E Loss (ft)		0.00
Coef of Q		Shear Total (lb/sq ft)	1.46	1.55
Br Sel Method	Energy only	Power Total (lb/ft s)	36.20	39.47

Note: Yarnell answer is not valid if the water surface is above the low chord or if there is weir flow.

The Yarnell answer has been disregarded.

Note: Momentum answer is not valid if the water surface is above the low chord or if there is weir flow. The momentum answer has been disregarded.

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123213.3

INPUT
Description: XSection - 1' d/s North Main St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	298.42	100	290.57	139.66	272.85	209.66	272.85	211.66	270.59
227.66	270.59	229.66	272.85	299.66	272.85	339.33	290.57	339.33	298.42

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	339.33	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	339.33	245.4	245.4	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.53	Element			
Vel Head (ft)	14.88	Wt. n-Val.		0.014	
W.S. Elev (ft)	289.65	Reach Len. (ft)	245.40	245.40	245.40
Crit W.S. (ft)	293.63	Flow Area (sq ft)		3359.80	
E.G. Slope (ft/ft)	0.002583	Area (sq ft)		3359.80	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	235.20	Top Width (ft)		235.20	
Vel Total (ft/s)	30.95	Avg. Vel. (ft/s)		30.95	
Max Chl Dpth (ft)	19.06	Hydr. Depth (ft)		14.28	
Conv. Total (cfs)	2046404.0	Conv. (cfs)		2046404.0	
Length Wtd. (ft)	245.40	Wetted Per. (ft)		244.40	
Min Ch El (ft)	270.59	Shear (lb/sq ft)		2.22	
Alpha	1.00	Stream Power (lb/ft s)		68.61	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		1523.06	
C & E Loss (ft)	0.00	Cum SA (acres)		105.24	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

Note: The energy method has computed a class B profile.

SUMMARY OF MANNING'S N VALUES

River:Upper LA River

Reach	River Sta.	n1	n2	n3
Reach 1	125784.*	.04	.014	.04
Reach 1	125611	.04	.014	.04
Reach 1	125600	Bridge		
Reach 1	125589	.04	.014	.04
Reach 1	125414.*	.04	.014	.04
Reach 1	125239.*	.04	.014	.04
Reach 1	125065.*	.04	.014	.04
Reach 1	124890.6	.04	.014	.04
Reach 1	124854.4	Bridge		
Reach 1	124818.2	.04	.014	.04
Reach 1	124700	.04	.014	.04
Reach 1	124551.*	.04	.014	.04
Reach 1	124403.5	.04	.014	.04
Reach 1	124379.8	Bridge		
Reach 1	124356.1	.04	.014	.04
Reach 1	124356.0	.04	.014	.04
Reach 1	124167.*	.04	.014	.04
Reach 1	123979.*	.04	.014	.04
Reach 1	123791	.04	.014	.04
Reach 1	123623.*	.04	.014	.04
Reach 1	123454.*	.04	.014	.04
Reach 1	123286.9	.04	.014	.04
Reach 1	123250.1	Bridge		
Reach 1	123213.3	.04	.014	.04

SUMMARY OF REACH LENGTHS

River: Upper LA River

Reach	River Sta.	Left	Channel	Right
Reach 1	125784.*	173.17	173.17	173.17
Reach 1	125611	22	22	22
Reach 1	125600	Bridge		
Reach 1	125589	174.6	174.6	174.6
Reach 1	125414.*	174.6	174.6	174.6
Reach 1	125239.*	174.6	174.6	174.6
Reach 1	125065.*	174.6	174.6	174.6
Reach 1	124890.6	72.4	72.4	72.4
Reach 1	124854.4	Bridge		
Reach 1	124818.2	118.2	118.2	118.2
Reach 1	124700	171.95	171.95	171.95
Reach 1	124551.*	171.95	171.95	171.95
Reach 1	124403.5	47.4	47.4	47.4
Reach 1	124379.8	Bridge		
Reach 1	124356.1	80	80	80
Reach 1	124356.0	108.36	108.36	108.36
Reach 1	124167.*	188.36	188.36	188.36
Reach 1	123979.*	188.36	188.36	188.36
Reach 1	123791	168.04	168.04	168.04
Reach 1	123623.*	168.04	168.04	168.04
Reach 1	123454.*	168.04	168.04	168.04
Reach 1	123286.9	73.6	73.6	73.6
Reach 1	123250.1	Bridge		
Reach 1	123213.3	245.4	245.4	245.4

SUMMARY OF CONTRACTION AND EXPANSION COEFFICIENTS
River: Upper LA River

Reach	River Sta.	Contr.	Expan.
Reach 1	125784.*	0	0
Reach 1	125611	0	0
Reach 1	125600 Bridge		
Reach 1	125589	0	0
Reach 1	125414.*	0	0
Reach 1	125239.*	0	0
Reach 1	125065.*	0	0
Reach 1	124890.6	0	0
Reach 1	124854.4 Bridge		
Reach 1	124818.2	0	0
Reach 1	124700	0	0
Reach 1	124551.*	0	0
Reach 1	124403.5	0	0
Reach 1	124379.8 Bridge		
Reach 1	124356.1	0	0
Reach 1	124356.0	0	0
Reach 1	124167.*	0	0
Reach 1	123979.*	0	0
Reach 1	123791	0	0
Reach 1	123623.*	0	0
Reach 1	123454.*	0	0
Reach 1	123286.9	0	0
Reach 1	123250.1 Bridge		
Reach 1	123213.3	0	0

Profile Output Table - Standard Table 1

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
Reach 1	125784.*	Design	104000.00	281.03	298.33	302.90	314.12	0.002711	31.89	3261.30	227.20	1.48
Reach 1	125611	Design	104000.00	280.28	297.36	302.15	313.64	0.002835	32.38	3212.25	226.33	1.51
Reach 1	125600	Bridge										
Reach 1	125589	Design	104000.00	280.19	297.86	302.07	312.86	0.002512	31.08	3346.23		

228.69 1.43
Reach 1 125414.* Design 104000.00 279.44 296.95 301.35 312.41
0.002624 31.55 3295.89

227.65 1.46
Reach 1 125239.* Design 104000.00 278.68 296.05 300.65 311.95
0.002731 31.99 3251.04

226.70 1.49
Reach 1 125065.* Design 104000.00 277.93 305.88 299.96 310.79
0.000484 17.77 5852.24

264.00 0.67
Reach 1 124890.6 Design 104000.00 277.18 306.23 299.28 310.71
0.000419 16.97 6127.48

264.00 0.62
Reach 1 124854.4 Bridge

Reach 1 124818.2 Design 104000.00 276.87 301.24 298.98 308.24
0.000819 21.24 4897.44

253.77 0.85
Reach 1 124700 Design 104000.00 276.36 301.91 308.15
0.000693 20.05 5187.75

258.21 0.79
Reach 1 124551.* Design 104000.00 275.78 302.49 308.04
0.000577 18.92 5497.92

258.13 0.72
Reach 1 124403.5 Design 104000.00 275.20 302.85 297.26 307.95
0.000497 18.12 5739.05

252.26 0.67
Reach 1 124379.8 Bridge

Reach 1 124356.1 Design 104000.00 275.02 297.07 297.07 306.00
0.001167 23.98 4337.36

244.97 1.00
Reach 1 124356.0 Design 104000.00 274.71 295.26 296.76 305.89
0.001508 26.17 3974.51

238.97 1.13
Reach 1 124167.* Design 104000.00 274.28 293.91 296.24 305.72
0.001760 27.58 3771.51

235.69 1.21
Reach 1 123979.* Design 104000.00 273.55 292.34 295.27 305.37
0.002036 28.96 3591.07

232.79 1.30
Reach 1 123791 Design 104000.00 272.81 298.86 294.42 304.94
0.000610 19.79 5255.44

228.00 0.73
Reach 1 123623.* Design 104000.00 272.16 299.06 304.84
0.000571 19.30 5389.64

231.29 0.70
Reach 1 123454.* Design 104000.00 271.52 299.24 304.74
0.000537 18.83 5523.89

234.59 0.68
Reach 1 123286.9 Design 104000.00 270.87 299.40 293.67 304.66

0.000508 18.40 5650.76

237.88 0.67

Reach 1 123250.1 Bridge

Reach 1 123213.3 Design 104000.00 270.59 289.65 293.63 304.53
0.002583 30.95 3359.80

235.20 1.44

Profile Output Table - Standard Table 2

Reach	River Sta	Profile	E.G. Elev (ft)	W.S. Elev (ft)	Vel Head (ft)	Frctn Loss (ft)	C & E Loss (ft)	Q Left (cfs)	Q Channel (cfs)	Q Right (cfs)	Top Width (ft)
Reach 1	125784.*	Design	314.12	298.33	15.79	0.46	0.00		104000.00		227.20
Reach 1	125611	Design	313.64	297.36	16.28	0.48	0.00		104000.00		226.33
Reach 1	125600	Bridge									
Reach 1	125589	Design	312.86	297.86	15.00				104000.00		228.69
Reach 1	125414.*	Design	312.41	296.95	15.46	0.45	0.00		104000.00		227.65
Reach 1	125239.*	Design	311.95	296.05	15.89	0.47	0.00		104000.00		226.70
Reach 1	125065.*	Design	310.79	305.88	4.90	0.08	0.00		104000.00		264.00
Reach 1	124890.6	Design	310.71	306.23	4.47				104000.00		264.00
Reach 1	124854.4	Bridge									
Reach 1	124818.2	Design	308.24	301.24	7.00	0.09	0.00		104000.00		

253.77							
Reach 1	124700	Design	308.15	301.91	6.24	0.11	0.00
104000.00							
258.21							
Reach 1	124551.*	Design	308.04	302.49	5.56	0.09	0.00
104000.00							
258.13							
Reach 1	124403.5	Design	307.95	302.85	5.10		
104000.00							
252.26							
Reach 1	124379.8		Bridge				
Reach 1	124356.1	Design	306.00	297.07	8.93	0.09	0.00
104000.00							
244.97							
Reach 1	124356.0	Design	305.89	295.26	10.63	0.11	0.00
104000.00							
238.97							
Reach 1	124167.*	Design	305.72	293.91	11.81	0.18	0.00
104000.00							
235.69							
Reach 1	123979.*	Design	305.37	292.34	13.02	0.36	0.00
104000.00							
232.79							
Reach 1	123791	Design	304.94	298.86	6.08	0.10	0.00
104000.00							
228.00							
Reach 1	123623.*	Design	304.84	299.06	5.78	0.09	0.00
104000.00							
231.29							
Reach 1	123454.*	Design	304.74	299.24	5.50	0.09	0.00
104000.00							
234.59							
Reach 1	123286.9	Design	304.66	299.40	5.26	0.00	0.00
104000.00							
237.88							
Reach 1	123250.1		Bridge				
Reach 1	123213.3	Design	304.53	289.65	14.88	0.00	0.00
104000.00							
235.20							

ERRORS WARNINGS AND NOTES
Errors Warnings and Notes for Plan : Exist1108

River: Upper LA River Reach: Reach 1 RS: 125784.* Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1 RS: 125611 Profile: Design
  Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
               This may indicate the need for additional cross sections.
     Note: Hydraulic jump has occurred between this cross section and the previous upstream section.
River: Upper LA River Reach: Reach 1   RS: 125600   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 125589   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 125414.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124890.6   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
               This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124854.4   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:Critical depth could not be determined within the specified number of iterations. The program used the iteration
               with the lowest energy.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 124818.2   Profile: Design
     Warning:The energy equation could not be balanced within the specified number of iterations. The program used critical depth
               for the water surface and continued on with the calculations.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated
               water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The
               program defaulted to critical depth.
River: Upper LA River Reach: Reach 1   RS: 124700   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124551.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124403.5   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
               This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124379.8   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 124356.1   Profile: Design
     Warning:The energy equation could not be balanced within the specified number of iterations. The program used critical depth
               for the water surface and continued on with the calculations.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated
               water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The
               program defaulted to critical depth.
River: Upper LA River Reach: Reach 1   RS: 124167.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123979.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for

additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123791   Profile: Design
     Note: Hydraulic jump has occurred between this cross section and the previous upstream section.
River: Upper LA River Reach: Reach 1   RS: 123286.9   Profile: Design
     Warning:The cross-section end points had to be extended vertically for the computed water surface.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
             This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123250.1   Profile: Design
     Note: Yarnell answer is not valid if the water surface is above the low chord or if there is weir flow. The Yarnell answer
             has been disregarded.
     Note: Momentum answer is not valid if the water surface is above the low chord or if there is weir flow. The momentum
             answer has been disregarded.
River: Upper LA River Reach: Reach 1   RS: 123250.1   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 123213.3   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.

PROPOSED CONDITIONS
HEC-RAS RESULTS

HEC-RAS Version 4.0.0 March 2008
U.S. Army Corps of Engineers
Hydrologic Engineering Center
609 Second Street
Davis, California

```
X     X  XXXXXX    XXXX        XXXX       XX      XXXX
X     X  X        X    X       X   X     X  X    X
X     X  X        X            X   X    X    X   X
XXXXXXX  XXXX     X       XXX  XXXX     XXXXXX    XXXX
X     X  X        X            X  X     X    X        X
X     X  X        X    X       X   X    X    X        X
X     X  XXXXXX    XXXX        X    X   X    X   XXXXX
```

PROJECT DATA
Project Title: Reach 1 Revised 11/08
Project File : ACOR.prj
Run Date and Time: 3/17/2011 11:44:11 AM

Project in English units

Project Description:
Upper LA River Reach 1 Revised 11/08

PLAN DATA

Plan Title: proposed
Plan File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.p03

Geometry Title: proposed conditions
Geometry File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.g03

Flow Title : Design Qs
Flow File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.f02

Plan Summary Information:
Number of: Cross Sections = 261 Multiple Openings = 0
Culverts = 0 Inline Structures = 0
Bridges = 23 Lateral Structures = 0

Computational Information
Water surface calculation tolerance = 0.01
Critical depth calculation tolerance = 0.01
Maximum number of iterations = 20
Maximum difference tolerance = 0.3
Flow tolerance factor = 0.001

Computation Options
Critical depth computed only where necessary
Conveyance Calculation Method: At breaks in n values only
Friction Slope Method: Average Conveyance
Computational Flow Regime: Mixed Flow

FLOW DATA

Flow Title: Design Qs
Flow File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.f02

Flow Data (cfs)

River	Reach	RS	Design
Upper LA River	Reach 1	142055.6	78000
Upper LA River	Reach 1	140350	83700
Upper LA River	Reach 1	127310	104000

Boundary Conditions

River	Reach	Profile	Upstream	Downstream
Upper LA River	Reach 1	Design	Known WS = 356.84	Known WS = 194

GEOMETRY DATA

Geometry Title: proposed conditions
Geometry File : t:\1LOS030103\WATRES\Calcs\Hydraulics\HEC-RAS\Army Corps\ACOR.g03

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125784.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	312.53	100	307.53	152	281.53	222	281.53	224	281.03
240	281.03	242	281.53	312	281.53	364	307.53	364	312.53

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	173.17	173.17	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	314.12	Element	Left OB	Channel	Right OB
Vel Head (ft)	15.79	Wt. n-Val.		0.014	
W.S. Elev (ft)	298.33	Reach Len. (ft)	173.17	173.17	173.17
Crit W.S. (ft)	302.90	Flow Area (sq ft)		3261.30	
E.G. Slope (ft/ft)	0.002711	Area (sq ft)		3261.30	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	227.20	Top Width (ft)		227.20	
Vel Total (ft/s)	31.89	Avg. Vel. (ft/s)		31.89	
Max Chl Dpth (ft)	17.30	Hydr. Depth (ft)		14.35	
Conv. Total (cfs)	1997550.0	Conv. (cfs)		1997550.0	
Length Wtd. (ft)	173.17	Wetted Per. (ft)		235.25	
Min Ch El (ft)	281.03	Shear (lb/sq ft)		2.35	
Alpha	1.00	Stream Power (lb/ft s)		74.81	
Frctn Loss (ft)	0.46	Cum Volume (acre-ft)		1796.13	
C & E Loss (ft)	0.00	Cum SA (acres)		119.47	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125611

```
INPUT
Description: XSection - 1' u/s MTA Bridge
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  311.78     100  306.78     152  280.78     222  280.78     224  280.28
     240  280.28     242  280.78     312  280.78     364  306.78     364  311.78

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Lengths: Left Channel   Right     Coeff Contr.   Expan.
           100     364                22      22      22              0       0

CROSS SECTION OUTPUT  Profile #Design

  E.G. Elev (ft)             313.64    Element                  Left OB    Channel   Right OB
  Vel Head (ft)               16.28    Wt. n-Val.                           0.014
  W.S. Elev (ft)             297.36    Reach Len. (ft)            1.00       1.00       1.00
  Crit W.S. (ft)             302.15    Flow Area (sq ft)                   3212.25
  E.G. Slope (ft/ft)       0.002835    Area (sq ft)                        3212.25
  Q Total (cfs)           104000.00     Flow (cfs)                         104000.00
  Top Width (ft)             226.33    Top Width (ft)                       226.33
  Vel Total (ft/s)            32.38    Avg. Vel. (ft/s)                     32.38
  Max Chl Dpth (ft)           17.08    Hydr. Depth (ft)                     14.19
  Conv. Total (cfs)       1953080.0     Conv. (cfs)                        1953080.0
  Length Wtd. (ft)            1.00    Wetted Per. (ft)                     234.28
  Min Ch El (ft)            280.28    Shear (lb/sq ft)                       2.43
  Alpha                       1.00    Stream Power (lb/ft s)               78.58
  Frctn Loss (ft)             0.48    Cum Volume (acre-ft)               1783.26
  C & E Loss (ft)             0.00    Cum SA (acres)                       118.57


BRIDGE


RIVER: Upper LA River
REACH: Reach 1            RS: 125600

INPUT
Description: MTA Bridge - CL Sta 1256+00
Distance from Upstream XS =       1
Deck/Roadway Width        =      20
Weir Coefficient          =     2.6
Upstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
     100     330     320     370     330     320

Upstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  311.78     100  306.78     152  280.78     222  280.78     224  280.28
     240  280.28     242  280.78     312  280.78     364  306.78     364  311.78

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
           100     364              0       0

Downstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
     100     330     320     370     330     320

Downstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
```

```
     100  311.69     100  306.69     152  280.69     222  280.69     224  280.19
     240  280.19     242  280.69     312  280.69     364  306.69     364  311.69

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014     364     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
           100     364             0        0

Upstream Embankment side slope              =       0 horiz. to 1.0 vertical
Downstream Embankment side slope            =       0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow =     .95
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  2

Pier Data
Pier Station     Upstream=     126    Downstream=     126
Upstream     num=        2
    Width   Elev    Width   Elev
      15     275      15     325
Downstream     num=        2
    Width   Elev    Width   Elev
      15     275      15     325

Pier Data
Pier Station     Upstream=     338    Downstream=     338
Upstream     num=        2
    Width   Elev    Width   Elev
      15     275      15     325
Downstream     num=        2
    Width   Elev    Width   Elev
      15     275      15     325

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =     1.2
       Yarnell                KVal =      .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design

  E.G. US. (ft)                313.64    Element                Inside BR US  Inside BR DS
  W.S. US. (ft)                297.36    E.G. Elev (ft)              312.95        312.82
  Q Total (cfs)             104000.00    W.S. Elev (ft)              299.50        299.48
  Q Bridge (cfs)            104000.00    Crit W.S. (ft)              302.57        302.47
  Q Weir (cfs)                           Max Chl Dpth (ft)            19.22         19.29
  Weir Sta Lft (ft)                      Vel Total (ft/s)             29.44         29.31
  Weir Sta Rgt (ft)                      Flow Area (sq ft)          3532.50       3548.00
  Weir Submerg                           Froude # Chl                  1.25          1.24
  Weir Max Depth (ft)                    Specif Force (cu ft)      129428.00     129575.00
  Min El Weir Flow (ft)        330.01    Hydr Depth (ft)              17.24         17.29
  Min El Prs (ft)              320.00    W.P. Total (ft)              233.14        233.78
  Delta EG (ft)                  0.78    Conv. Total (cfs)         2295759.0     2308345.0
```

Delta WS (ft)	-0.50	Top Width (ft)	204.86	205.16
BR Open Area (sq ft)	8224.48	Frctn Loss (ft)		
BR Open Vel (ft/s)	29.44	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	1.94	1.92
Br Sel Method	Momentum	Power Total (lb/ft s)	57.15	56.37

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125589

INPUT
Description: XSection - 1' d/s MTA Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.69	100	306.69	152	280.69	222	280.69	224	280.19
240	280.19	242	280.69	312	280.69	364	306.69	364	311.69

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	312.86	Element			
Vel Head (ft)	15.00	Wt. n-Val.		0.014	
W.S. Elev (ft)	297.86	Reach Len. (ft)	174.60	174.60	174.60
Crit W.S. (ft)	302.07	Flow Area (sq ft)		3346.23	
E.G. Slope (ft/ft)	0.002512	Area (sq ft)		3346.23	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	228.69	Top Width (ft)		228.69	
Vel Total (ft/s)	31.08	Avg. Vel. (ft/s)		31.08	
Max Chl Dpth (ft)	17.67	Hydr. Depth (ft)		14.63	
Conv. Total (cfs)	2075211.0	Conv. (cfs)		2075211.0	
Length Wtd. (ft)	174.60	Wetted Per. (ft)		236.92	
Min Ch El (ft)	280.19	Shear (lb/sq ft)		2.21	
Alpha	1.00	Stream Power (lb/ft s)		68.83	
Frctn Loss (ft)		Cum Volume (acre-ft)		1783.18	
C & E Loss (ft)		Cum SA (acres)		118.56	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125414.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	311.04	100	306.04	152	280.04	222	279.94	224	279.44
240	279.44	242	279.94	312	280.04	364	306.04	364	311.04

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left Right Lengths: Left Channel Right Coeff Contr. Expan.

