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

Appendix B. Section 4(f) Evaluation

Introduction of Section 4(f) Evaluation

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 U.S.C. 327. Applicable technical reports for this Section 4(f) evaluation are as follows:

- Archaeological Survey Report (URS Corporation, July 2006);
- Historic Property Survey Report (URS Corporation and JRP Historical Consulting, July 2006); and
- Historic Resources Evaluation (JRP Historical Consulting, July 2006).

Section 4(f) of the Department of Transportation Act of 1966, codified in federal law at 49 U.S.C. 303, declares that "it 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 the 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 to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

Section 4(f) further requires consultation with the Department of the Interior and, as appropriate, the involved offices of the Departments of Agriculture and Housing and Urban Development in developing transportation projects and programs that use lands protected by Section 4(f). If historic sites are involved, then coordination with the State Historic Preservation Officer (SHPO) is also needed.

In general, a Section 4(f) "use" occurs with a Department of Transportation approved project or program when any of the following conditions are met:

- **Direct Use**. A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a transportation facility (23 Code of Federal Regulations [CFR] Section 774.17). 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.
- **Temporary Use**. A temporary occupancy of a Section 4(f) resource is considered a "use" when it is adverse in terms of the preservationist purposes of the Section 4(f) statute; however, under Federal Highway Administration (FHWA) regulations (23 CFR Section 774.13(d)), a temporary occupancy of property does not constitue a use of a Section 4(f) resource when the following conditions are satisfied
    - The occupancy must be of temporary duration (i.e., shorter than the period of construction of the project) and not involve a change in ownership of the property.
    - The scope of work must be minor, with only minimal changes to the Section 4(f) property.
    - There are no permanent adverse physical impacts or interference with the protected activities, features, or attributes 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 project.
    - There must be documented agreement of the appropriate official having jurisdiction over the resource regarding the above conditions.
- **Constructive Use**. A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (i.e., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired (i.e., "constructive use").

This programmatic application permits the demolition of this specific type of historic resources, recognizing that a highway bridge is an integral part of a modern transportation system wherein public safety and system continuity and integrity are paramount. When a historic bridge can no longer perform to such standards, the bridge must either be rehabilitated (without destroying its historic integrity) or be removed from the system.

The project meets the conditions for all programmatic 4(f) applications with regard to the type of project, lack of proximity impacts resulting in a constructive use, and the type of environmental document and all of the following conditions:

- The bridge is to be replaced or rehabilitated using federal funds;
- The bridge must be listed on or eligible for listing on the National Register of Historic Places;

- the bridge cannot be a National Historic Landmark; and
- Caltrans, SHPO and the Advisory Council on Historic Preservation (ACHP) must have reached agreement through full implementation of the Section 106 process on project effects and a Memorandum of Agreement on mitigation measures.

Proposed Project

The proposed action is for Caltrans, as assigned by FHWA, to authorize federal funding for the proposed project. In order to achieve the project purposes outlined above, 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 southwest of Avenue 18, in the City and County of Los Angeles. All traffic lanes will be maintained to match the existing five-point conjunction of North Spring Street, North Broadway Street, and 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;
- Provide wider sidewalks on both sides of the North Spring Street Viaduct;
- Install wider outside lanes on each (north/south) side of the viaduct to facilitate use by bicyclists;
- Create a variable-width (10-foot maximum) striped median on the viaduct from approximately 90 feet west of the viaduct to a point approximately 700 feet west of the intersection of North Spring Street and Avenue 18. A small raised median (approximately 50 feet long) would be placed approximately 150 feet east of the east end of the viaduct;
- Structurally retrofit the existing viaduct to meet current seismic standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the viaduct; and
- Provide improved viaduct railings and approach and transition guardrails to restore, to the extent feasible, the architectural character and appearance of the original structure; and
- Provide a pedestrian walkway connecting the northern portion of the Downey Recreational Center with its southern portion.

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. See *Figure B-1 Project Area*.

Project Alternatives

The proposed project includes improvement objectives for both the viaduct structure and its connecting roadways. Several project configurations were screened to assemble the most appropriate for compilation into alternative project configurations. Based on the results of the alternative screening, four "build" alternatives (Alternatives 1, 2, 3, and 4) were compiled. The four Build Alternatives are:

1. Build Alternative 1 – Seismic-Retrofit Only
2. Build Alternative 2 – Widened Viaduct - Skewed Wilhardt Street Extension
3. Build Alternative 3 – Widened Viaduct - Tangential Wilhardt Street Extension
4. Build Alternative 4 – Widened Viaduct - Baker Street/Mesnager Street Extension

A detailed description of each build alternative along with figures is presented in Chapter 1, Proposed Project. Descriptions of the alternatives that were considered and withdrawn are presented in Section 1.4.2 of Chapter 1 of this Final EA/EIR.