100	364		174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	312.41	Element	Left OB	Channel	Right OB	
Vel Head (ft)	15.46	Wt. n-Val.		0.014		
W.S. Elev (ft)	296.95	Reach Len. (ft)	174.60	174.60	174.60	
Crit W.S. (ft)	301.35	Flow Area (sq ft)		3295.89		
E.G. Slope (ft/ft)	0.002624	Area (sq ft)		3295.89		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	227.65	Top Width (ft)		227.65		
Vel Total (ft/s)	31.55	Avg. Vel. (ft/s)		31.55		
Max Chl Dpth (ft)	17.51	Hydr. Depth (ft)		14.48		
Conv. Total (cfs)	2030084.0	Conv. (cfs)		2030084.0		
Length Wtd. (ft)	174.60	Wetted Per. (ft)		235.75		
Min Ch El (ft)	279.44	Shear (lb/sq ft)		2.29		
Alpha	1.00	Stream Power (lb/ft s)		72.28		
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		1769.87		
C & E Loss (ft)	0.00	Cum SA (acres)		117.65		

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125239.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	310.38	100	305.38	152	279.38	222	279.18	224	278.68
240	278.68	242	279.18	312	279.38	364	305.38	364	310.38

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	311.95	Element	Left OB	Channel	Right OB	
Vel Head (ft)	15.89	Wt. n-Val.		0.014		
W.S. Elev (ft)	296.05	Reach Len. (ft)	174.60	174.60	174.60	
Crit W.S. (ft)	300.65	Flow Area (sq ft)		3251.04		
E.G. Slope (ft/ft)	0.002731	Area (sq ft)		3251.04		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	226.70	Top Width (ft)		226.70		
Vel Total (ft/s)	31.99	Avg. Vel. (ft/s)		31.99		
Max Chl Dpth (ft)	17.37	Hydr. Depth (ft)		14.34		
Conv. Total (cfs)	1990223.0	Conv. (cfs)		1990223.0		
Length Wtd. (ft)	174.60	Wetted Per. (ft)		234.70		
Min Ch El (ft)	278.68	Shear (lb/sq ft)		2.36		
Alpha	1.00	Stream Power (lb/ft s)		75.54		
Frctn Loss (ft)	0.47	Cum Volume (acre-ft)		1756.75		
C & E Loss (ft)	0.00	Cum SA (acres)		116.74		

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 125065.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev

100	309.73	100	304.73	152	278.73	222	278.43	224	277.93
240	277.93	242	278.43	312	278.73	364	304.73	364	309.73

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	174.6	174.6	174.6	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	310.81	Element	Left OB	Channel	Right OB	
Vel Head (ft)	4.89	Wt. n-Val.		0.014		
W.S. Elev (ft)	305.92	Reach Len. (ft)	174.60	174.60	174.60	
Crit W.S. (ft)	299.96	Flow Area (sq ft)		5863.39		
E.G. Slope (ft/ft)	0.000481	Area (sq ft)		5863.39		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	264.00	Top Width (ft)		264.00		
Vel Total (ft/s)	17.74	Avg. Vel. (ft/s)		17.74		
Max Chl Dpth (ft)	27.99	Hydr. Depth (ft)		22.21		
Conv. Total (cfs)	4741663.0	Conv. (cfs)		4741663.0		
Length Wtd. (ft)	174.60	Wetted Per. (ft)		278.79		
Min Ch El (ft)	277.93	Shear (lb/sq ft)		0.63		
Alpha	1.00	Stream Power (lb/ft s)		11.20		
Frctn Loss (ft)	0.08	Cum Volume (acre-ft)		1738.48		
C & E Loss (ft)	0.00	Cum SA (acres)		115.76		

Note: Hydraulic jump has occurred between this cross section and the previous upstream section.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124890.6

INPUT
Description: XSection - 1' u/s North Broadway St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.07	100	304.07	152	278.07	222	277.68	224	277.18
240	277.18	242	277.68	312	278.07	364	304.07	364	309.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	72.4	72.4	72.4	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	310.73	Element	Left OB	Channel	Right OB	
Vel Head (ft)	4.46	Wt. n-Val.		0.014		
W.S. Elev (ft)	306.27	Reach Len. (ft)	1.00	1.00	1.00	
Crit W.S. (ft)	299.28	Flow Area (sq ft)		6137.78		
E.G. Slope (ft/ft)	0.000417	Area (sq ft)		6137.78		
Q Total (cfs)	104000.00	Flow (cfs)		104000.00		
Top Width (ft)	264.00	Top Width (ft)		264.00		
Vel Total (ft/s)	16.94	Avg. Vel. (ft/s)		16.94		
Max Chl Dpth (ft)	29.09	Hydr. Depth (ft)		23.25		
Conv. Total (cfs)	5092689.0	Conv. (cfs)		5092689.0		
Length Wtd. (ft)	1.00	Wetted Per. (ft)		280.81		
Min Ch El (ft)	277.18	Shear (lb/sq ft)		0.57		
Alpha	1.00	Stream Power (lb/ft s)		9.64		
Frctn Loss (ft)		Cum Volume (acre-ft)		1714.43		
C & E Loss (ft)		Cum SA (acres)		114.70		

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 124854.4

INPUT
Description: North Broadway St Bridge - CL Sta 1248+54.4
Distance from Upstream XS = 1
Deck/Roadway Width = 70.33
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	370	325	315

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	309.07	100	304.07	152	278.07	222	277.68	224	277.18
240	277.18	242	277.68	312	278.07	364	304.07	364	309.07

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 364 0 0

Downstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	370	325	315

Downstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.8	100	303.8	152	277.8	222	277.37	224	276.87
240	276.87	242	277.37	312	277.8	364	303.8	364	308.8

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 364 0 0

Upstream Embankment side slope = 0 horiz. to 1.0 vertical
Downstream Embankment side slope = 0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow = .95
Elevation at which weir flow begins =
Energy head used in spillway design =
Spillway height used in design =
Weir crest shape = Broad Crested

Number of Piers = 2

Pier Data
Pier Station Upstream= 126 Downstream= 126
Upstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

Downstream num= 2

Width	Elev	Width	Elev
14.25	275	14.25	317

```
Pier Data
Pier Station     Upstream=  257.25    Downstream=  257.25
Upstream     num=       2
    Width   Elev    Width   Elev
   14.25     275   14.25     317
Downstream     num=       2
    Width   Elev    Width   Elev
   14.25     275   14.25     317

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =    1.33
       Yarnell                KVal =      .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design

  E.G. US. (ft)                310.73    Element                Inside BR US  Inside BR DS
  W.S. US. (ft)                306.27    E.G. Elev (ft)              310.12        309.85
  Q Total (cfs)             104000.00    W.S. Elev (ft)              301.00        301.00
  Q Bridge (cfs)            104000.00    Crit W.S. (ft)              300.61        300.34
  Q Weir (cfs)                           Max Chl Dpth (ft)            23.82         24.13
  Weir Sta Lft (ft)                      Vel Total (ft/s)             24.23         23.88
  Weir Sta Rgt (ft)                      Flow Area (sq ft)          4291.83       4355.40
  Weir Submerg                           Froude # Chl                  0.97          0.95
  Weir Max Depth (ft)                    Specif Force (cu ft)      124807.40     125428.80
  Min El Weir Flow (ft)        325.01    Hydr Depth (ft)              19.23         19.42
  Min El Prs (ft)              315.00    W.P. Total (ft)              298.82        301.17
  Delta EG (ft)                  0.75    Conv. Total (cfs)         2691534.0     2743939.0
  Delta WS (ft)                  5.27    Top Width (ft)               223.22        224.30
  BR Open Area (sq ft)         7570.02    Frctn Loss (ft)
  BR Open Vel (ft/s)             24.23    C & E Loss (ft)
  Coef of Q                              Shear Total (lb/sq ft)        1.34          1.30
  Br Sel Method                Yarnell   Power Total (lb/ft s)        32.44         30.97


Warning: The velocity head has changed by more than 0.5 ft (0.15 m).  This may indicate the need for
         additional cross sections.
Warning: Critical depth could not be determined within the specified number of iterations.  The program
         used the iteration with the lowest energy.
Note:    The energy method has computed a class B profile.

CROSS SECTION


RIVER: Upper LA River
REACH: Reach 1            RS: 124818.2

INPUT
Description: XSection - 1' d/s North Broadway St Bridge
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100   308.8     100   303.8     152   277.8     222  277.37     224  276.87
     240  276.87     242  277.37     312   277.8     364   303.8     364   308.8

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
```

100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	118.2	118.2	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	308.18	Element	Left OB	Channel	Right OB
Vel Head (ft)	7.18	Wt. n-Val.		0.014	
W.S. Elev (ft)	301.00	Reach Len. (ft)	118.20	118.20	118.20
Crit W.S. (ft)	298.98	Flow Area (sq ft)		4836.14	
E.G. Slope (ft/ft)	0.000850	Area (sq ft)		4836.14	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	252.80	Top Width (ft)		252.80	
Vel Total (ft/s)	21.50	Avg. Vel. (ft/s)		21.50	
Max Chl Dpth (ft)	24.13	Hydr. Depth (ft)		19.13	
Conv. Total (cfs)	3568030.0	Conv. (cfs)		3568030.0	
Length Wtd. (ft)	118.20	Wetted Per. (ft)		263.88	
Min Ch El (ft)	276.87	Shear (lb/sq ft)		0.97	
Alpha	1.00	Stream Power (lb/ft s)		20.90	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1707.22	
C & E Loss (ft)	0.00	Cum SA (acres)		114.32	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124700

INPUT
Description: This cross section is titled 1247+00 as shown in the as built drawings (File 303 pg 20). In addition, cross section 1247+00 is located approximately 154.47-ft downstream from 1248+54.47. Cross sec
ion 1248+54.47 defines the start of the new bed slope, So=0.0044528. Furthermore, the latter cross section is the center line of the N. Broadway bridge.

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	308.36	100	303.36	152	277.36	222	276.86	224	276.36
240	276.36	242	276.86	312	277.36	364	303.36	364	308.36

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	364	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	364	171.95	171.95	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	308.08	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.35	Wt. n-Val.		0.014	
W.S. Elev (ft)	301.73	Reach Len. (ft)	171.95	171.95	171.95
Crit W.S. (ft)		Flow Area (sq ft)		5140.88	
E.G. Slope (ft/ft)	0.000711	Area (sq ft)		5140.88	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	257.48	Top Width (ft)		257.48	
Vel Total (ft/s)	20.23	Avg. Vel. (ft/s)		20.23	
Max Chl Dpth (ft)	25.37	Hydr. Depth (ft)		19.97	
Conv. Total (cfs)	3899204.0	Conv. (cfs)		3899204.0	
Length Wtd. (ft)	171.95	Wetted Per. (ft)		269.11	
Min Ch El (ft)	276.36	Shear (lb/sq ft)		0.85	
Alpha	1.00	Stream Power (lb/ft s)		17.16	
Frctn Loss (ft)	0.11	Cum Volume (acre-ft)		1693.68	
C & E Loss (ft)	0.00	Cum SA (acres)		113.63	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124551.*

INPUT
Description:
Station Elevation Data num= 14

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.8	100	301.23	147.28	277.59	150.77	276.69	219.02	276.28
219.11	276.27	221.07	275.78	237.07	275.78	239.02	276.27	239.11	276.28
307.36	276.69	310.85	277.59	358.13	301.23	358.13	307.8		

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	358.13	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	358.13	171.95	171.95	171.95	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	307.97	Element			
Vel Head (ft)	5.63	Wt. n-Val.		0.014	
W.S. Elev (ft)	302.34	Reach Len. (ft)	171.95	171.95	171.95
Crit W.S. (ft)		Flow Area (sq ft)		5459.48	
E.G. Slope (ft/ft)	0.000590	Area (sq ft)		5459.48	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	258.13	Top Width (ft)		258.13	
Vel Total (ft/s)	19.05	Avg. Vel. (ft/s)		19.05	
Max Chl Dpth (ft)	26.56	Hydr. Depth (ft)		21.15	
Conv. Total (cfs)	4281127.0	Conv. (cfs)		4281127.0	
Length Wtd. (ft)	171.95	Wetted Per. (ft)		271.86	
Min Ch El (ft)	275.78	Shear (lb/sq ft)		0.74	
Alpha	1.00	Stream Power (lb/ft s)		14.09	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1672.76	
C & E Loss (ft)	0.00	Cum SA (acres)		112.61	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124403.5

INPUT
Description: XSection - 1' u/s North Spring St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.24	100	299.1	146.13	276.04	216.13	275.7	218.13	275.2
234.13	275.2	236.13	275.7	306.13	276.04	352.26	299.1	352.26	307.24

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	352.26	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	352.26	84.83	84.83	84.83	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	307.88	Element			
Vel Head (ft)	5.16	Wt. n-Val.		0.014	
W.S. Elev (ft)	302.72	Reach Len. (ft)	1.00	1.00	1.00

Crit W.S. (ft)	297.26	Flow Area (sq ft)	5705.75
E.G. Slope (ft/ft)	0.000506	Area (sq ft)	5705.75
Q Total (cfs)	104000.00	Flow (cfs)	104000.00
Top Width (ft)	252.26	Top Width (ft)	252.26
Vel Total (ft/s)	18.23	Avg. Vel. (ft/s)	18.23
Max Chl Dpth (ft)	27.52	Hydr. Depth (ft)	22.62
Conv. Total (cfs)	4623122.0	Conv. (cfs)	4623122.0
Length Wtd. (ft)	1.00	Wetted Per. (ft)	270.51
Min Ch El (ft)	275.20	Shear (lb/sq ft)	0.67
Alpha	1.00	Stream Power (lb/ft s)	12.15
Frctn Loss (ft)		Cum Volume (acre-ft)	1650.72
C & E Loss (ft)		Cum SA (acres)	111.61

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 124379.8

INPUT
Description: North Spring St Bridge - CL Sta 1243+79.8
Distance from Upstream XS = 1
Deck/Roadway Width = 82.83
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	360	325	315

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	307.24	100	299.1	146.13	276.04	216.13	275.7	218.13	275.2
234.13	275.2	236.13	275.7	306.13	276.04	352.26	299.1	352.26	307.24

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	352.26	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 352.26 0 0

Downstream Deck/Roadway Coordinates
num= 2

Sta Hi Cord	Lo Cord	Sta Hi Cord	Lo Cord
90	325	315	360	325	315

Downstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	306.79	100	298.28	145.19	275.69	215.19	275.38	217.19	274.88
233.19	274.88	235.19	275.38	305.19	275.69	350.38	298.28	350.38	306.93

Manning's n Values num= 2

Sta	n Val	Sta	n Val
100	.014	350.38	.04

Bank Sta: Left Right Coeff Contr. Expan.
100 350.38 0 0

Upstream Embankment side slope = 0 horiz. to 1.0 vertical
Downstream Embankment side slope = 0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow = .95
Elevation at which weir flow begins =

Energy head used in spillway design =
Spillway height used in design =
Weir crest shape = Broad Crested

Number of Piers = 1

Pier Data
Pier Station Upstream= 250 Downstream= 250
Upstream num= 2

Width	Elev	Width	Elev
13.5	270	13.5	320

Downstream num= 2

Width	Elev	Width	Elev
13.5	270	13.5	320

Number of Bridge Coefficient Sets = 1

Low Flow Methods and Data
Energy
Momentum Cd = .3
Yarnell KVal = .9
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
Energy Only

Additional Bridge Parameters
Add Friction component to Momentum
Do not add Weight component to Momentum
Class B flow critical depth computations use critical depth inside the bridge at the upstream end
Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT Profile #Design

			Inside BR US	Inside BR DS
E.G. US. (ft)	307.88	Element		
W.S. US. (ft)	302.72	E.G. Elev (ft)	307.43	307.09
Q Total (cfs)	104000.00	W.S. Elev (ft)	298.33	297.98
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	298.33	297.98
Q Weir (cfs)		Max Chl Dpth (ft)	23.13	23.10
Weir Sta Lft (ft)		Vel Total (ft/s)	24.21	24.22
Weir Sta Rgt (ft)		Flow Area (sq ft)	4296.02	4293.79
Weir Submerg		Froude # Chl	1.00	1.00
Weir Max Depth (ft)		Specif Force (cu ft)	122789.50	123612.30
Min El Weir Flow (ft)	325.01	Hydr Depth (ft)	18.23	18.22
Min El Prs (ft)	315.00	W.P. Total (ft)	291.47	291.42
Delta EG (ft)	0.58	Conv. Total (cfs)	2741035.0	2739004.0
Delta WS (ft)	5.79	Top Width (ft)	235.69	235.69
BR Open Area (sq ft)	8274.25	Frctn Loss (ft)		
BR Open Vel (ft/s)	24.22	C & E Loss (ft)		
Coef of Q		Shear Total (lb/sq ft)	1.32	1.33
Br Sel Method	Yarnell	Power Total (lb/ft s)	32.07	32.12

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124356.1

INPUT
Description: XSection - 81' d/s North Spring St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	306.93	100	298.28	145.19	275.69	215.19	275.38	217.19	274.88
233.19	274.88	235.19	275.38	305.19	275.69	350.38	298.28	350.38	306.93

```
Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  350.38     .04

Bank Sta: Left   Right    Lengths: Left Channel   Right     Coeff Contr.   Expan.
           100  350.38            42.57   42.57   42.57              0       0

CROSS SECTION OUTPUT  Profile #Design

  E.G. Elev (ft)            305.86    Element                  Left OB    Channel   Right OB
  Vel Head (ft)               8.93    Wt. n-Val.                           0.014
  W.S. Elev (ft)            296.93    Reach Len. (ft)           42.57      42.57      42.57
  Crit W.S. (ft)            296.93    Flow Area (sq ft)                  4337.47
  E.G. Slope (ft/ft)      0.001167    Area (sq ft)                       4337.47
  Q Total (cfs)           104000.00    Flow (cfs)                      104000.00
  Top Width (ft)            244.97    Top Width (ft)                      244.97
  Vel Total (ft/s)           23.98    Avg. Vel. (ft/s)                     23.98
  Max Chl Dpth (ft)          22.05    Hydr. Depth (ft)                     17.71
  Conv. Total (cfs)       3043873.0    Conv. (cfs)                     3043873.0
  Length Wtd. (ft)           42.57    Wetted Per. (ft)                    255.12
  Min Ch El (ft)            274.88    Shear (lb/sq ft)                      1.24
  Alpha                       1.00    Stream Power (lb/ft s)               29.71
  Frctn Loss (ft)             0.05    Cum Volume (acre-ft)               1642.34
  C & E Loss (ft)             0.00    Cum SA (acres)                      111.15


Warning: The energy equation could not be balanced within the specified number of iterations.  The
         program used critical depth for the water surface and continued on with the calculations.
Warning: During the standard step iterations, when the assumed water surface was set equal to critical
         depth, the calculated water surface came back below critical depth.  This indicates that there
         is not a valid subcritical answer.  The program defaulted to critical depth.

CROSS SECTION


RIVER: Upper LA River
REACH: Reach 1            RS: 124356.0

INPUT
Description: XSection - 81' d/s North Spring St Bridge
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  306.76     100  298.11  145.19  275.52  215.19  275.21  217.19  274.71
  233.19  274.71  235.19  275.21  305.19  275.52  350.38  298.11  350.38  306.76

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  350.38     .04

Bank Sta: Left   Right    Lengths: Left Channel   Right     Coeff Contr.   Expan.
           100  350.38           108.36  108.36  108.36              0       0

CROSS SECTION OUTPUT  Profile #Design

  E.G. Elev (ft)            305.80    Element                  Left OB    Channel   Right OB
  Vel Head (ft)              10.19    Wt. n-Val.                           0.014
  W.S. Elev (ft)            295.61    Reach Len. (ft)          108.36     108.36     108.36
  Crit W.S. (ft)            296.76    Flow Area (sq ft)                  4059.44
  E.G. Slope (ft/ft)      0.001417    Area (sq ft)                       4059.44
  Q Total (cfs)           104000.00    Flow (cfs)                      104000.00
  Top Width (ft)            240.39    Top Width (ft)                      240.39
  Vel Total (ft/s)           25.62    Avg. Vel. (ft/s)                     25.62
  Max Chl Dpth (ft)          20.90    Hydr. Depth (ft)                     16.89
  Conv. Total (cfs)       2762814.0    Conv. (cfs)                     2762814.0
  Length Wtd. (ft)          108.36    Wetted Per. (ft)                    250.00
  Min Ch El (ft)            274.71    Shear (lb/sq ft)                      1.44
  Alpha                       1.00    Stream Power (lb/ft s)               36.80
  Frctn Loss (ft)             0.05    Cum Volume (acre-ft)               1638.24
  C & E Loss (ft)             0.00    Cum SA (acres)                      110.91
```

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 124167.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	306.36	100	295.72	141.46	274.99	211.46	274.78	213.46	274.28
229.46	274.28	231.46	274.78	301.46	274.99	342.92	295.72	342.92	306.36

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	342.92	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	342.92	188.36	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	305.63	Element			
Vel Head (ft)	11.53	Wt. n-Val.		0.014	
W.S. Elev (ft)	294.10	Reach Len. (ft)	188.36	188.36	188.36
Crit W.S. (ft)	296.24	Flow Area (sq ft)		3815.94	
E.G. Slope (ft/ft)	0.001701	Area (sq ft)		3815.94	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	236.44	Top Width (ft)		236.44	
Vel Total (ft/s)	27.25	Avg. Vel. (ft/s)		27.25	
Max Chl Dpth (ft)	19.82	Hydr. Depth (ft)		16.14	
Conv. Total (cfs)	2521924.0	Conv. (cfs)		2521924.0	
Length Wtd. (ft)	188.36	Wetted Per. (ft)		245.59	
Min Ch El (ft)	274.28	Shear (lb/sq ft)		1.65	
Alpha	1.00	Stream Power (lb/ft s)		44.96	
Frctn Loss (ft)	0.17	Cum Volume (acre-ft)		1628.44	
C & E Loss (ft)	0.00	Cum SA (acres)		110.32	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123979.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	305.65	100	293.01	137.73	274.15	207.73	274.05	209.73	273.55
225.73	273.55	227.73	274.05	297.73	274.15	335.46	293.01	335.46	305.65

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	335.46	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	335.46	188.36	188.36	188.36	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	305.30	Element			

Vel Head (ft)	12.85	Wt. n-Val.		0.014	
W.S. Elev (ft)	292.45	Reach Len. (ft)	188.36	188.36	188.36
Crit W.S. (ft)	295.27	Flow Area (sq ft)		3615.54	
E.G. Slope (ft/ft)	0.001996	Area (sq ft)		3615.54	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	233.21	Top Width (ft)		233.21	
Vel Total (ft/s)	28.76	Avg. Vel. (ft/s)		28.76	
Max Chl Dpth (ft)	18.90	Hydr. Depth (ft)		15.50	
Conv. Total (cfs)	2327977.0	Conv. (cfs)		2327977.0	
Length Wtd. (ft)	188.36	Wetted Per. (ft)		241.97	
Min Ch El (ft)	273.55	Shear (lb/sq ft)		1.86	
Alpha	1.00	Stream Power (lb/ft s)		53.55	
Frctn Loss (ft)	0.35	Cum Volume (acre-ft)		1612.38	
C & E Loss (ft)	0.00	Cum SA (acres)		109.30	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123791

INPUT
Description: This cross section is titled 1237+91.08 as shown in the as built drawings (File 337 pg 64). In addition, cross section 1237+91.08 defines the start of channel bank width equal to 34-ft.

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	304.94	100	290.31	134	273.31	204	273.31	206	272.81
222	272.81	224	273.31	294	273.31	328	290.31	328	304.94

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	328	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	328	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.94	Element	Left OB	Channel	Right OB
Vel Head (ft)	6.08	Wt. n-Val.		0.014	
W.S. Elev (ft)	298.86	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)	294.42	Flow Area (sq ft)		5255.44	
E.G. Slope (ft/ft)	0.000610	Area (sq ft)		5255.44	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	228.00	Top Width (ft)		228.00	
Vel Total (ft/s)	19.79	Avg. Vel. (ft/s)		19.79	
Max Chl Dpth (ft)	26.05	Hydr. Depth (ft)		23.05	
Conv. Total (cfs)	4212372.0	Conv. (cfs)		4212372.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		253.24	
Min Ch El (ft)	272.81	Shear (lb/sq ft)		0.79	
Alpha	1.00	Stream Power (lb/ft s)		15.63	
Frctn Loss (ft)	0.10	Cum Volume (acre-ft)		1593.20	
C & E Loss (ft)	0.00	Cum SA (acres)		108.31	

Note: Hydraulic jump has occurred between this cross section and the previous upstream section.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123623.*

INPUT
Description:

Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	303.04	100	290.39	135.65	273.18	205.65	273.18	207.65	272.16
223.65	272.16	225.65	273.18	295.65	273.18	331.29	290.39	331.29	303.04

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	331.29	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	331.29	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.84	Element			
Vel Head (ft)	5.78	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.06	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)		Flow Area (sq ft)		5389.64	
E.G. Slope (ft/ft)	0.000571	Area (sq ft)		5389.64	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	231.29	Top Width (ft)		231.29	
Vel Total (ft/s)	19.30	Avg. Vel. (ft/s)		19.30	
Max Chl Dpth (ft)	26.90	Hydr. Depth (ft)		23.30	
Conv. Total (cfs)	4350390.0	Conv. (cfs)		4350390.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		256.99	
Min Ch El (ft)	272.16	Shear (lb/sq ft)		0.75	
Alpha	1.00	Stream Power (lb/ft s)		14.44	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1572.66	
C & E Loss (ft)	0.00	Cum SA (acres)		107.42	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123454.*

INPUT
Description:
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	301.15	100	290.46	137.29	273.04	207.29	273.04	209.29	271.52
225.29	271.52	227.29	273.04	297.29	273.04	334.59	290.46	334.59	301.15

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	334.59	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	334.59	168.04	168.04	168.04	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.74	Element			
Vel Head (ft)	5.50	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.24	Reach Len. (ft)	168.04	168.04	168.04
Crit W.S. (ft)		Flow Area (sq ft)		5523.89	
E.G. Slope (ft/ft)	0.000537	Area (sq ft)		5523.89	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	234.59	Top Width (ft)		234.59	
Vel Total (ft/s)	18.83	Avg. Vel. (ft/s)		18.83	
Max Chl Dpth (ft)	27.72	Hydr. Depth (ft)		23.55	
Conv. Total (cfs)	4486932.0	Conv. (cfs)		4486932.0	
Length Wtd. (ft)	168.04	Wetted Per. (ft)		260.91	
Min Ch El (ft)	271.52	Shear (lb/sq ft)		0.71	
Alpha	1.00	Stream Power (lb/ft s)		13.37	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)		1551.61	
C & E Loss (ft)	0.00	Cum SA (acres)		106.52	

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123286.9

INPUT
Description: XSection - 1' u/s North Main St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	299.25	100	290.54	138.94	272.91	208.94	272.91	210.94	270.87
226.94	270.87	228.94	272.91	298.94	272.91	337.88	290.54	337.88	299.25

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	337.88	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	337.88	73.6	73.6	0	0

CROSS SECTION OUTPUT Profile #Design

			Left OB	Channel	Right OB
E.G. Elev (ft)	304.66	Element			
Vel Head (ft)	5.26	Wt. n-Val.		0.014	
W.S. Elev (ft)	299.40	Reach Len. (ft)	1.00	1.00	1.00
Crit W.S. (ft)	293.67	Flow Area (sq ft)		5650.76	
E.G. Slope (ft/ft)	0.000508	Area (sq ft)		5650.76	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	237.88	Top Width (ft)		237.88	
Vel Total (ft/s)	18.40	Avg. Vel. (ft/s)		18.40	
Max Chl Dpth (ft)	28.53	Hydr. Depth (ft)		23.75	
Conv. Total (cfs)	4612887.0	Conv. (cfs)		4612887.0	
Length Wtd. (ft)	1.00	Wetted Per. (ft)		264.92	
Min Ch El (ft)	270.87	Shear (lb/sq ft)		0.68	
Alpha	1.00	Stream Power (lb/ft s)		12.46	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		1530.06	
C & E Loss (ft)	0.00	Cum SA (acres)		105.61	

Warning: The cross-section end points had to be extended vertically for the computed water surface.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Warning: The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4. This may indicate the need for additional cross sections.

BRIDGE

RIVER: Upper LA River
REACH: Reach 1 RS: 123250.1

INPUT
Description: North Main St Bridge - CL Sta 1232+50.1
Distance from Upstream XS = 1
Deck/Roadway Width = 71.67
Weir Coefficient = 2.6
Upstream Deck/Roadway Coordinates
num= 2

Sta	Hi Cord	Lo Cord	Sta	Hi Cord	Lo Cord
90	302	298	340	302	298

Upstream Bridge Cross Section Data
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	299.25	100	290.54	138.94	272.91	208.94	272.91	210.94	270.87
226.94	270.87	228.94	272.91	298.94	272.91	337.88	290.54	337.88	299.25

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	337.88	.04

```
Bank Sta: Left   Right    Coeff Contr.   Expan.
          100  337.88              0        0

Downstream  Deck/Roadway Coordinates
    num=       2
     Sta Hi Cord Lo Cord     Sta Hi Cord Lo Cord
      90     302     298     340     302     298

Downstream Bridge Cross Section Data
Station Elevation Data    num=      10
     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev     Sta    Elev
     100  298.42     100  290.57  139.66  272.85  209.66  272.85  211.66  270.59
  227.66  270.59  229.66  272.85  299.66  272.85  339.33  290.57  339.33  298.42

Manning's n Values        num=       3
     Sta   n Val     Sta   n Val     Sta   n Val
     100     .04     100    .014  339.33     .04

Bank Sta: Left   Right    Coeff Contr.   Expan.
          100  339.33              0        0

Upstream Embankment side slope              =       0 horiz. to 1.0 vertical
Downstream Embankment side slope            =       0 horiz. to 1.0 vertical
Maximum allowable submergence for weir flow =     .95
Elevation at which weir flow begins         =
Energy head used in spillway design         =
Spillway height used in design              =
Weir crest shape                            = Broad Crested

Number of Piers =  2

Pier Data
Pier Station     Upstream=     163    Downstream=     163
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300

Pier Data
Pier Station     Upstream=     276    Downstream=     276
Upstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300
Downstream     num=       2
    Width   Elev    Width   Elev
    9.83     265    9.83     300

Number of Bridge Coefficient Sets =  1

Low Flow Methods and Data
       Energy
       Momentum               Cd   =       1
       Yarnell                KVal =    1.05
Selected Low Flow Methods = Highest Energy Answer

High Flow Method
       Energy Only

Additional Bridge Parameters
       Add Friction component to Momentum
       Do not add Weight component to Momentum
       Class B flow critical depth computations use critical depth
           inside the bridge at the upstream end
       Criteria to check for pressure flow = Upstream energy grade line

BRIDGE OUTPUT  Profile #Design
```

E.G. US. (ft)	304.66	Element	Inside BR US	Inside BR DS
W.S. US. (ft)	299.40	E.G. Elev (ft)	304.66	304.53
Q Total (cfs)	104000.00	W.S. Elev (ft)	295.08	294.43
Q Bridge (cfs)	104000.00	Crit W.S. (ft)	295.08	294.96
Q Weir (cfs)		Max Chl Dpth (ft)	24.21	23.84
Weir Sta Lft (ft)		Vel Total (ft/s)	24.83	25.50
Weir Sta Rgt (ft)		Flow Area (sq ft)	4188.39	4078.50
Weir Submerg		Froude # Chl	1.00	1.04
Weir Max Depth (ft)		Specif Force (cu ft)	123495.80	123418.40
Min El Weir Flow (ft)	302.01	Hydr Depth (ft)	19.19	18.57
Min El Prs (ft)	298.00	W.P. Total (ft)	325.31	323.31
Delta EG (ft)	0.13	Conv. Total (cfs)	2442005.0	2345797.0
Delta WS (ft)	9.75	Top Width (ft)	218.22	219.67
BR Open Area (sq ft)	4825.35	Frctn Loss (ft)		0.14
BR Open Vel (ft/s)	25.50	C & E Loss (ft)		0.00
Coef of Q		Shear Total (lb/sq ft)	1.46	1.55
Br Sel Method	Energy only	Power Total (lb/ft s)	36.20	39.47

Note: Yarnell answer is not valid if the water surface is above the low chord or if there is weir flow.

The Yarnell answer has been disregarded.
Note: Momentum answer is not valid if the water surface is above the low chord or if there is weir flow. The momentum answer has been disregarded.
Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

CROSS SECTION

RIVER: Upper LA River
REACH: Reach 1 RS: 123213.3

INPUT
Description: XSection - 1' d/s North Main St Bridge
Station Elevation Data num= 10

Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev	Sta	Elev
100	298.42	100	290.57	139.66	272.85	209.66	272.85	211.66	270.59
227.66	270.59	229.66	272.85	299.66	272.85	339.33	290.57	339.33	298.42

Manning's n Values num= 3

Sta	n Val	Sta	n Val	Sta	n Val
100	.04	100	.014	339.33	.04

Bank Sta: Left	Right	Lengths: Left Channel	Right	Coeff Contr.	Expan.
100	339.33	245.4	245.4	0	0

CROSS SECTION OUTPUT Profile #Design

E.G. Elev (ft)	304.53	Element	Left OB	Channel	Right OB
Vel Head (ft)	14.88	Wt. n-Val.		0.014	
W.S. Elev (ft)	289.65	Reach Len. (ft)	245.40	245.40	245.40
Crit W.S. (ft)	293.63	Flow Area (sq ft)		3359.80	
E.G. Slope (ft/ft)	0.002583	Area (sq ft)		3359.80	
Q Total (cfs)	104000.00	Flow (cfs)		104000.00	
Top Width (ft)	235.20	Top Width (ft)		235.20	
Vel Total (ft/s)	30.95	Avg. Vel. (ft/s)		30.95	
Max Chl Dpth (ft)	19.06	Hydr. Depth (ft)		14.28	
Conv. Total (cfs)	2046404.0	Conv. (cfs)		2046404.0	
Length Wtd. (ft)	245.40	Wetted Per. (ft)		244.40	
Min Ch El (ft)	270.59	Shear (lb/sq ft)		2.22	
Alpha	1.00	Stream Power (lb/ft s)		68.61	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		1523.07	
C & E Loss (ft)	0.00	Cum SA (acres)		105.24	

Warning: The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
Note: The energy method has computed a class B profile.

SUMMARY OF MANNING'S N VALUES

River:Upper LA River

Reach	River Sta.	n1	n2	n3
Reach 1	125784.*	.04	.014	.04
Reach 1	125611	.04	.014	.04
Reach 1	125600	Bridge		
Reach 1	125589	.04	.014	.04
Reach 1	125414.*	.04	.014	.04
Reach 1	125239.*	.04	.014	.04
Reach 1	125065.*	.04	.014	.04
Reach 1	124890.6	.04	.014	.04
Reach 1	124854.4	Bridge		
Reach 1	124818.2	.04	.014	.04
Reach 1	124700	.04	.014	.04
Reach 1	124551.*	.04	.014	.04
Reach 1	124403.5	.04	.014	.04
Reach 1	124379.8	Bridge		
Reach 1	124356.1	.04	.014	.04
Reach 1	124356.0	.04	.014	.04
Reach 1	124167.*	.04	.014	.04
Reach 1	123979.*	.04	.014	.04
Reach 1	123791	.04	.014	.04
Reach 1	123623.*	.04	.014	.04
Reach 1	123454.*	.04	.014	.04
Reach 1	123286.9	.04	.014	.04
Reach 1	123250.1	Bridge		
Reach 1	123213.3	.04	.014	.04

SUMMARY OF REACH LENGTHS

River: Upper LA River

Reach	River Sta.	Left	Channel	Right
Reach 1	125784.*	173.17	173.17	173.17
Reach 1	125611	22	22	22
Reach 1	125600	Bridge		
Reach 1	125589	174.6	174.6	174.6
Reach 1	125414.*	174.6	174.6	174.6
Reach 1	125239.*	174.6	174.6	174.6
Reach 1	125065.*	174.6	174.6	174.6
Reach 1	124890.6	72.4	72.4	72.4
Reach 1	124854.4	Bridge		
Reach 1	124818.2	118.2	118.2	118.2
Reach 1	124700	171.95	171.95	171.95
Reach 1	124551.*	171.95	171.95	171.95
Reach 1	124403.5	84.83	84.83	84.83
Reach 1	124379.8	Bridge		
Reach 1	124356.1	42.57	42.57	42.57
Reach 1	124356.0	108.36	108.36	108.36
Reach 1	124167.*	188.36	188.36	188.36
Reach 1	123979.*	188.36	188.36	188.36
Reach 1	123791	168.04	168.04	168.04
Reach 1	123623.*	168.04	168.04	168.04
Reach 1	123454.*	168.04	168.04	168.04
Reach 1	123286.9	73.6	73.6	73.6
Reach 1	123250.1	Bridge		
Reach 1	123213.3	245.4	245.4	245.4

SUMMARY OF CONTRACTION AND EXPANSION COEFFICIENTS
River: Upper LA River

Reach	River Sta.	Contr.	Expan.
Reach 1	125784.*	0	0
Reach 1	125611	0	0
Reach 1	125600 Bridge		
Reach 1	125589	0	0
Reach 1	125414.*	0	0
Reach 1	125239.*	0	0
Reach 1	125065.*	0	0
Reach 1	124890.6	0	0
Reach 1	124854.4 Bridge		
Reach 1	124818.2	0	0
Reach 1	124700	0	0
Reach 1	124551.*	0	0
Reach 1	124403.5	0	0
Reach 1	124379.8 Bridge		
Reach 1	124356.1	0	0
Reach 1	124356.0	0	0
Reach 1	124167.*	0	0
Reach 1	123979.*	0	0
Reach 1	123791	0	0
Reach 1	123623.*	0	0
Reach 1	123454.*	0	0
Reach 1	123286.9	0	0
Reach 1	123250.1 Bridge		
Reach 1	123213.3	0	0

Profile Output Table - Standard Table 1

Reach	River Sta	Profile	Q Total (cfs)	Min Ch El (ft)	W.S. Elev (ft)	Crit W.S. (ft)	E.G. Elev (ft)	E.G. Slope (ft/ft)	Vel Chnl (ft/s)	Flow Area (sq ft)	Top Width (ft)	Froude # Chl
Reach 1	125784.*	Design	104000.00	281.03	298.33	302.90	314.12	0.002711	31.89	3261.30	227.20	1.48
Reach 1	125611	Design	104000.00	280.28	297.36	302.15	313.64	0.002835	32.38	3212.25	226.33	1.51
Reach 1	125600	Bridge										
Reach 1	125589	Design	104000.00	280.19	297.86	302.07	312.86	0.002512	31.08	3346.23		

228.69 1.43
Reach 1 125414.* Design 104000.00 279.44 296.95 301.35 312.41
0.002624 31.55 3295.89

227.65 1.46
Reach 1 125239.* Design 104000.00 278.68 296.05 300.65 311.95
0.002731 31.99 3251.04

226.70 1.49
Reach 1 125065.* Design 104000.00 277.93 305.92 299.96 310.81
0.000481 17.74 5863.39

264.00 0.66
Reach 1 124890.6 Design 104000.00 277.18 306.27 299.28 310.73
0.000417 16.94 6137.78

264.00 0.62
Reach 1 124854.4 Bridge

Reach 1 124818.2 Design 104000.00 276.87 301.00 298.98 308.18
0.000850 21.50 4836.14

252.80 0.87
Reach 1 124700 Design 104000.00 276.36 301.73 308.08
0.000711 20.23 5140.88

257.48 0.80
Reach 1 124551.* Design 104000.00 275.78 302.34 307.97
0.000590 19.05 5459.48

258.13 0.73
Reach 1 124403.5 Design 104000.00 275.20 302.72 297.26 307.88
0.000506 18.23 5705.75

252.26 0.68
Reach 1 124379.8 Bridge

Reach 1 124356.1 Design 104000.00 274.88 296.93 296.93 305.86
0.001167 23.98 4337.47

244.97 1.00
Reach 1 124356.0 Design 104000.00 274.71 295.61 296.76 305.80
0.001417 25.62 4059.44

240.39 1.10
Reach 1 124167.* Design 104000.00 274.28 294.10 296.24 305.63
0.001701 27.25 3815.94

236.44 1.20
Reach 1 123979.* Design 104000.00 273.55 292.45 295.27 305.30
0.001996 28.76 3615.54

233.21 1.29
Reach 1 123791 Design 104000.00 272.81 298.86 294.42 304.94
0.000610 19.79 5255.44

228.00 0.73
Reach 1 123623.* Design 104000.00 272.16 299.06 304.84
0.000571 19.30 5389.64

231.29 0.70
Reach 1 123454.* Design 104000.00 271.52 299.24 304.74
0.000537 18.83 5523.89

234.59 0.68

Reach 1 123286.9 Design 104000.00 270.87 299.40 293.67 304.66
0.000508 18.40 5650.76

237.88 0.67

Reach 1 123250.1 Bridge

Reach 1 123213.3 Design 104000.00 270.59 289.65 293.63 304.53
0.002583 30.95 3359.80

235.20 1.44

Profile Output Table - Standard Table 2

Reach	River Sta	Profile	E.G. Elev (ft)	W.S. Elev (ft)	Vel Head (ft)	Frctn Loss (ft)	C & E Loss (ft)	Q Left (cfs)	Q Channel (cfs)	Q Right (cfs)	Top Width (ft)
Reach 1	125784.*	Design	314.12	298.33	15.79	0.46	0.00		104000.00		227.20
Reach 1	125611	Design	313.64	297.36	16.28	0.48	0.00		104000.00		226.33
Reach 1	125600	Bridge									
Reach 1	125589	Design	312.86	297.86	15.00				104000.00		228.69
Reach 1	125414.*	Design	312.41	296.95	15.46	0.45	0.00		104000.00		227.65
Reach 1	125239.*	Design	311.95	296.05	15.89	0.47	0.00		104000.00		226.70
Reach 1	125065.*	Design	310.81	305.92	4.89	0.08	0.00		104000.00		264.00
Reach 1	124890.6	Design	310.73	306.27	4.46				104000.00		264.00
Reach 1	124854.4	Bridge									
Reach 1	124818.2	Design	308.18	301.00	7.18	0.09	0.00		104000.00		252.80
Reach 1	124700	Design	308.08	301.73	6.35	0.11	0.00				

104000.00							
257.48							
Reach 1	124551.*	Design	307.97	302.34	5.63	0.09	0.00
104000.00							
258.13							
Reach 1	124403.5	Design	307.88	302.72	5.16		
104000.00							
252.26							
Reach 1	124379.8		Bridge				
Reach 1	124356.1	Design	305.86	296.93	8.93	0.05	0.00
104000.00							
244.97							
Reach 1	124356.0	Design	305.80	295.61	10.19	0.05	0.00
104000.00							
240.39							
Reach 1	124167.*	Design	305.63	294.10	11.53	0.17	0.00
104000.00							
236.44							
Reach 1	123979.*	Design	305.30	292.45	12.85	0.35	0.00
104000.00							
233.21							
Reach 1	123791	Design	304.94	298.86	6.08	0.10	0.00
104000.00							
228.00							
Reach 1	123623.*	Design	304.84	299.06	5.78	0.09	0.00
104000.00							
231.29							
Reach 1	123454.*	Design	304.74	299.24	5.50	0.09	0.00
104000.00							
234.59							
Reach 1	123286.9	Design	304.66	299.40	5.26	0.00	0.00
104000.00							
237.88							
Reach 1	123250.1		Bridge				
Reach 1	123213.3	Design	304.53	289.65	14.88	0.00	0.00
104000.00							
235.20							

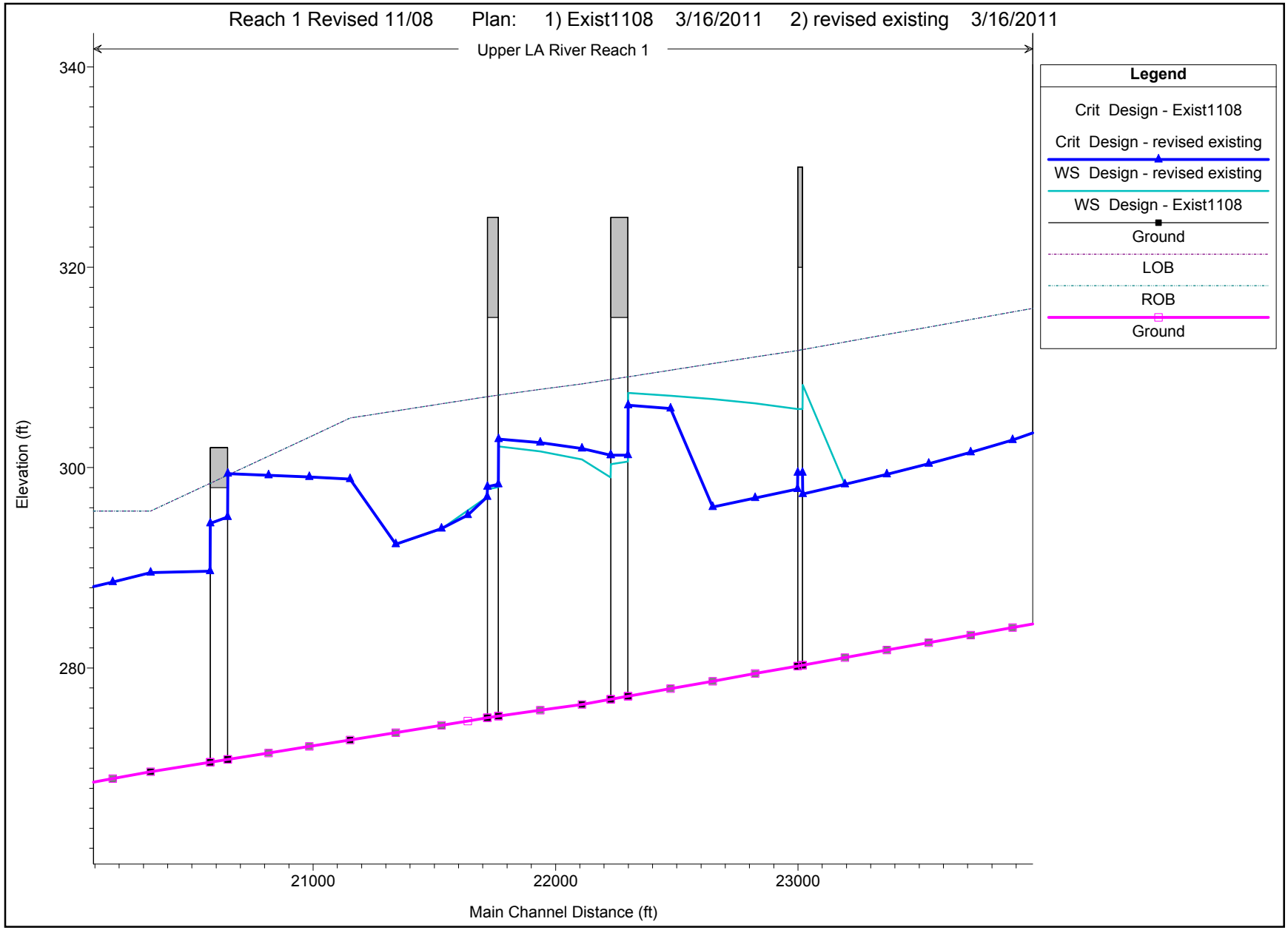
ERRORS WARNINGS AND NOTES
Errors Warnings and Notes for Plan : proposed

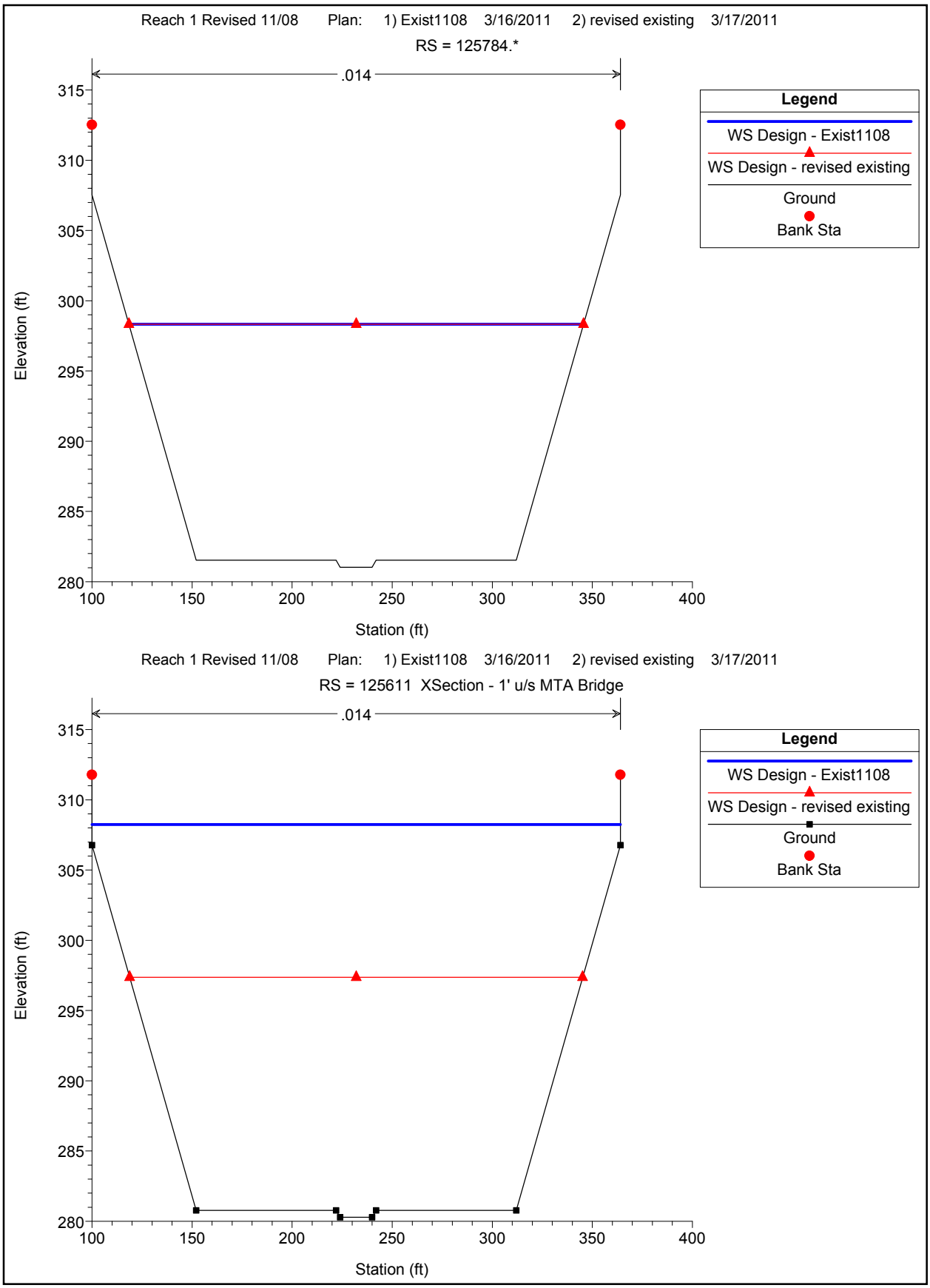
River: Upper LA River Reach: Reach 1 RS: 125784.* Profile: Design
Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.