No Build Alternative

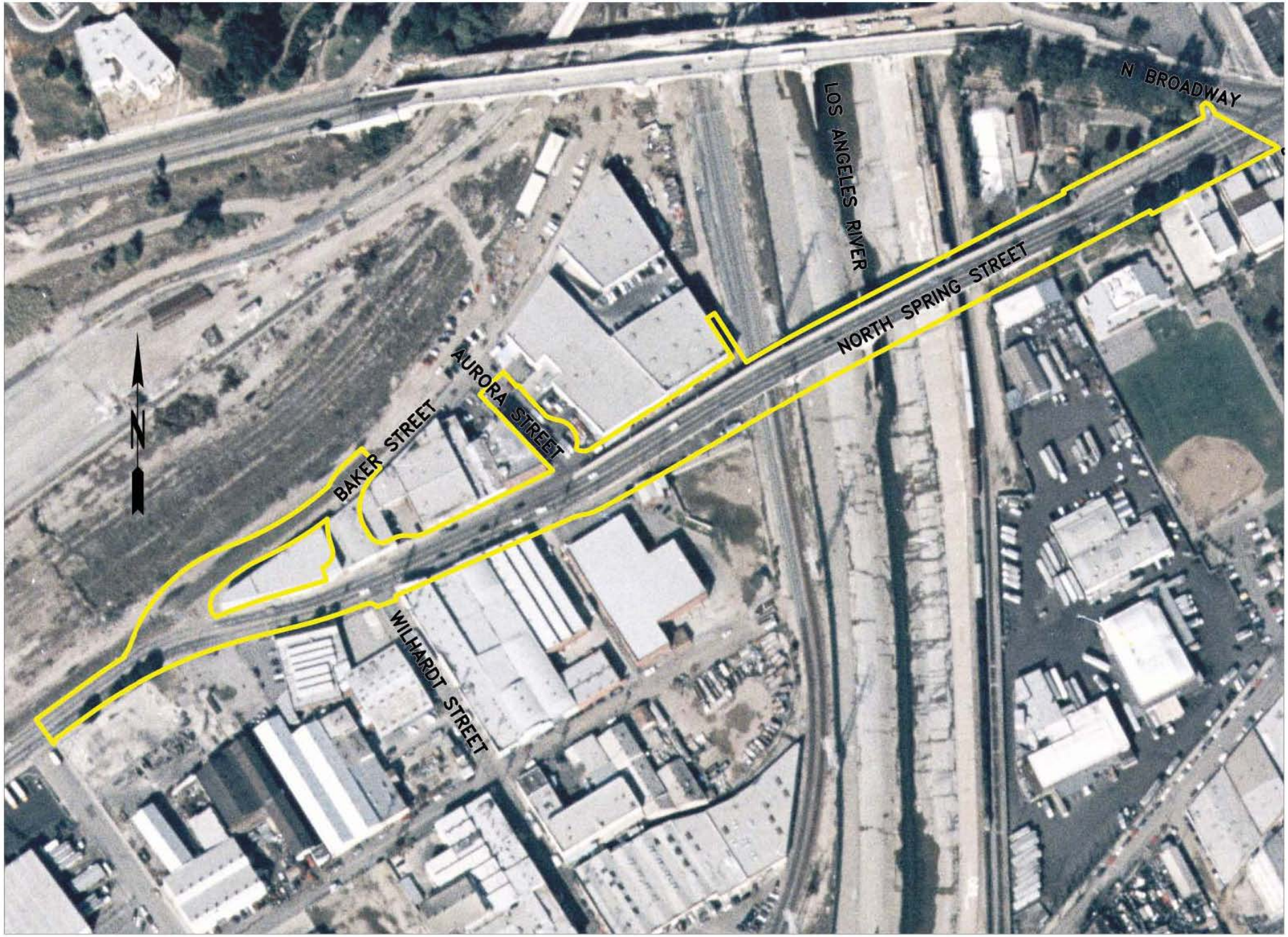
Under the No-Build Alternative, the North Spring Street Viaduct and North Spring Street would continue to serve as an access over the Los Angeles River. No physical improvements, including seismic stregnthening, to either the Viaduct or local roadway system (North Spring, Baker, and Aurora streets) would be made. The existing 5-foot-wide sidewalk on the north side of the North Spring Street Viaduct would not be improved and bicyclists would be forced to continue competing with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct.

Build Alternative 1

This alternative consists of seismic retrofit construction only. This would not change the outside shape of the existing structure or dramatically reconfigure the Viaduct's existing piers in the Los Angeles River. The proposed retrofit work would eliminate potential structural collapse mechanisms that could occur under a designated seismic event. The work to be accomlished would involve both the superstructure and substructure zones of the viaduct. The viaduct would not be widened and no other roadway improvments are proposed under this alternative.