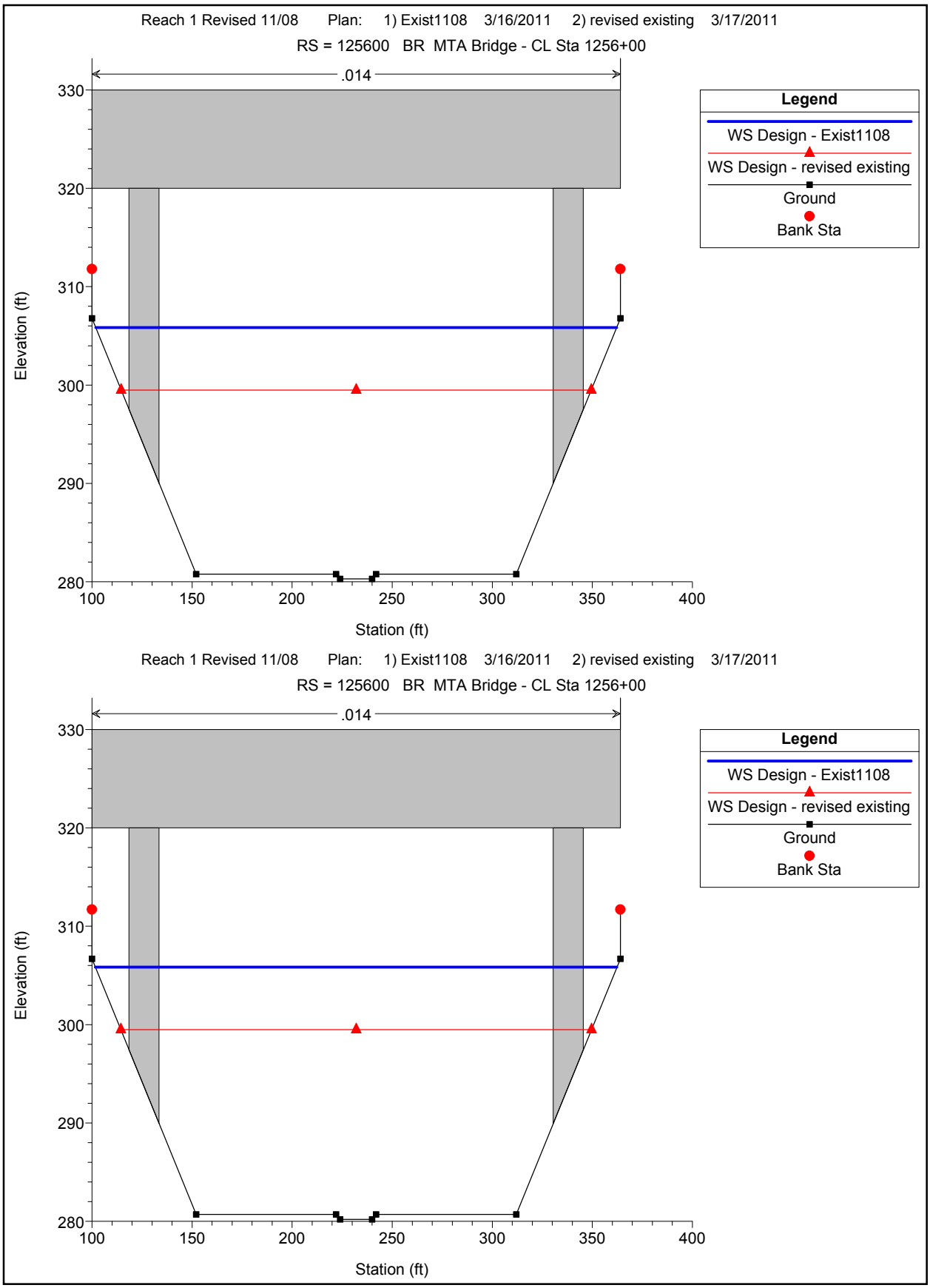
River: Upper LA River Reach: Reach 1   RS: 125600   Profile: Design Upstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 125589   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 125065.*   Profile: Design
     Note: Hydraulic jump has occurred between this cross section and the previous upstream section.
River: Upper LA River Reach: Reach 1   RS: 124890.6   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
             This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124854.4   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:Critical depth could not be determined within the specified number of iterations. The program used the iteration
             with the lowest energy.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 124818.2   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124700   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124403.5   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
             This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124379.8   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 124356.1   Profile: Design
     Warning:The energy equation could not be balanced within the specified number of iterations. The program used critical depth
             for the water surface and continued on with the calculations.
     Warning:During the standard step iterations, when the assumed water surface was set equal to critical depth, the calculated
             water surface came back below critical depth. This indicates that there is not a valid subcritical answer. The
             program defaulted to critical depth.
River: Upper LA River Reach: Reach 1   RS: 124356.0   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 124167.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123979.*   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123791   Profile: Design
     Note: Hydraulic jump has occurred between this cross section and the previous upstream section.
River: Upper LA River Reach: Reach 1   RS: 123286.9   Profile: Design
     Warning:The cross-section end points had to be extended vertically for the computed water surface.
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Warning:The conveyance ratio (upstream conveyance divided by downstream conveyance) is less than 0.7 or greater than 1.4.
             This may indicate the need for additional cross sections.
River: Upper LA River Reach: Reach 1   RS: 123250.1   Profile: Design
     Note: Yarnell answer is not valid if the water surface is above the low chord or if there is weir flow. The Yarnell answer
             has been disregarded.
     Note: Momentum answer is not valid if the water surface is above the low chord or if there is weir flow. The momentum

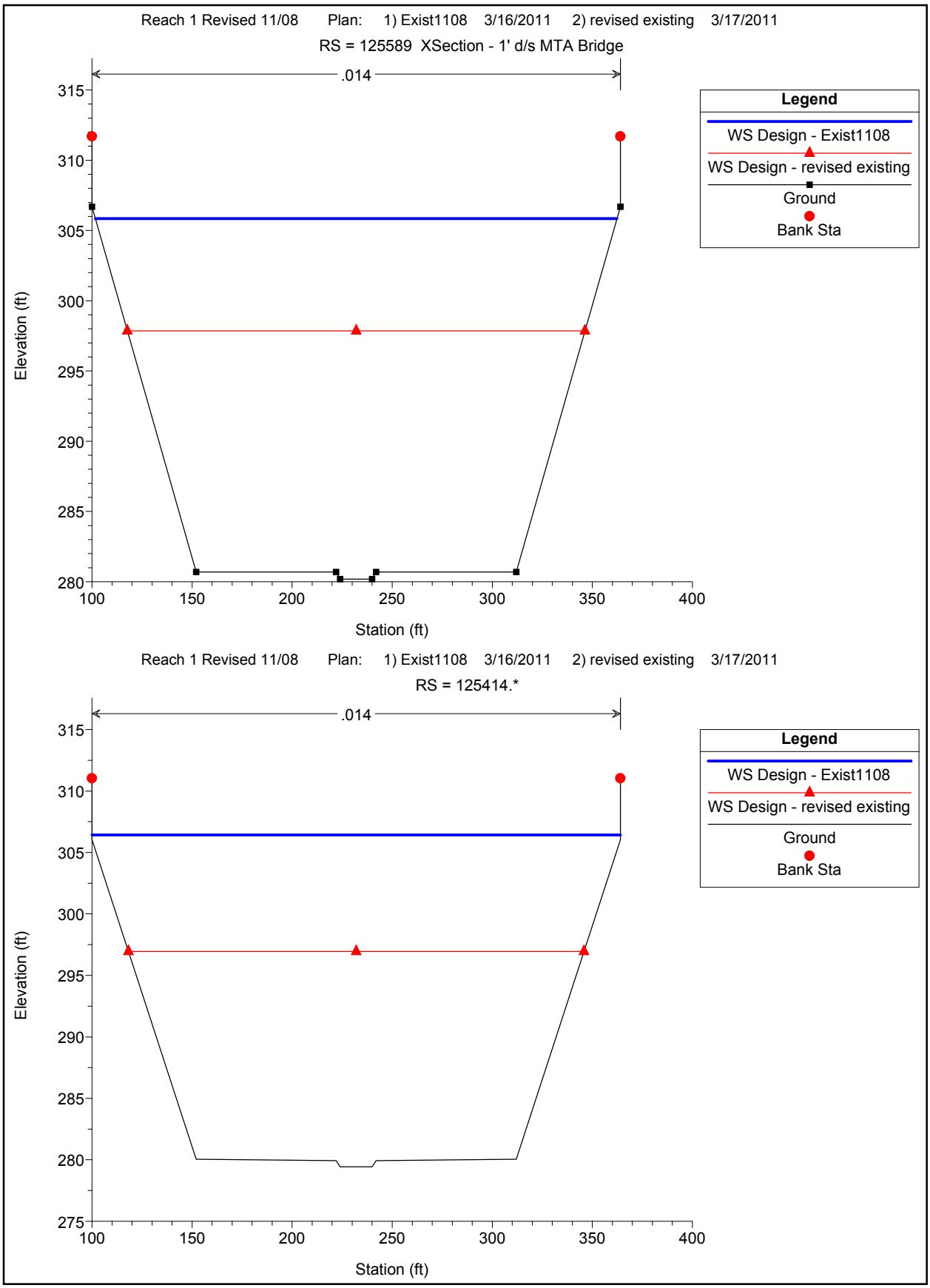
answer has been disregarded.
River: Upper LA River Reach: Reach 1   RS: 123250.1   Profile: Design Downstream
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.
River: Upper LA River Reach: Reach 1   RS: 123213.3   Profile: Design
     Warning:The velocity head has changed by more than 0.5 ft (0.15 m). This may indicate the need for additional cross sections.
     Note: The energy method has computed a class B profile.

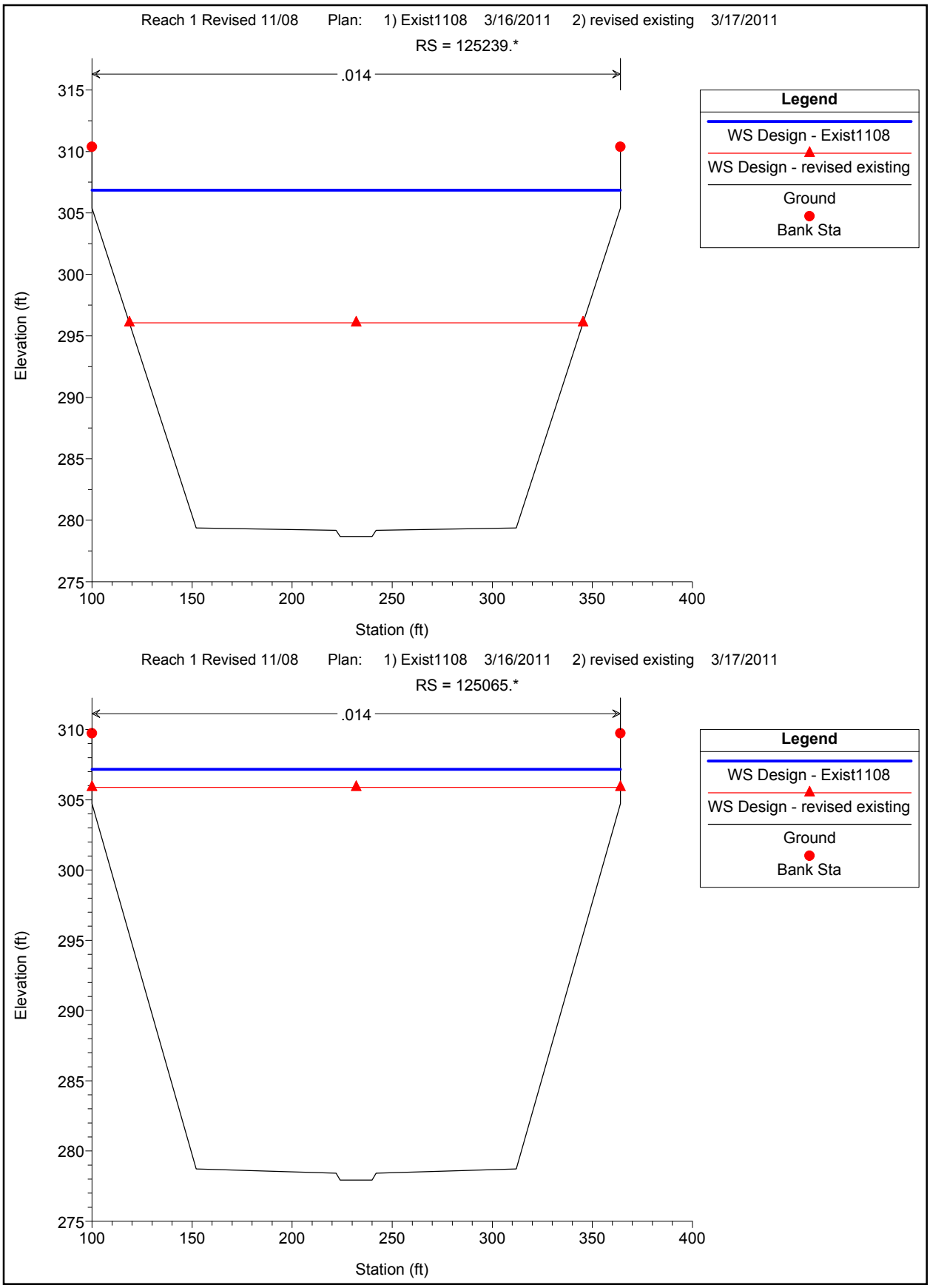
XS AND PROFILE COMPARISON
USACE VS. REVISED EXISTING

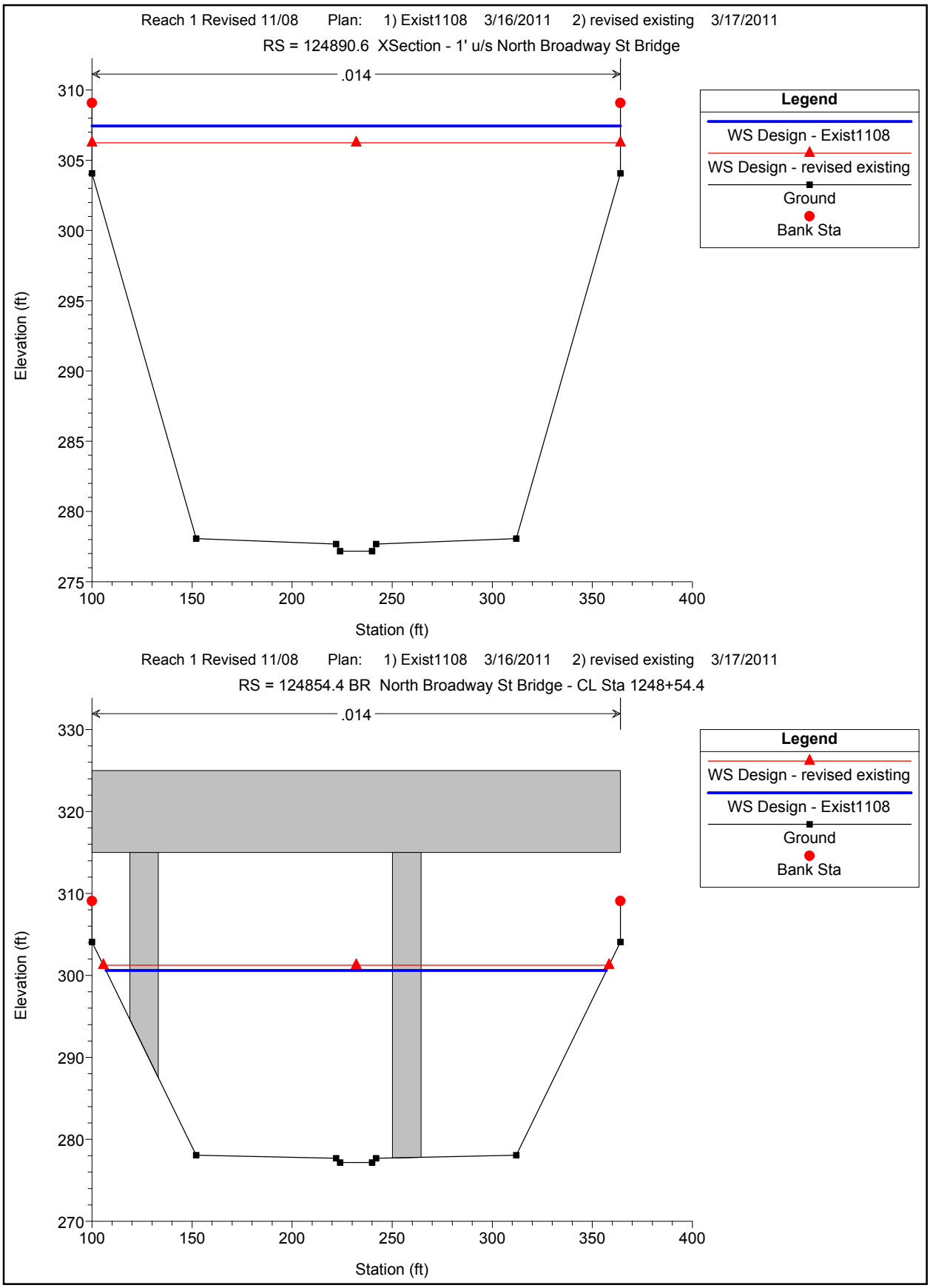

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/16/2011
Upper LA River Reach 1
340
320
300
280
Elevation (ft)
21000
22000
23000
Main Channel Distance (ft)
Legend
Crit Design - Exist1108
Crit Design - revised existing
WS Design - revised existing
WS Design - Exist1108
Ground
LOB
ROB
Ground

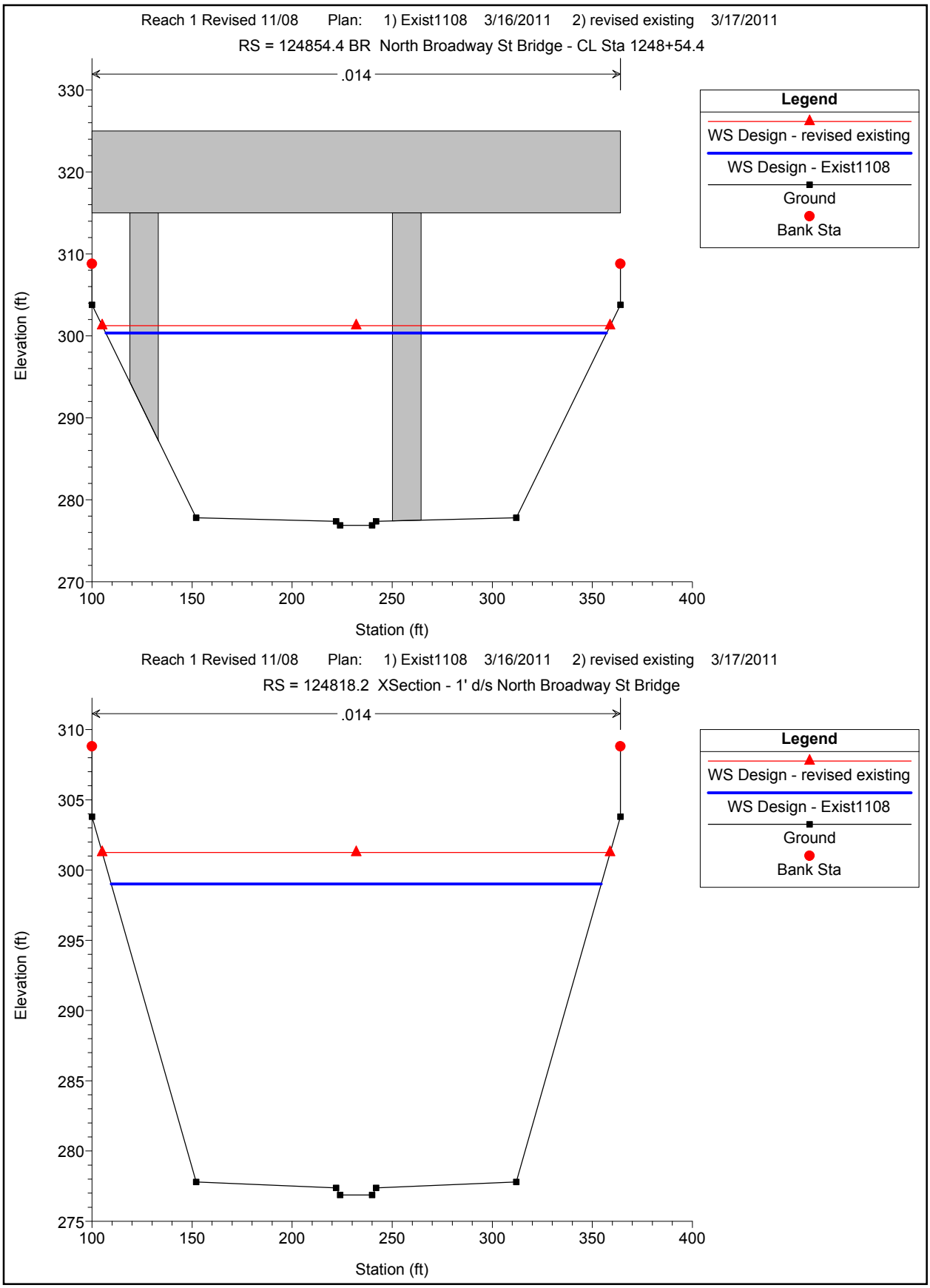

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125784.*
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125611 XSection - 1' u/s MTA Bridge
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)


Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125600 BR MTA Bridge - CL Sta 1256+00
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
330
320
310
300
290
280
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125600 BR MTA Bridge - CL Sta 1256+00
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)


Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125589 XSection - 1' d/s MTA Bridge
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125414.*
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400

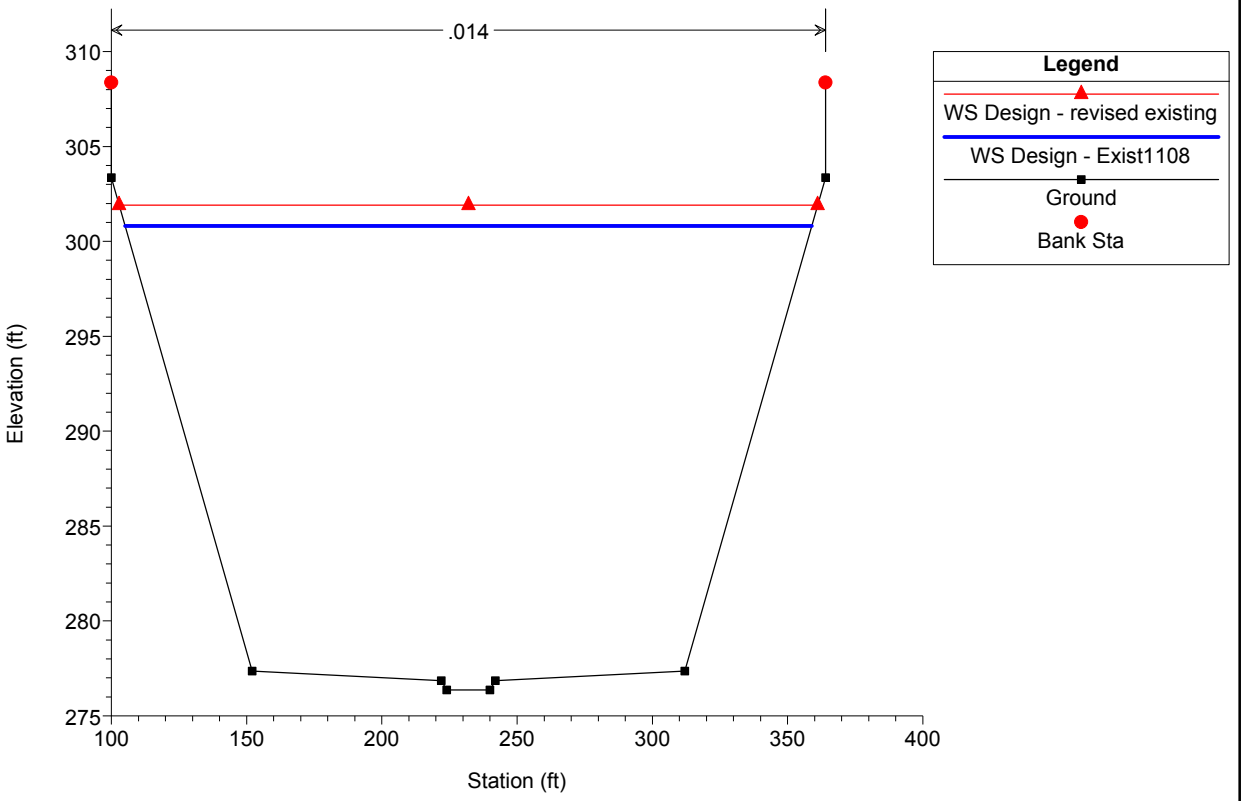

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125239.*
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 125065.*
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400


Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124890.6 XSection - 1' u/s North Broadway St Bridge
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124854.4 BR North Broadway St Bridge - CL Sta 1248+54.4
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)


Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124854.4 BR North Broadway St Bridge - CL Sta 1248+54.4
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
330
320
310
300
290
280
270
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124818.2 XSection - 1' d/s North Broadway St Bridge
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400

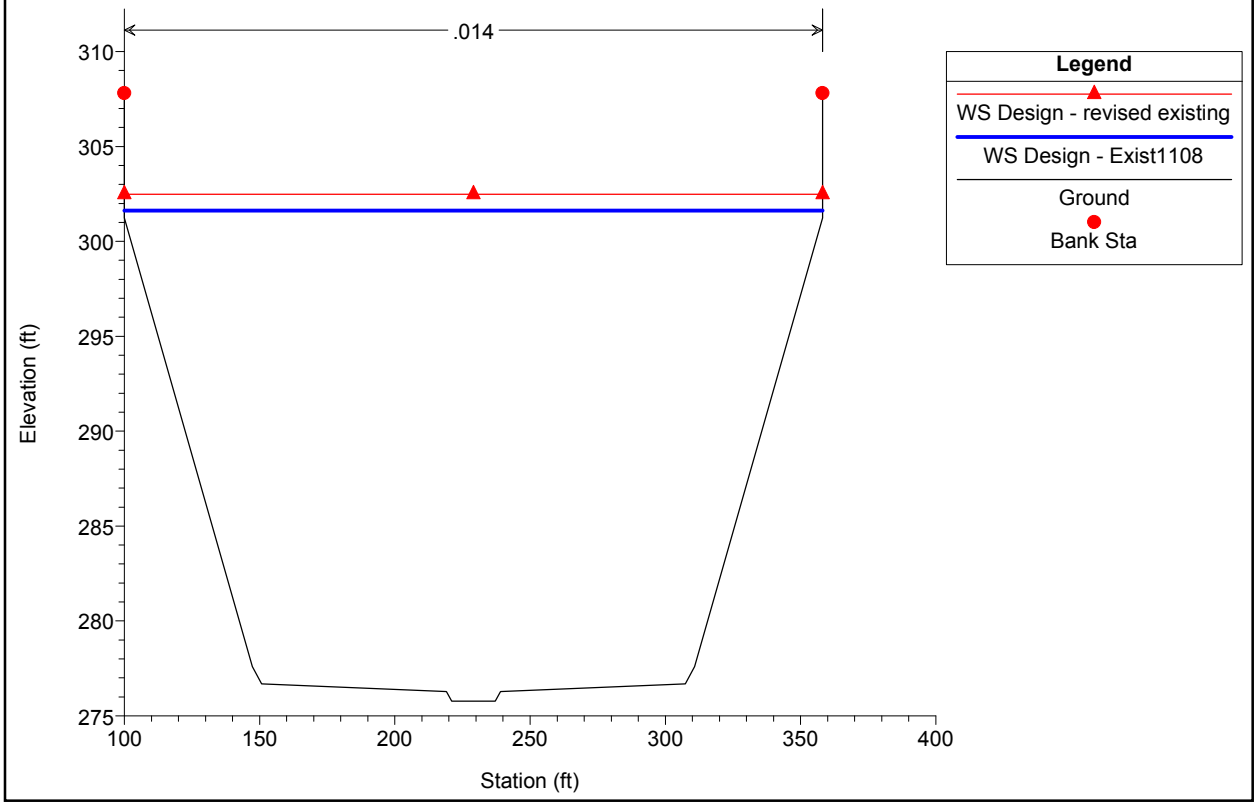
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011

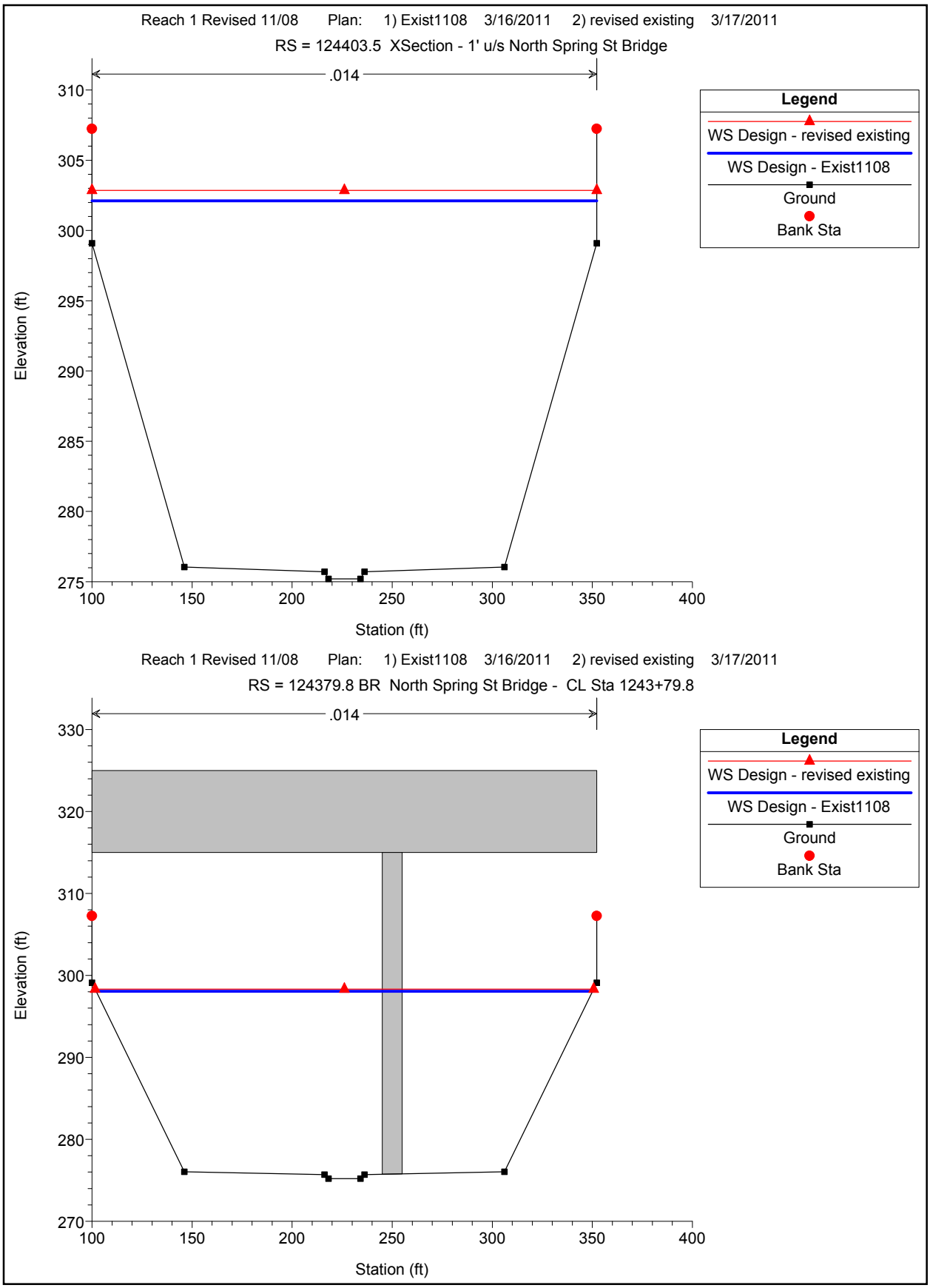
RS = 124700 This cross section is titled 1247+00 as shown in the as built dr

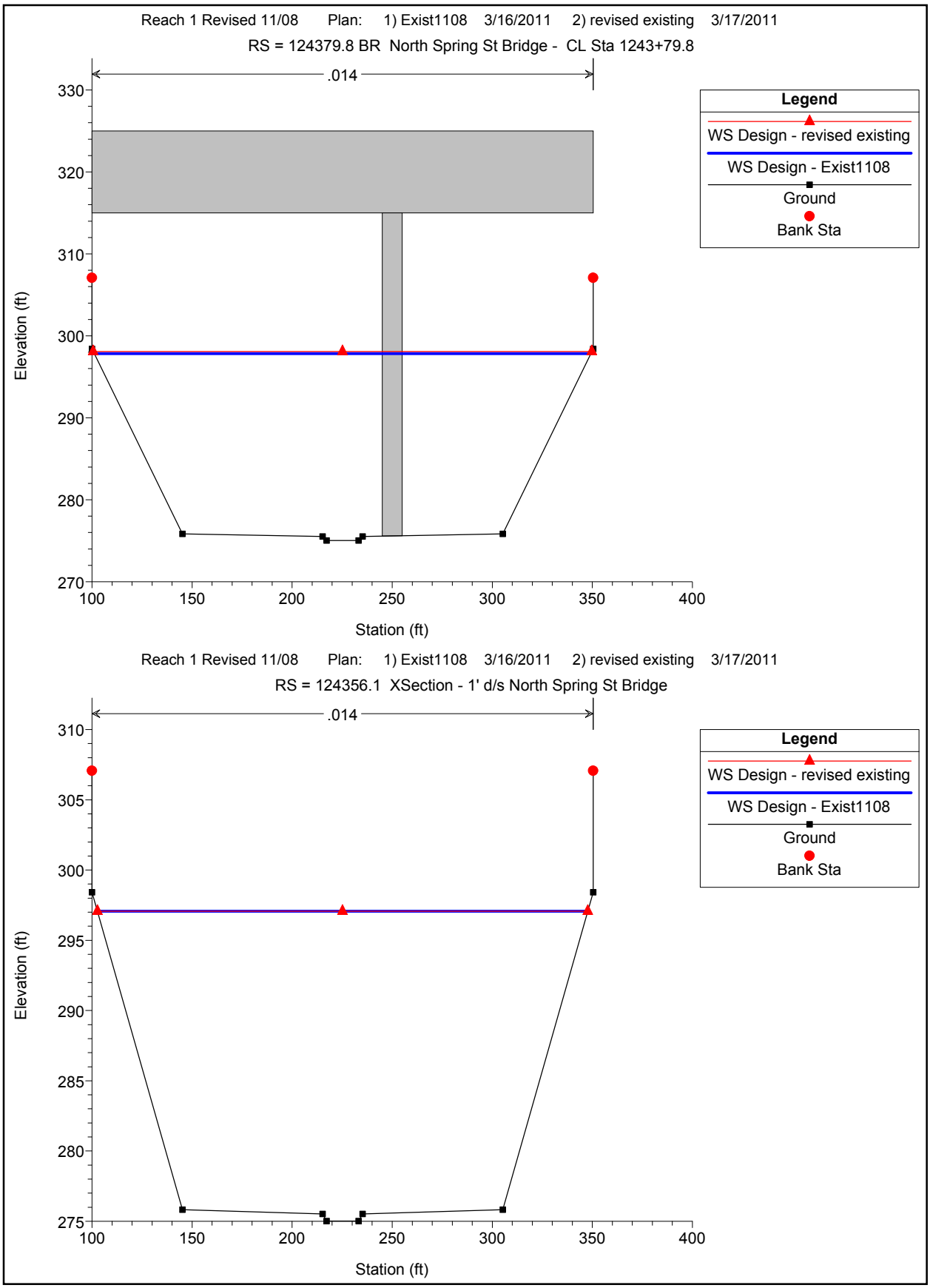


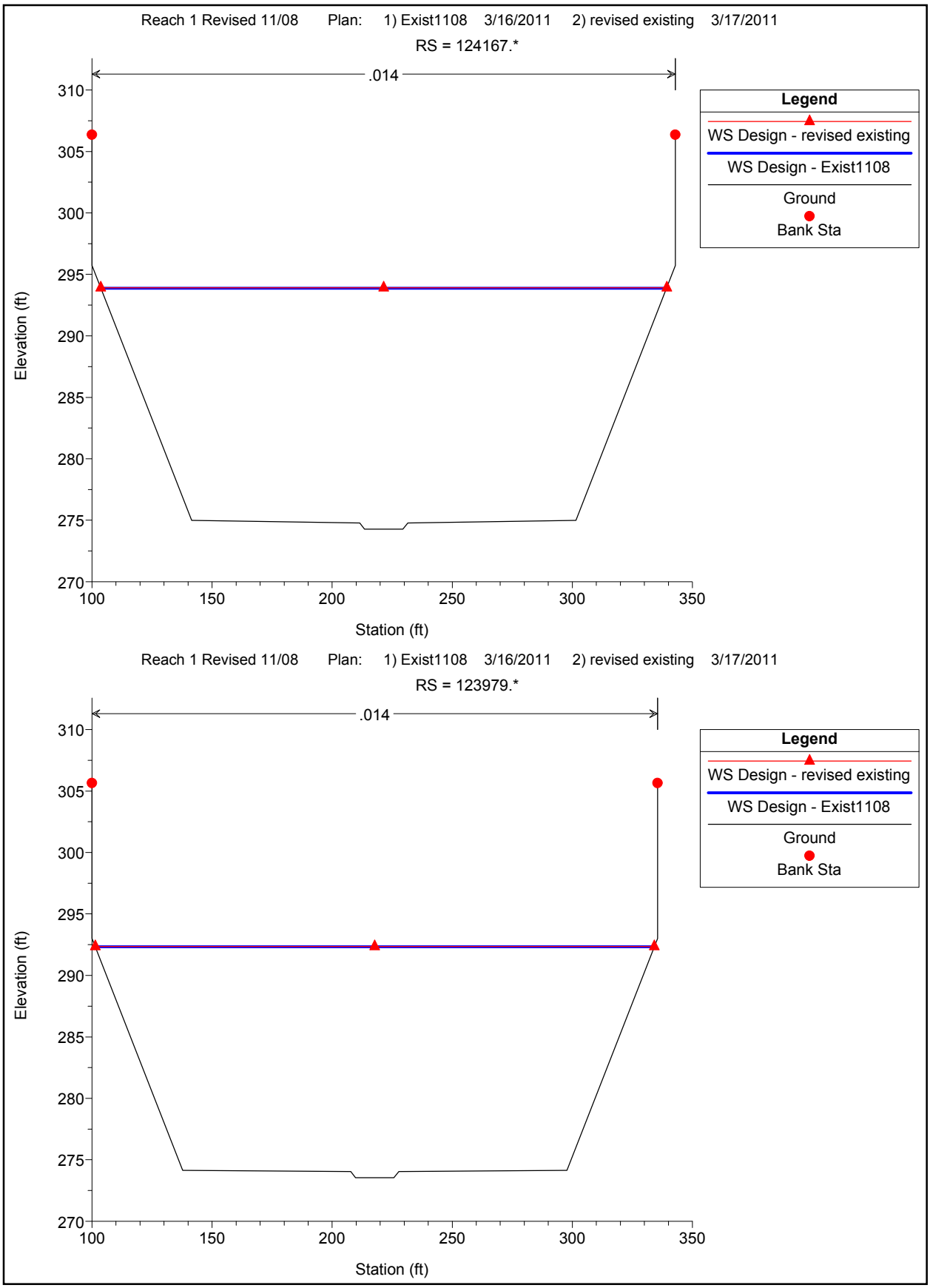
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011