Build Alternative 2

This alternative would extend Wilhardt Street north, through a new intersection with North Spring Street, to Baker Street. This Wilhardt Street extension, north of North Spring Street, would be aligned on a skew of approximately seven degrees, to avoid impacts to the Raphael Junction Block Building.



LA DPW ENGINEERING URS

PROJECT AREA

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

FIGURE B-1

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Build Alternative 3

This alternative would would extend Wilhardt Street north, through a conventional intersection with North Spring Street, to Baker Street. The Wilhardt extension would be aligned on a direct tangent (traditional "+" intersection) and would impact the Raphael Junction Block building, which has been recently designated a Local Cultural Heritage Landmark. Full acquisition and demolition of the building would be required as the structure lacks sufficient structural integrity to survive a cut-and-reface alteration capable of providing sufficient room for a conventional intersection configuration.

Build Alternative 4

This alternative would proposes to 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 is identical to Build Alternative 3 except: 1) Baker Street would be extended and realigned through a portion of the Los Angeles State Historic Park to connect with a new intersection at extended Mesnager Street; and 2) Build alternative 4 would not require acquisition of any privately owned properties. However, a significant portion of the park would be rendered unsuitable for traditional recreational uses.

Description of Section 4(f) Properties

As recommended in the FHWA Section 4(f) Checklist, all NRHP-eligible historic sites within the APE and all public parks, recreational facilities, and wildlife refuges within the Project APE were included in the evaluation.

The North Spring Street Viaduct project area was subjected to background research, field surveys, interviews, and aerial photo analysis by land use planners, biologists, archaeologists, and historians in an effort to locate and describe any public parks, recreation areas, wildlife and waterfowl refuges, and historic sites (properties) potentially affected by the proposed project. Based on this evaluation, it was determined that in addition to the Viaduct itself, Cultural Monument No. 82 Los Angeles State Historic Park, and the Downey Recreation Center subject to the provisions of Section 4(f) would be affected by the project build alternatives.

The Section 4(f) properties are described below and are summarized in Table B-1. The historic properties qualifying as Section 4(f) resources are only those determined to be of national, state, or local significance, as evidenced by being eligible for the National Register.

Table B-1. Summary of Section 4(f) Resources in APE

Name	Address	City
Bridge 53C-0859 HCM No. 900	North Spring Street Bridge	Los Angeles
Cultural Monument No. 82 Los Angeles State Historic Park	1245 N. Spring Street	Los Angeles
Downey Recreation Center	1772 North Spring Street	Los Angeles

Source: City of Los Angeles Department of Parks and Recreation, National Register of Historic Places

Public Parks

Los Angeles State Historic Park

The Los Angeles State Historic Park, most recently known as the Cornfield or Chinatown Yard property, is a 32-acre site linked to the long and varied history of the city and its diverse people. The Park's main entrance is at 1245 N. Spring Street and it 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. At its northern end, the site is about 150 feet from the Los Angeles River. The City of Los Angeles long ago recognized the local significance of the site and dedicated it as Cultural Monument #82 for its role as the Southern Pacific's River Station railroad yard.

Historic Resources

The North Spring Street Viaduct is Historic Cultural Monument No. 900. A segment of the historic Union Pacific Railroad (P-19-186110) lies within the Project APE. A portion of City of Los Angeles Cultural Monument No. 82, the "River Station Area/ Southern Pacific Railroad," is located within the Project APE.

North Spring Street Viaduct (Bridge #53C-0859)

The North Spring Street Viaduct (53C-0859) extends North Spring Street over the Los Angeles River, and railway tracks along each side of the river. North Spring Street Viaduct was constructed in 1928 and is one of several monumental viaducts funded by the 1923 Viaduct Bond Act[1]. 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.

Recreational Facilities

Downey Recreation Center

The Downey Recreation Center contains an indoor auditorium that can seat up to 300, a lighted multipurpose sports field, a children's play area, two classrooms, one club room, a kitchen, a swimming pool, and a stage. The Center offers baseball, basketball, soccer, and softball sports

[1] *City of Los Angeles Monumental Viaducts 1900-1950 (draft under review),* California Department of Transportation (JRP Historical Consulting); May 2004.

programs. Other programs include an after school program, seasonal day camp, and L.A. Kids. The complex also includes a seasonal pool.

Impacts on Section 4(f) Properties

The use of Section 4(f) properties typically occurs when there is either a permanent commitment of the Section 4(f) site for a transportation project (direct use), or where the proximity of a project to the Section 4(f) site, without acquisition of land, causes indirect impacts such as noise, visual, or access restrictions, that could impair the values and utility of the land (refererd to as constructive use). Table B-2 provides a summary of the potential impacts to Section 4(f) resources as a result of the proposed project.