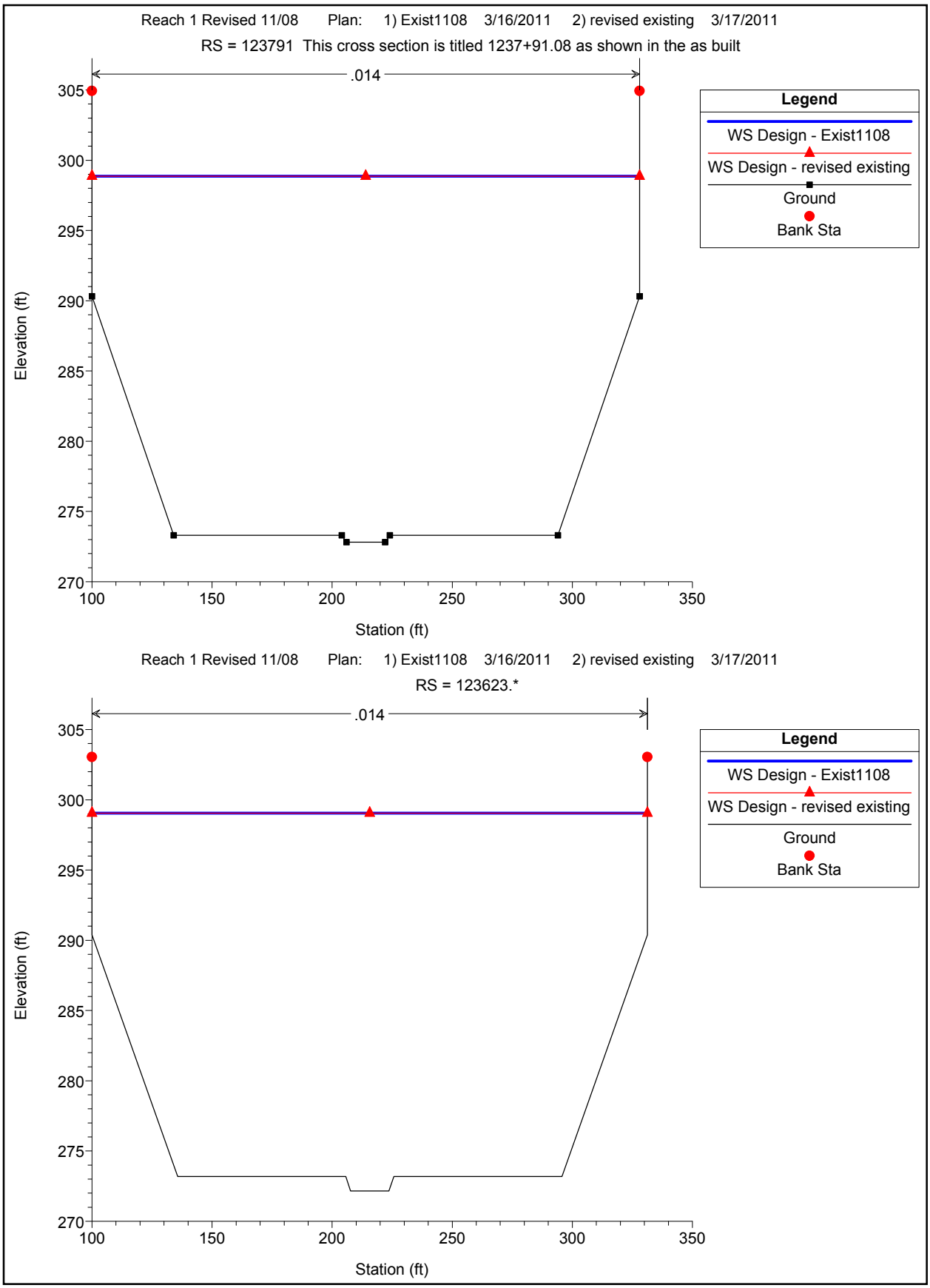
RS = 124551.*

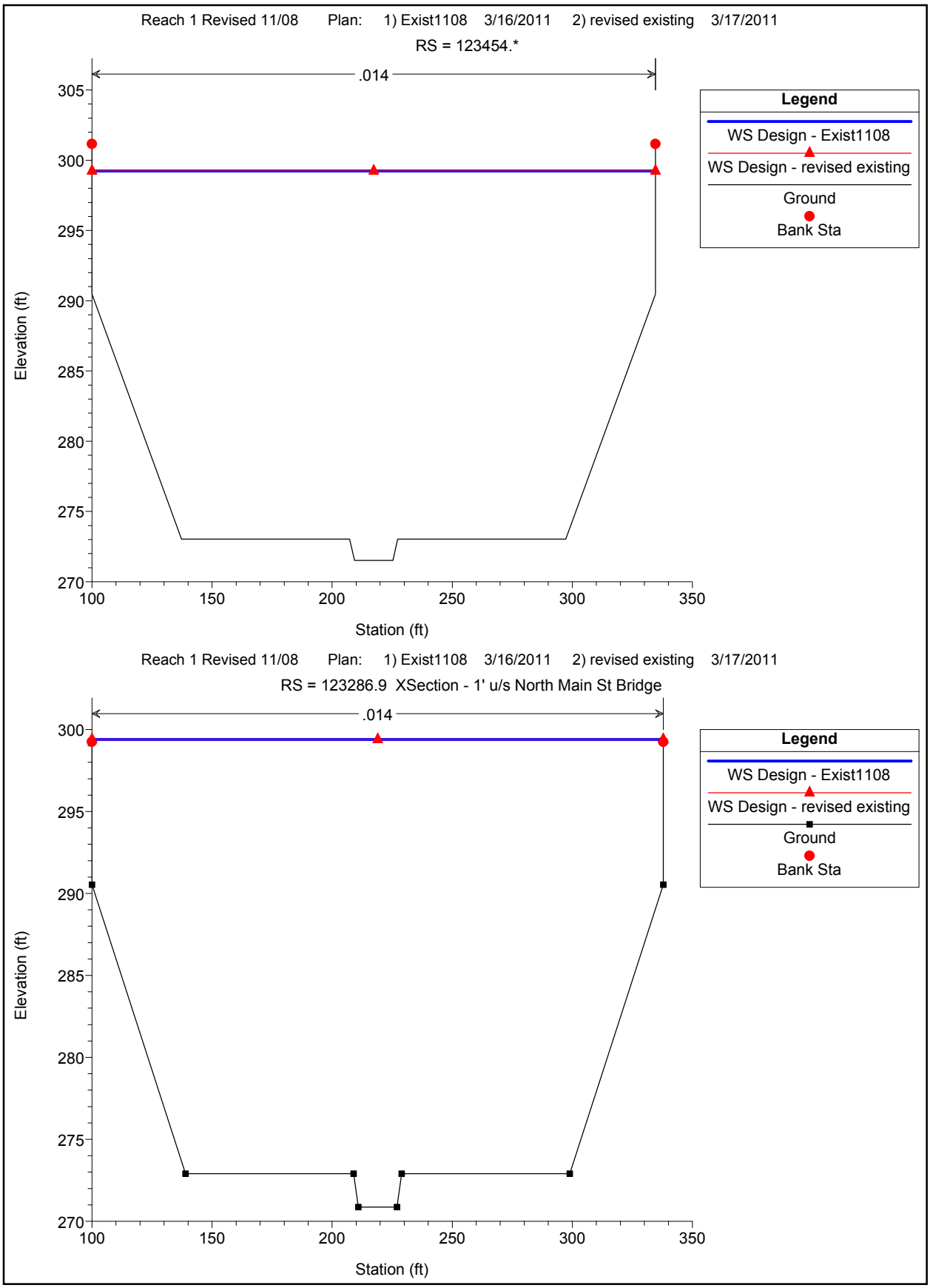


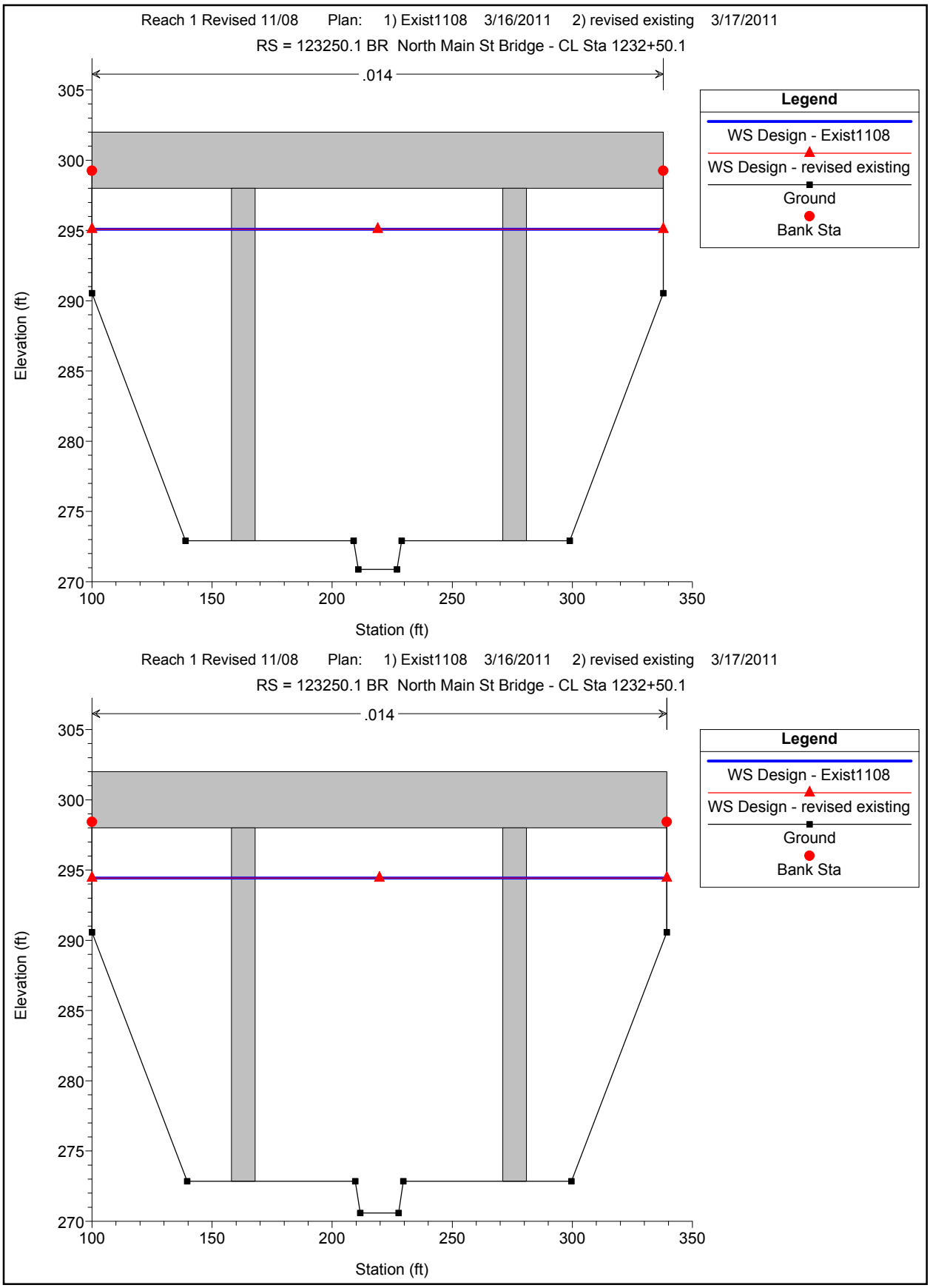

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124403.5 XSection - 1' u/s North Spring St Bridge
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124379.8 BR North Spring St Bridge - CL Sta 1243+79.8
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
330
320
310
300
290
280
270
100
150
200
250
300
350
400

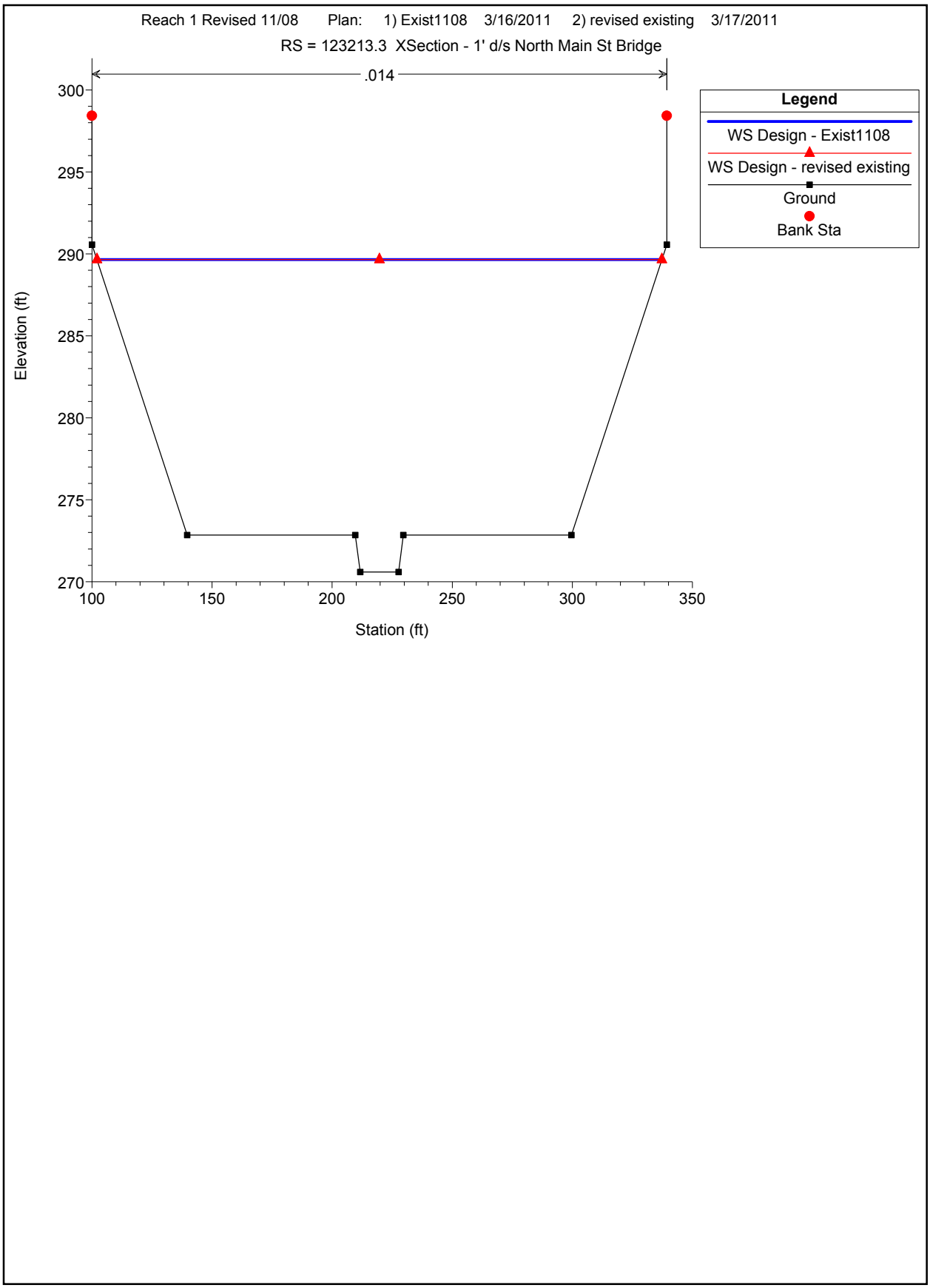

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124379.8 BR North Spring St Bridge - CL Sta 1243+79.8
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
330
320
310
300
290
280
270
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124356.1 XSection - 1' d/s North Spring St Bridge
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400


Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 124167.*
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123979.*
.014
Legend
WS Design - revised existing
WS Design - Exist1108
Ground
Bank Sta
Elevation (ft)
Station (ft)

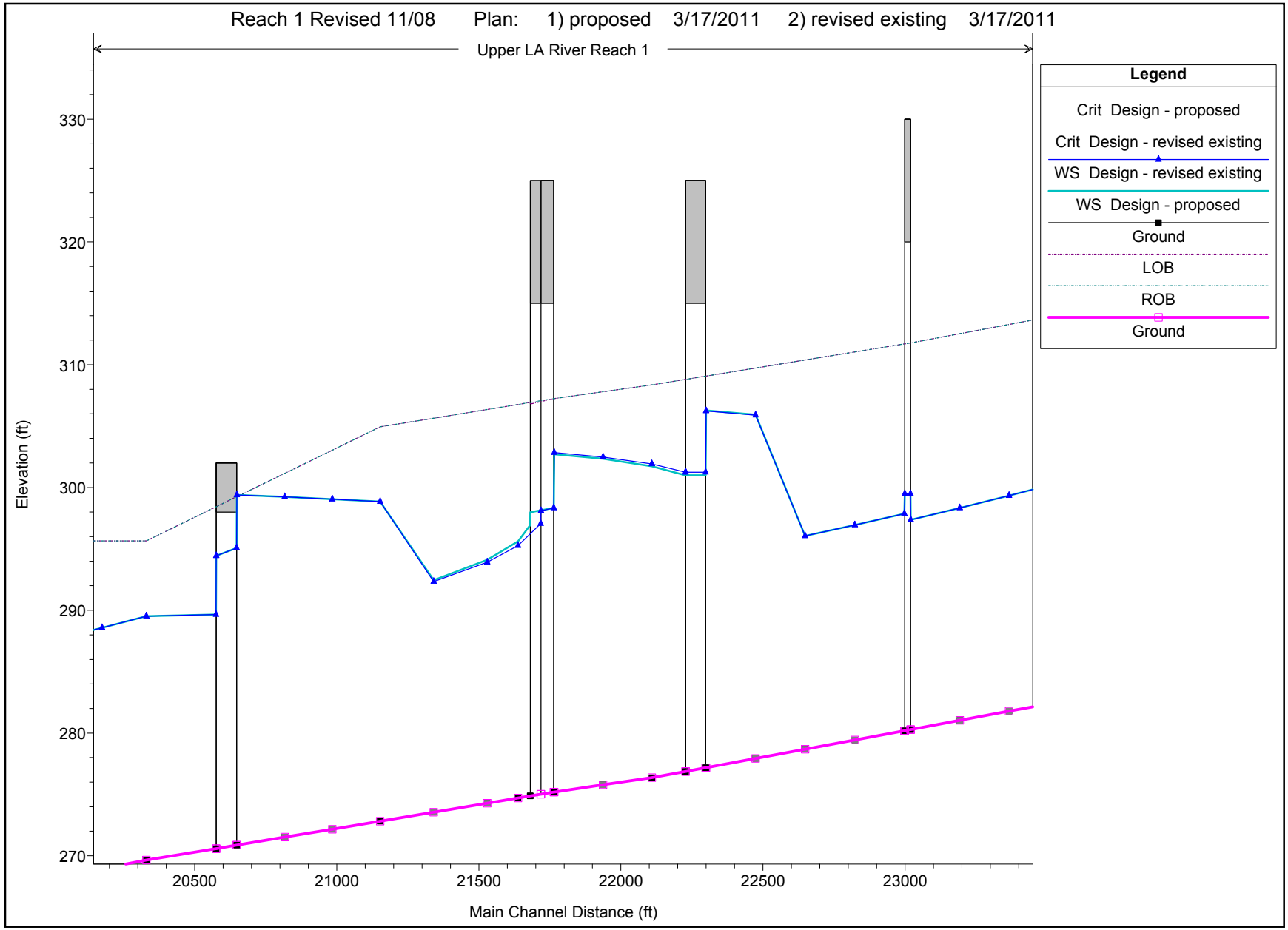

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123791 This cross section is titled 1237+91.08 as shown in the as built
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123623.*
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)

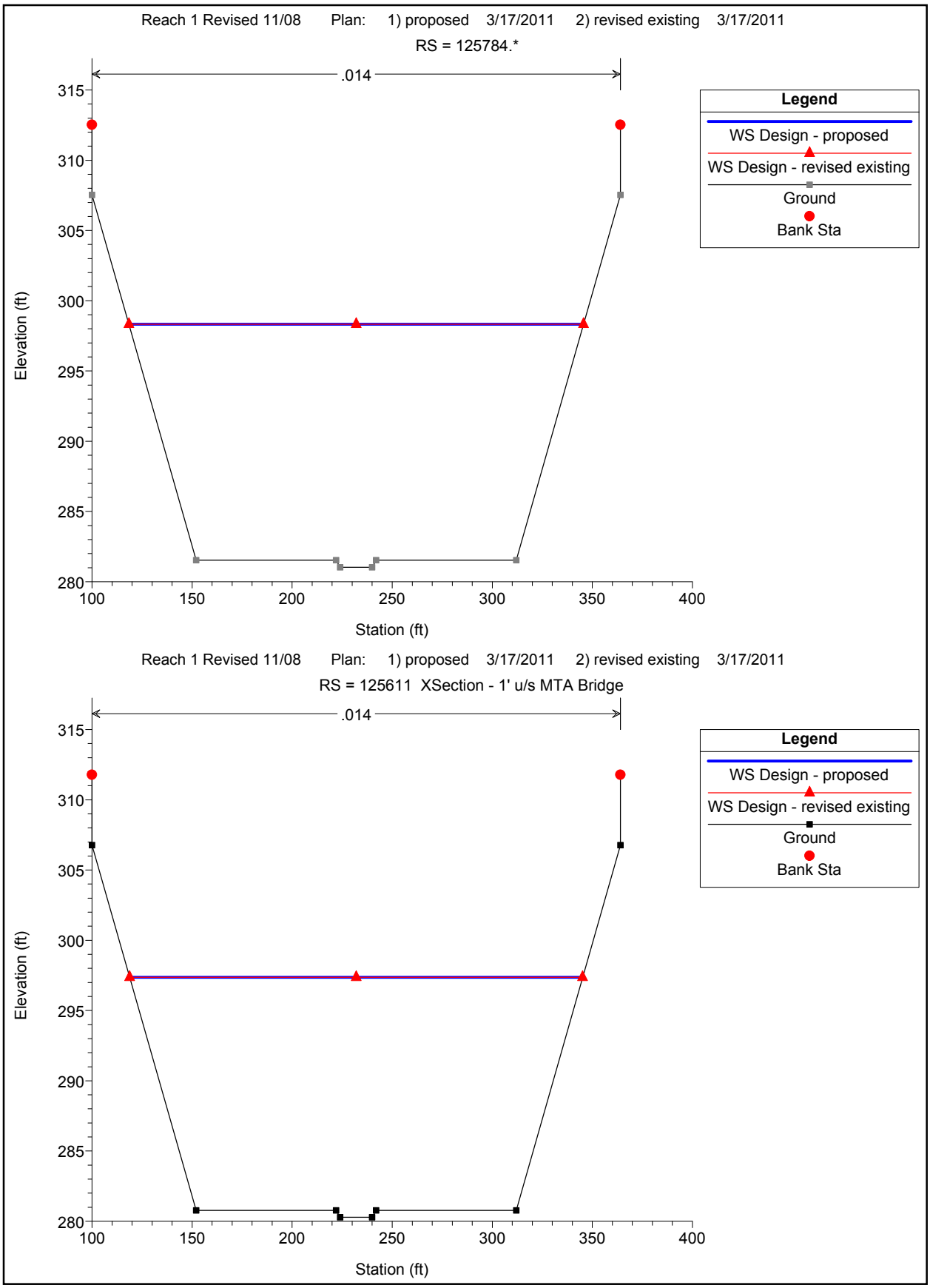

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123454.*
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123286.9 XSection - 1' u/s North Main St Bridge
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
300
295
290
285
280
275
270
100
150
200
250
300
350

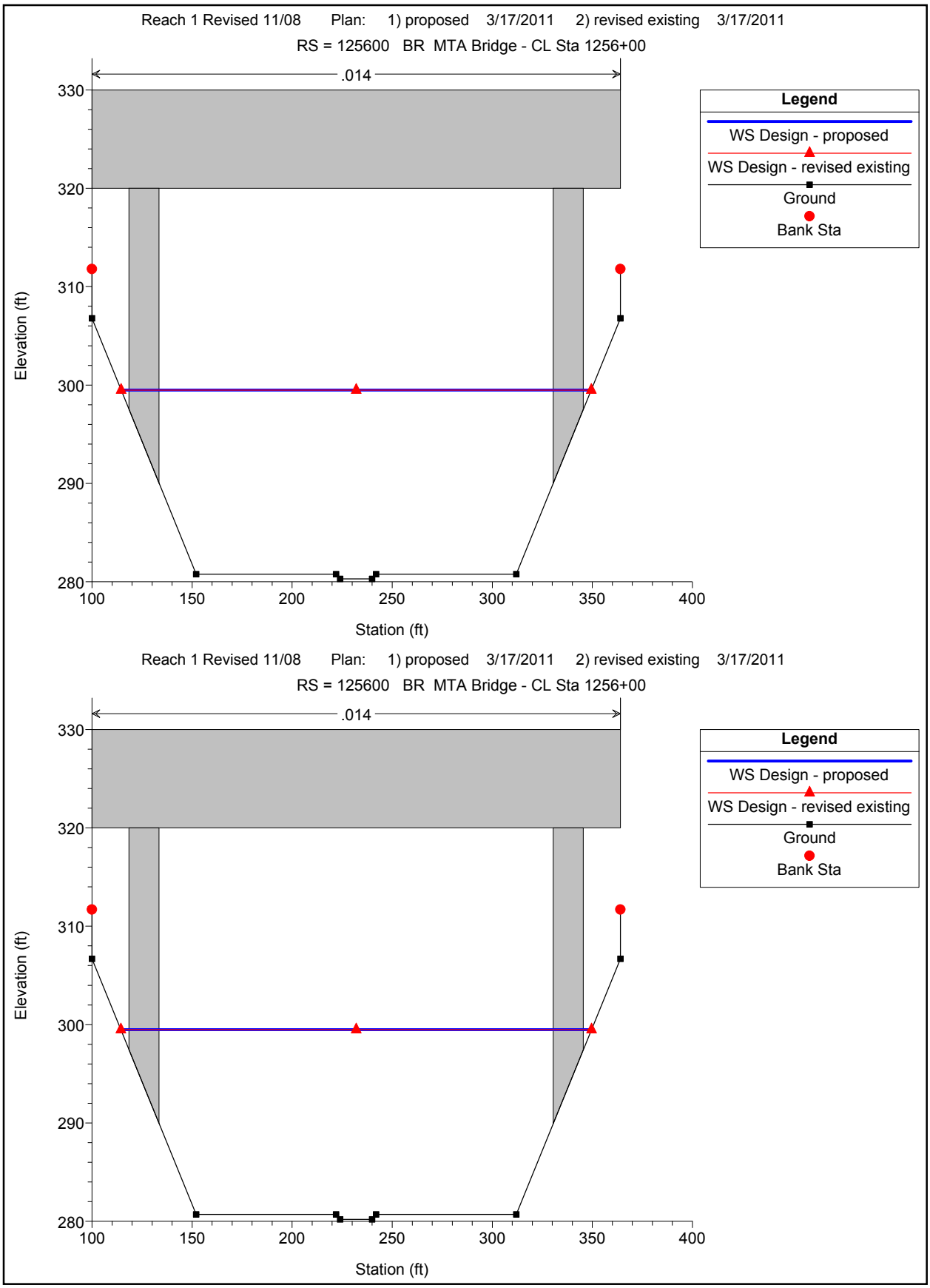

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123250.1 BR North Main St Bridge - CL Sta 1232+50.1
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123250.1 BR North Main St Bridge - CL Sta 1232+50.1
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)

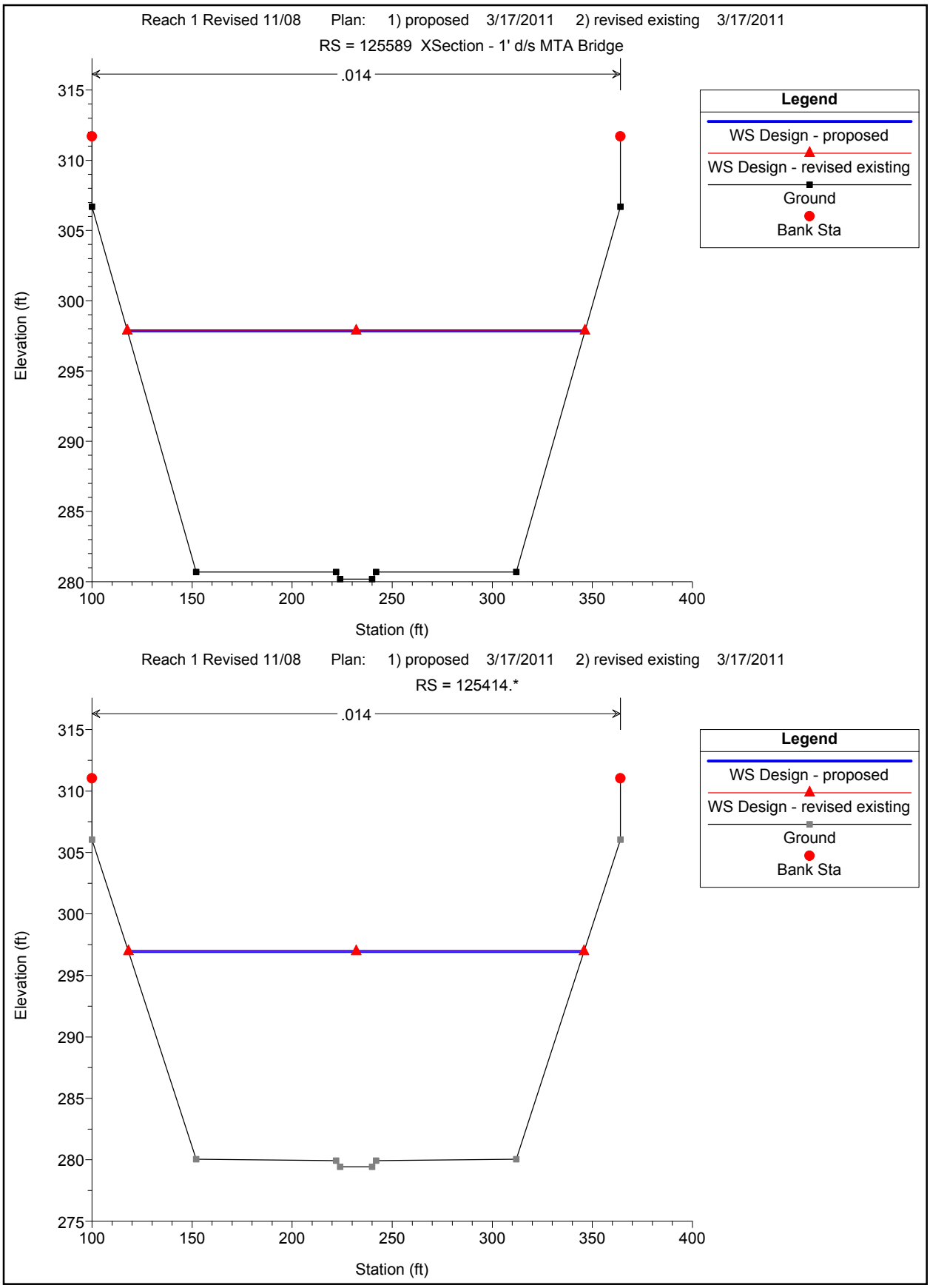

Reach 1 Revised 11/08 Plan: 1) Exist1108 3/16/2011 2) revised existing 3/17/2011
RS = 123213.3 XSection - 1' d/s North Main St Bridge
.014
Legend
WS Design - Exist1108
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
300
295
290
285
280
275
270
100
150
200
250
300
350

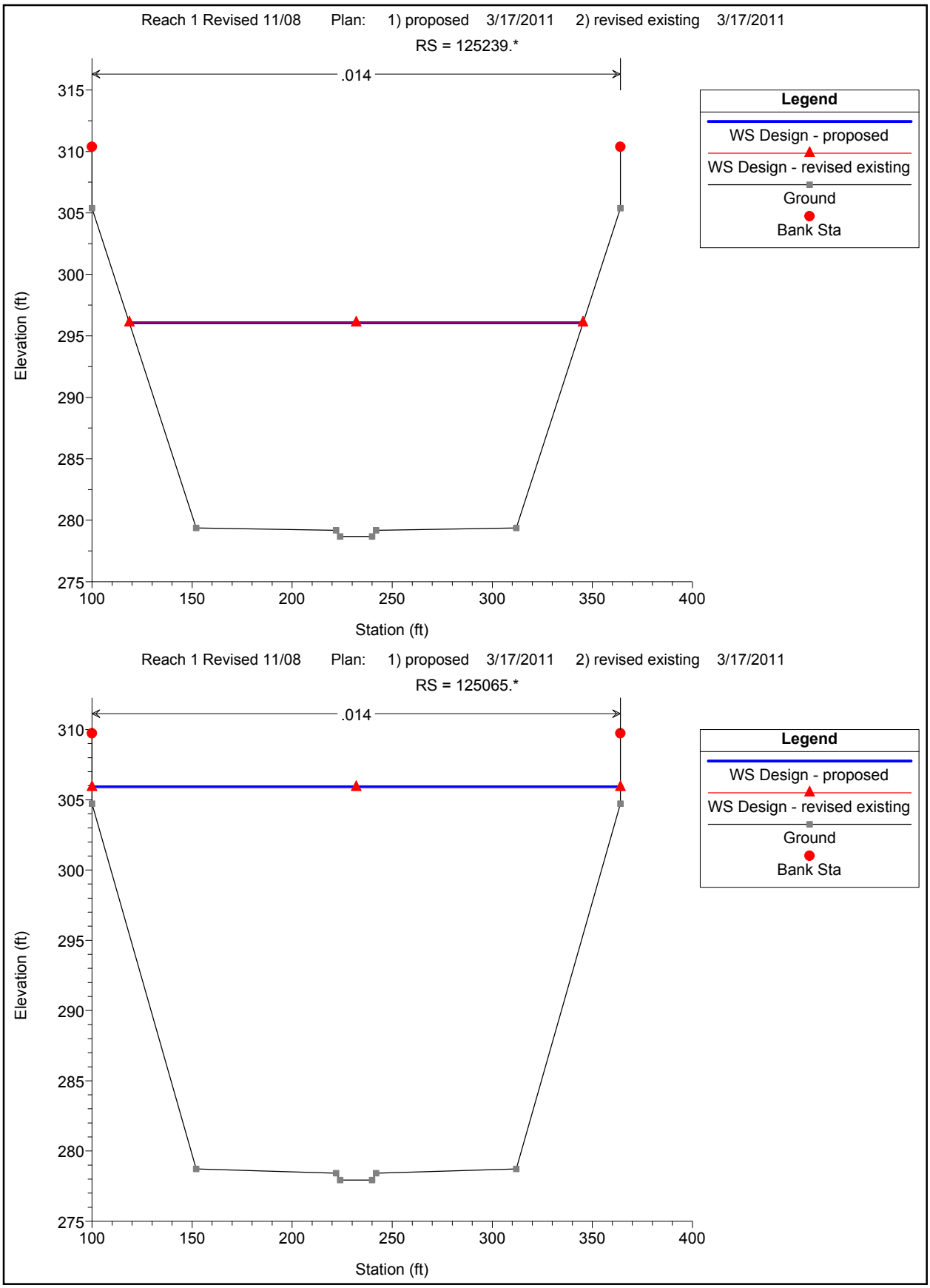
XS AND PROFILE COMPARISON
REVISED EXISTING VS. PROPOSED

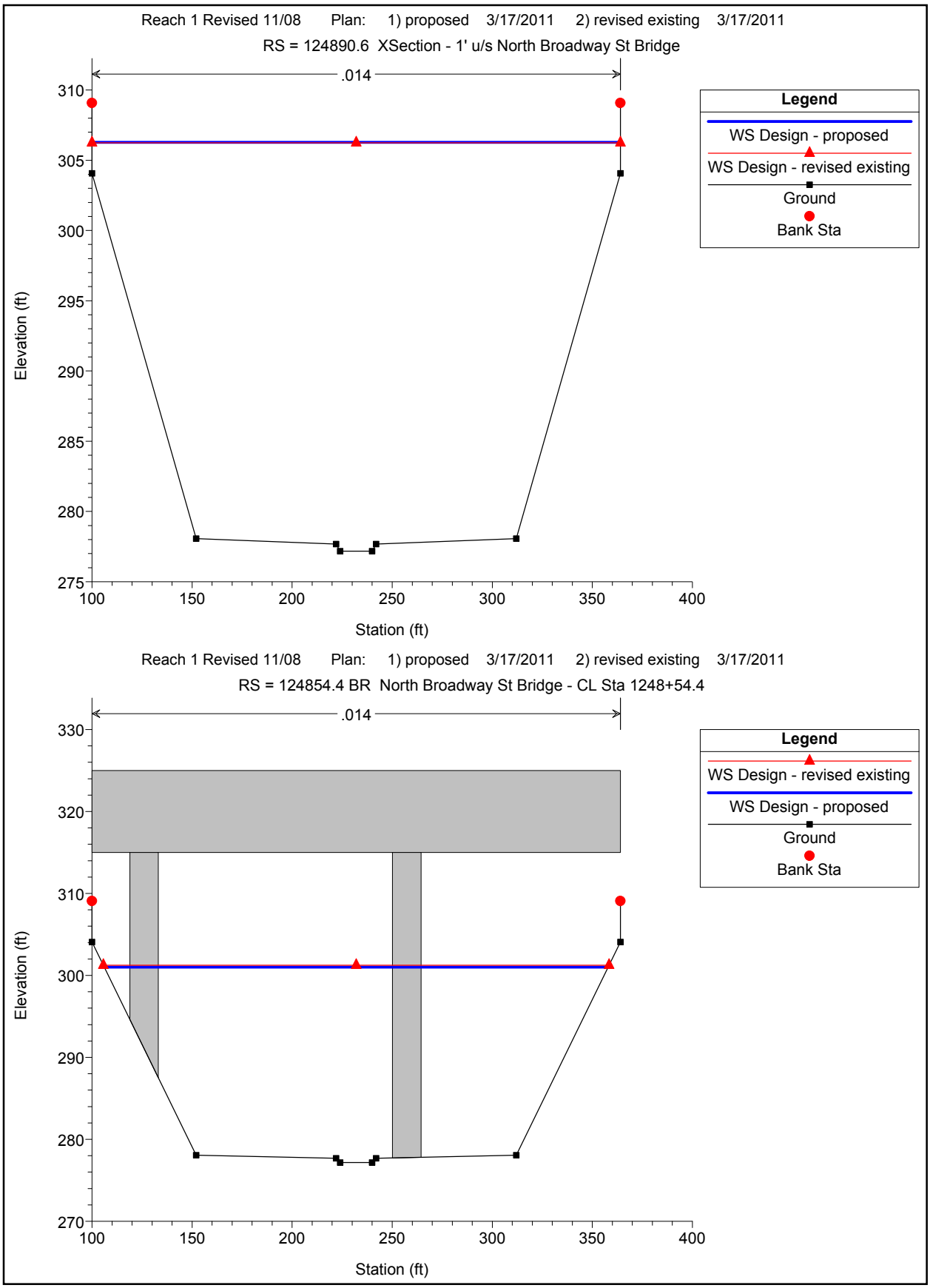

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
Upper LA River Reach 1
Legend
Crit Design - proposed
Crit Design - revised existing
WS Design - revised existing
WS Design - proposed
Ground
LOB
ROB
Ground
Elevation (ft)
330
320
310
300
290
280
270
20500
21000
21500
22000
22500
23000
Main Channel Distance (ft)

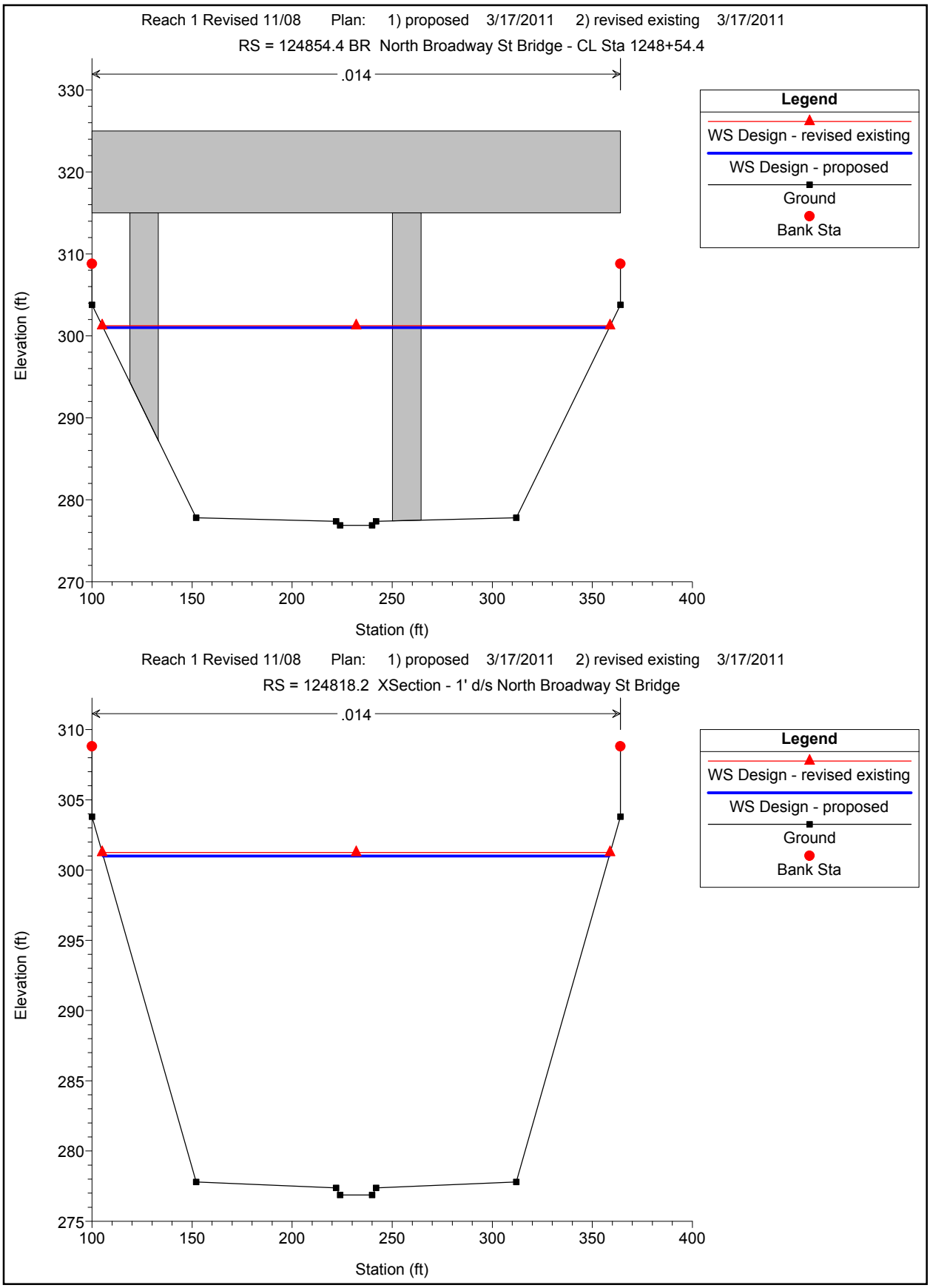

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125784.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125611 XSection - 1' u/s MTA Bridge
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)

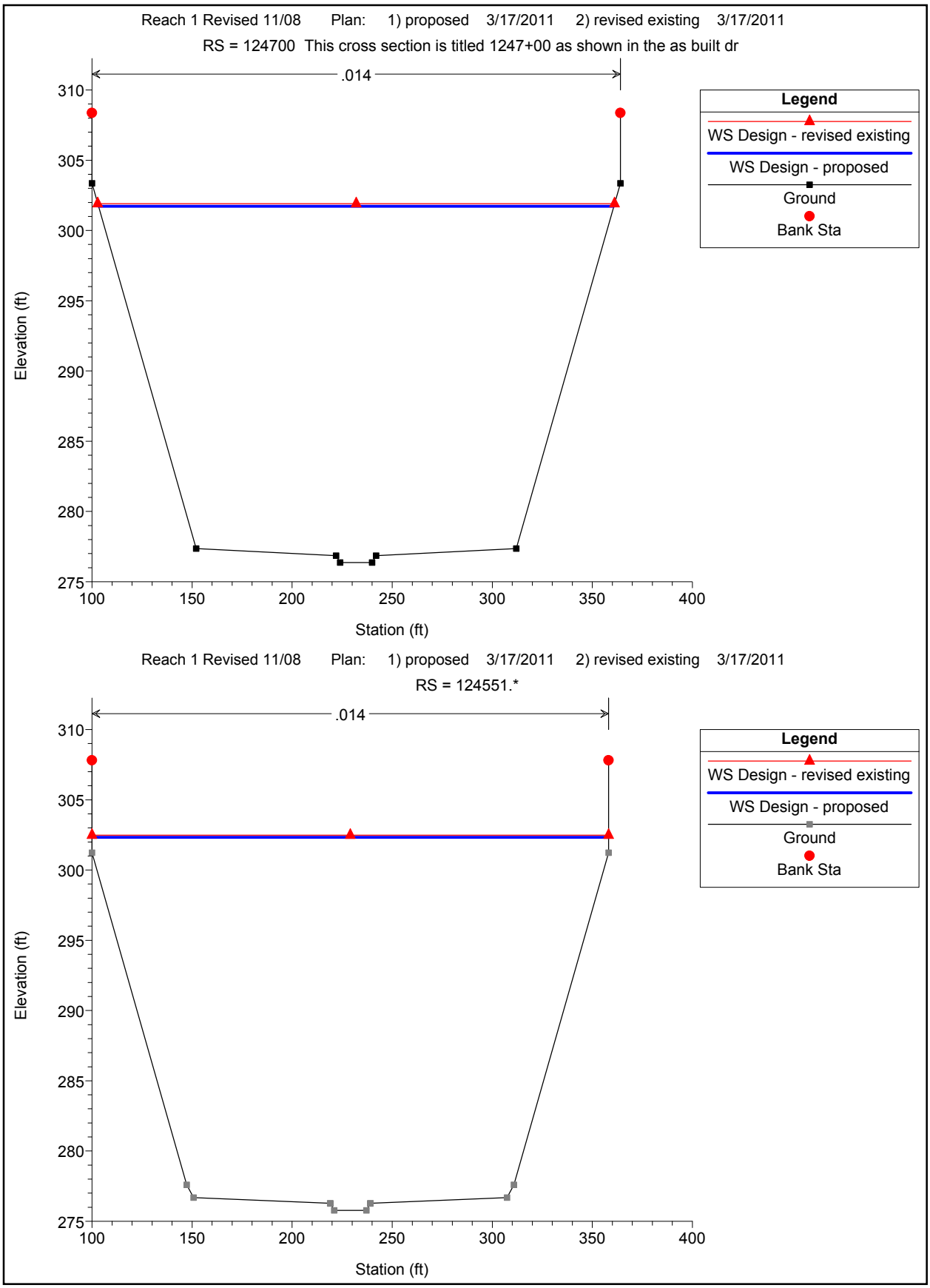

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125600 BR MTA Bridge - CL Sta 1256+00
.014
330
320
310
300
290
280
Elevation (ft)
100
150
200
250
300
350
400
Station (ft)
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125600 BR MTA Bridge - CL Sta 1256+00
.014
330
320
310
300
290
280
Elevation (ft)
100
150
200
250
300
350
400
Station (ft)
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta

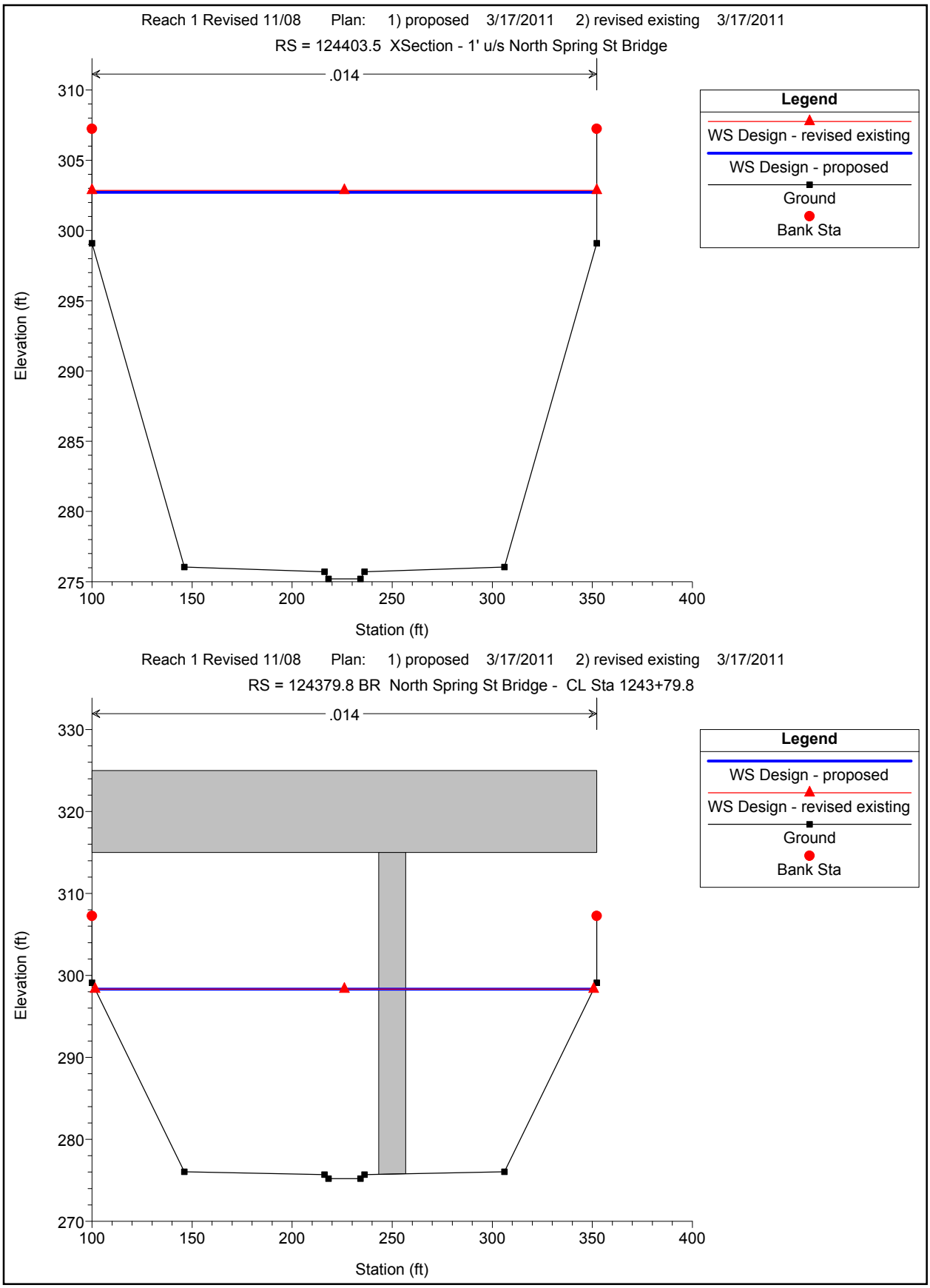

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125589 XSection - 1' d/s MTA Bridge
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125414.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400

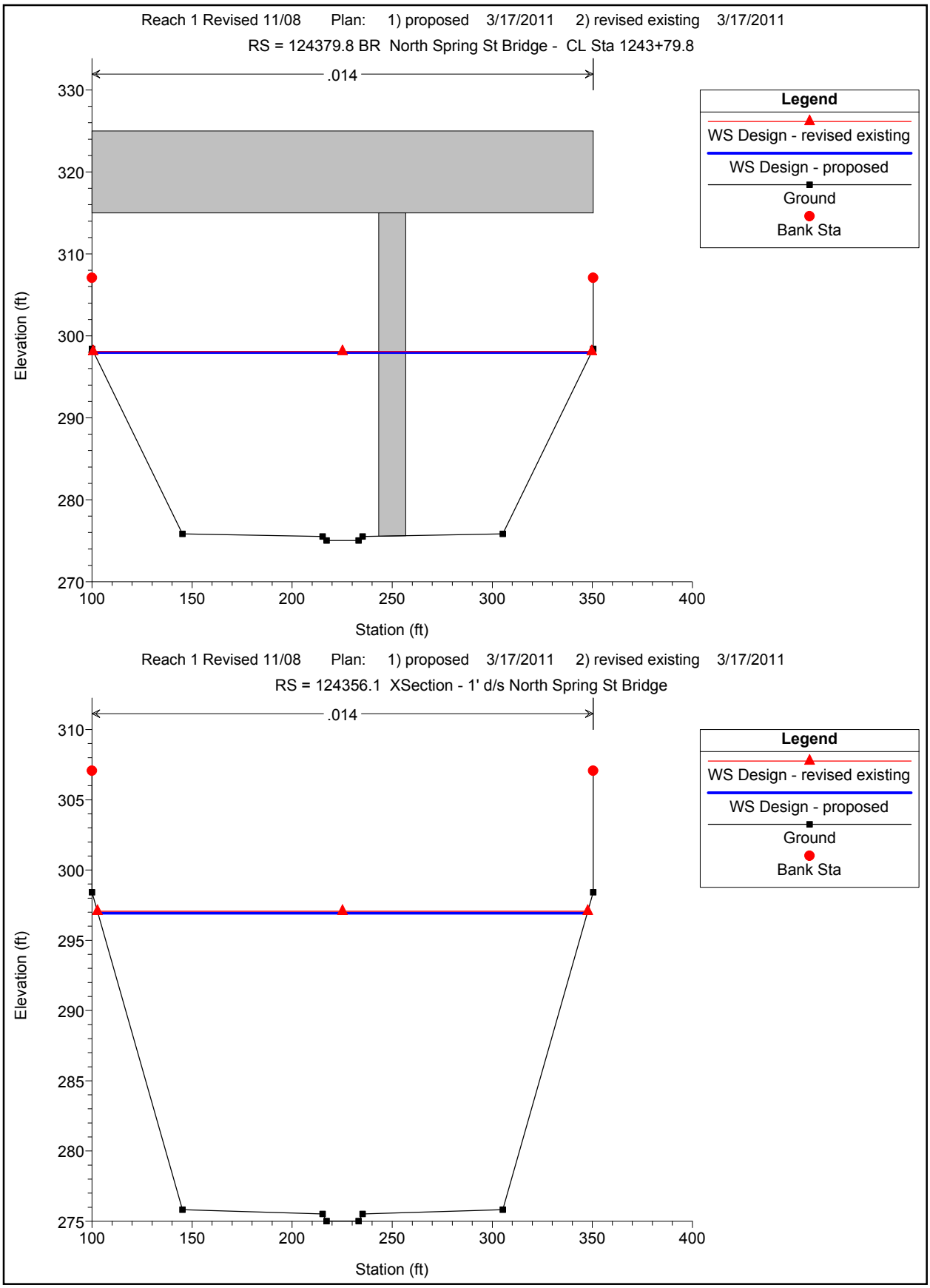

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125239.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
315
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 125065.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400

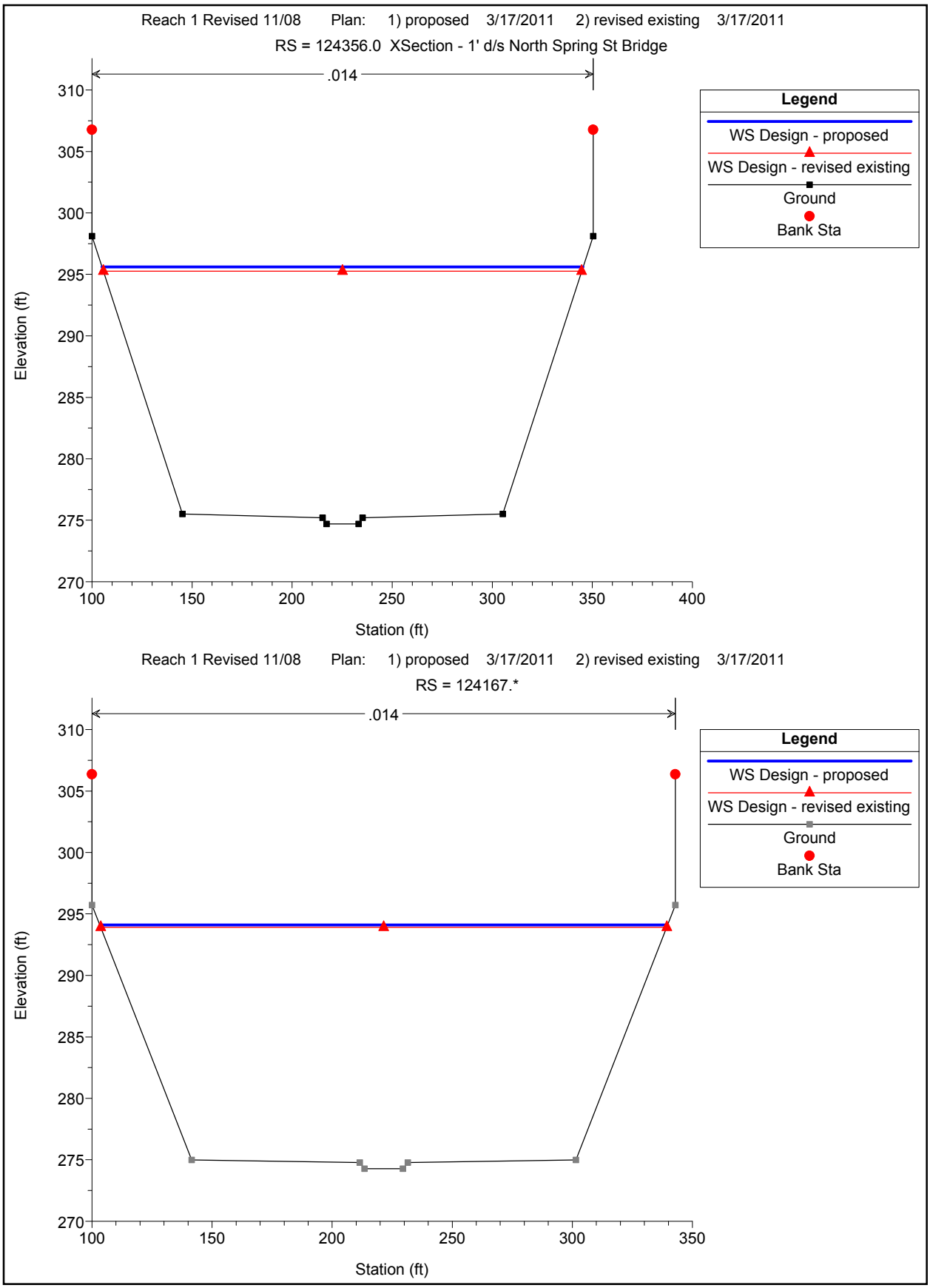

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124890.6 XSection - 1' u/s North Broadway St Bridge
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124854.4 BR North Broadway St Bridge - CL Sta 1248+54.4
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)

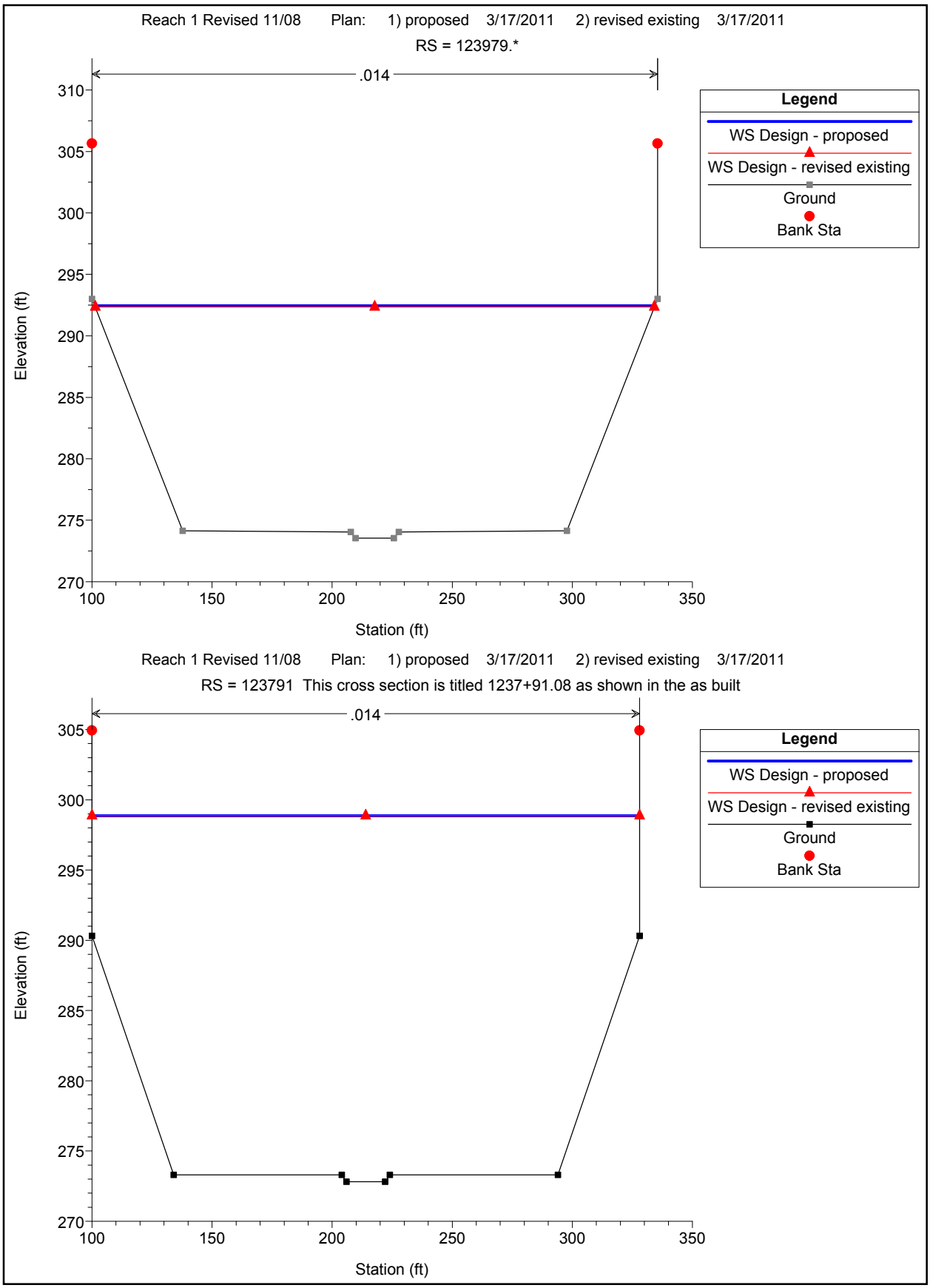

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124854.4 BR North Broadway St Bridge - CL Sta 1248+54.4
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)
330
320
310
300
290
280
270
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124818.2 XSection - 1' d/s North Broadway St Bridge
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400

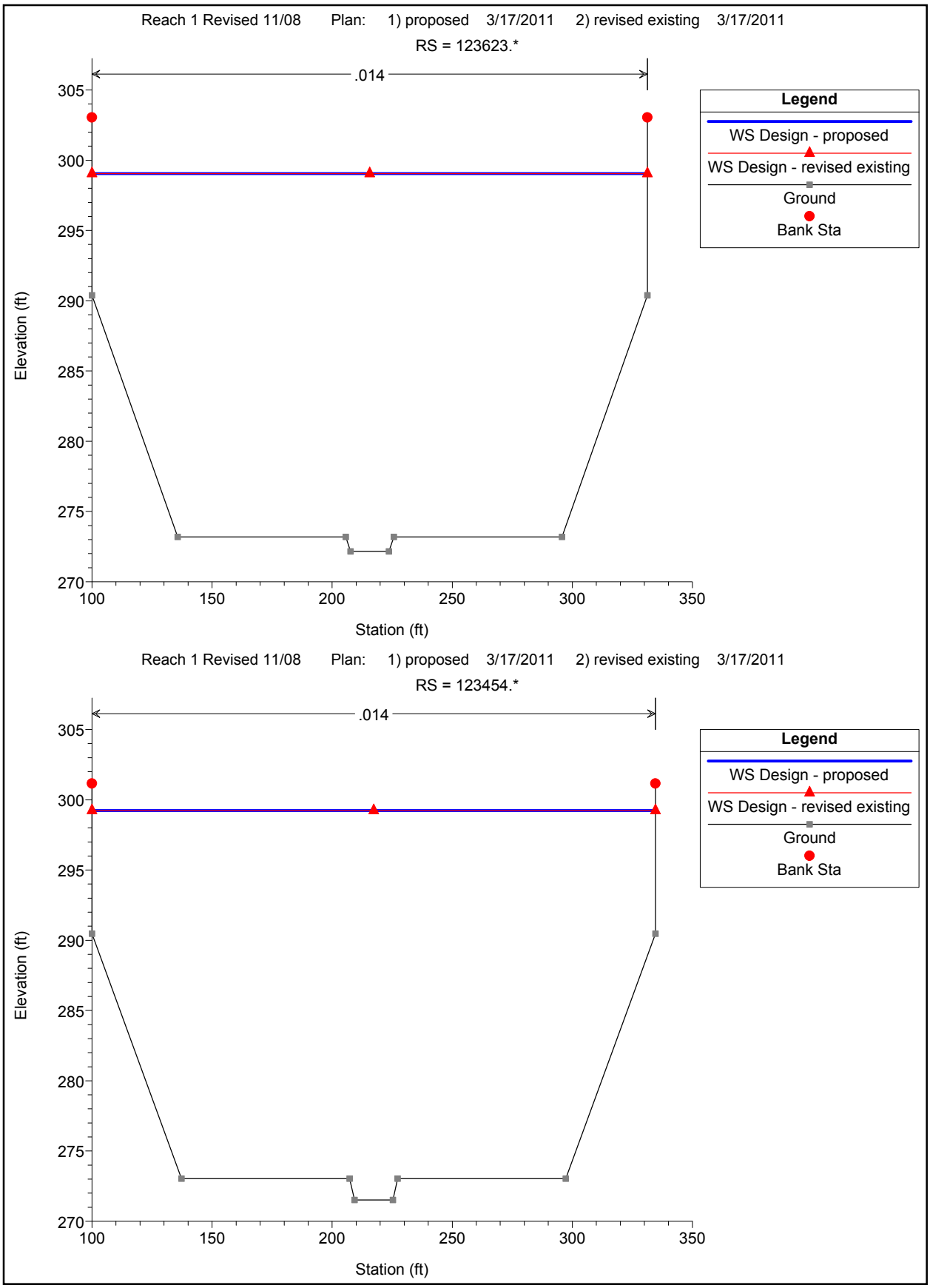

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124700 This cross section is titled 1247+00 as shown in the as built dr
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124551.*
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)

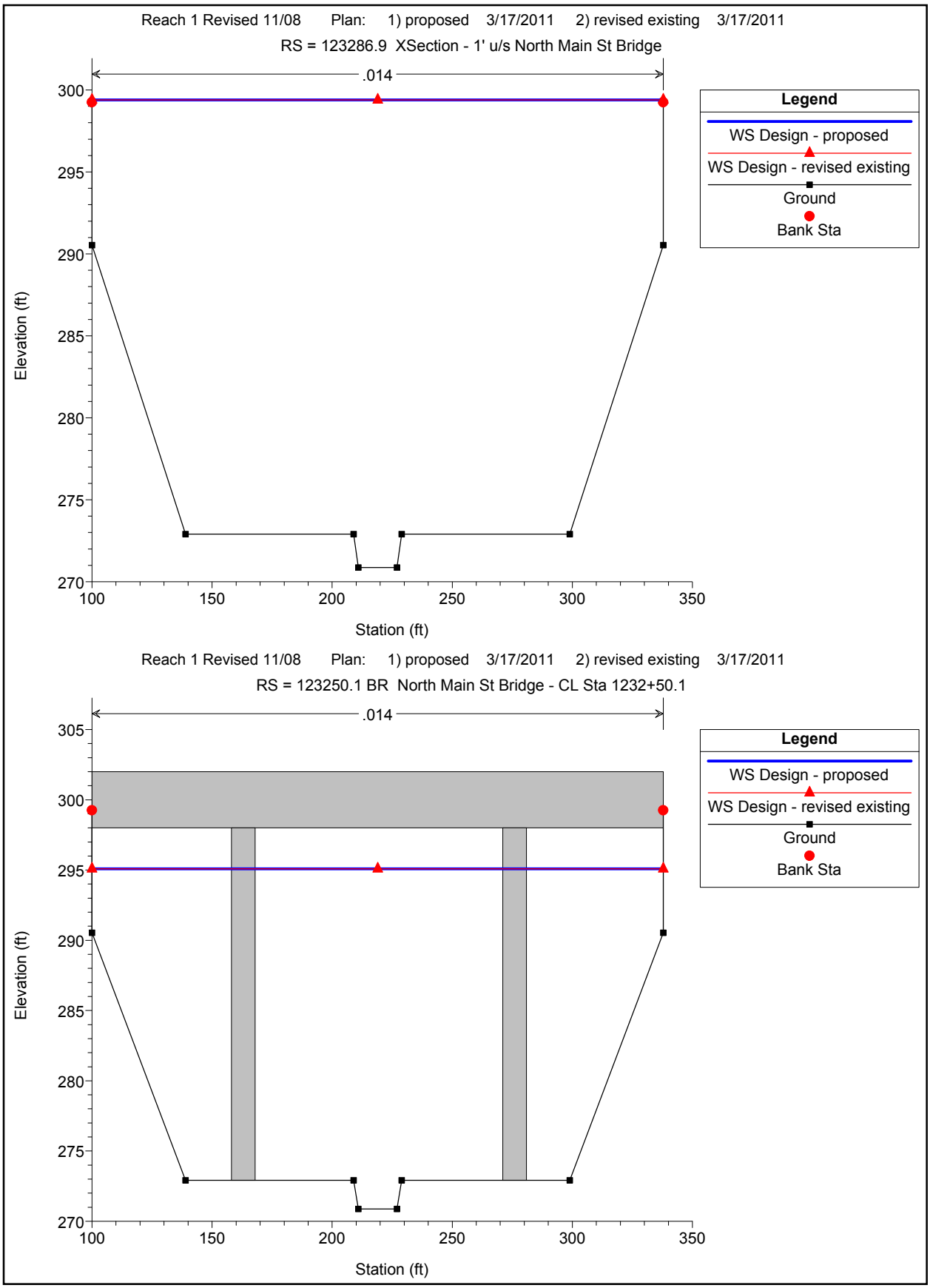

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124403.5 XSection - 1' u/s North Spring St Bridge
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124379.8 BR North Spring St Bridge - CL Sta 1243+79.8
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)

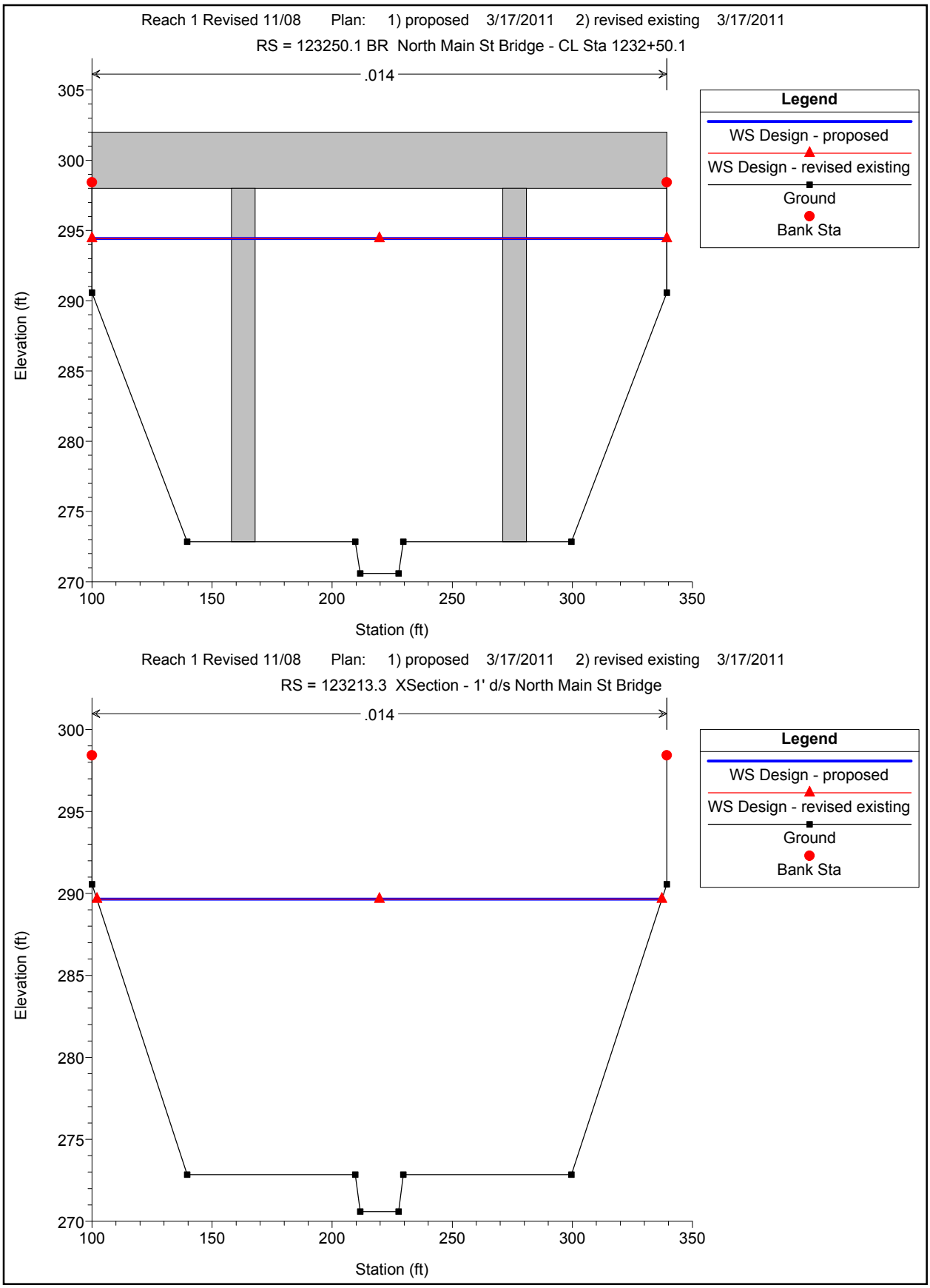

Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124379.8 BR North Spring St Bridge - CL Sta 1243+79.8
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)
330
320
310
300
290
280
270
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124356.1 XSection - 1' d/s North Spring St Bridge
.014
Legend
WS Design - revised existing
WS Design - proposed
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
100
150
200
250
300
350
400


Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124356.0 XSection - 1' d/s North Spring St Bridge
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
270
100
150
200
250
300
350
400
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 124167.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
270
100
150
200
250
300
350


Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123979.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
310
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123791 This cross section is titled 1237+91.08 as shown in the as built
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350


Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123623.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123454.*
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)


Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123286.9 XSection - 1' u/s North Main St Bridge
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123250.1 BR North Main St Bridge - CL Sta 1232+50.1
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350


Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123250.1 BR North Main St Bridge - CL Sta 1232+50.1
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
305
300
295
290
285
280
275
270
100
150
200
250
300
350
Reach 1 Revised 11/08 Plan: 1) proposed 3/17/2011 2) revised existing 3/17/2011
RS = 123213.3 XSection - 1' d/s North Main St Bridge
.014
Legend
WS Design - proposed
WS Design - revised existing
Ground
Bank Sta
Elevation (ft)
Station (ft)
300
295
290
285
280
275
270
100
150
200
250
300
350