Table B-2 Summary of Impacts to Section 4(f) Resources

Section 4(f) Resources	Type of Resource	Potential Impacts	Direct Use	Temporary Use/ Occupancy	Constructive Use
Los Angeles State Historic Park	Public Park	Partial acquisition of Park land (Build Alternative 4).	No (No Build Alternative and Alternatives 1, 2, and 3); Yes (Build Alternative 4)	No	No
North Spring Street Viaduct	Historic Resource	Structure to be retrofitted or replaced (Build Alternatives 1, 2, 3, and 4).	Yes (Build Alternatives 1, 2, 3, and 4)	No	No (with standard noise mitigation measures)
Downey Recreation Center	Recreational Facility	Partial acquisition of the Recreation Center (Build Alternatives 2, 3, and 4).	No (No Build Alternative and Alternative 1); Yes (Build Alternatives 2, 3, and 4)	No	No

Public Parks

Los Angeles State Historic Park

No Build Alternative and Build Alternative 1

The No-Build Alternative and Build Alternative 1 would result in no changes from existing conditions and no park land would be affected.

Build Alternatives 2 and 3

Build Alternatives 2 and 3 would not have a permanent commitment on any of the Park's land.

Build Alternative 4

Build Alternative 4 would require a partial acquisition of the Los Angeles State Historic Park. The extension of Baker Street through the State Park would create a new intersection with North Spring Street and would align Baker Street with Mesnager Street.

Historic Properties

North Spring Street Viaduct (Bridge #53C-0859)

No Build Alternative

The No-Build Alternative would result in no changes from existing conditions. The proposed project site would remain in its current state. None of the proposed Viaduct improvements would occur.

Build Alternative 1

Under Build Alternative 1, the North Spring Street Viaduct and North Spring Street itself would continue to serve as an access over the Los Angeles River, with only seismic improvements to the Viaduct. Project features would be replaced with in-kind elements, and with proper mitigation to maintain these elements. The proposed project area would keep the integrity and character of the Viaduct intact but would result in a direct use of this Section 4(f) resource from alteration of the historic character of the Viaduct through new structural and visual elements.

Build Alternatives 2, 3, and 4

These build alternatives comprise of widening the Viaduct and North Spring Street 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. Project features would be replaced with in-kind elements, and with proper mitigation to maintain these elements. The project area would keep the integrity and character of the Viaduct intact but would result in a direct use of this Section 4(f) resource from alteration of the historic character of the Viaduct through new structural and visual elements.

Recreational Facilities

Downey Recreation Center

No Build Alternative and Build Alternative 1

The No-Build Alternative and Build Alternative 1 would result in no changes from existing conditions. The project site would remain in its current state.

Build Alternatives 2, 3, and 4

Proposed viaduct and road widening activities would result in a slight loss of landscaping within the Viaduct right-of-way adjacent to the Downey Recreation Center and loss of a small portion of land for the pedestrian staircase access to the Viaduct. Trees, landscaping and retaining walls

may be removed. This would not affect the recreational facility or any of the services it currently provides (*Figure B-2 LA Bridge View 4 – Downey Rec*).

The proposed project would include construction of a pedestrian walkway that would connect the norther portion of the Downey Recreational Center with its southern portion. The walkway (constructed of decomposed granite) would start at the southwest side of the northern Downey Recreational Center, and then cross under the North Spring Street Viaduct. The walkway would continue in a northeasterly direction to existing park facilities located within the southern portion of the Downey Recreational Center. The pedestrian walkway will have a beneficial impact, as it would improve connectivity between the northern and the southern portions of the Downey Recreation center.

To provide added security measures along the pedestrian walkway, light fixtures would be mounted on the bridge soffit. As part of enhancing the physical appearance of the walkway corridor, various types of landscaping would be placed adjacent to the pedestrian walkway.

1.1 Constructive Use

No Build Alternative

The No-Build Alternative would result in no changes from existing conditions. The project site would remain in its current state. None of the proposed Viaduct improvements would occur with this alternative and no park land would be affected.

Build Alternatives 1, 2, 3, and 4

At the northeastern portion of the Downey Recreation Center, the Future-with-Project peak- hour noise- 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 soundwall solution would need to accommodate a driveway opening for site access, its effectiveness would be essentially zero and this potential solution was dropped from further consideration since it 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 Viaduct and two existing buildings planned for removal. With implementation of standard construction noise mitigation measures, adverse impacts from construction noise would be minimized.

1.2 Avoidance Alternatives

The analysis of potential effects on Section 4(f) resources includes an evaluation of any feasible and prudent alternatives to avoid the use of the Section 4(f) resource.

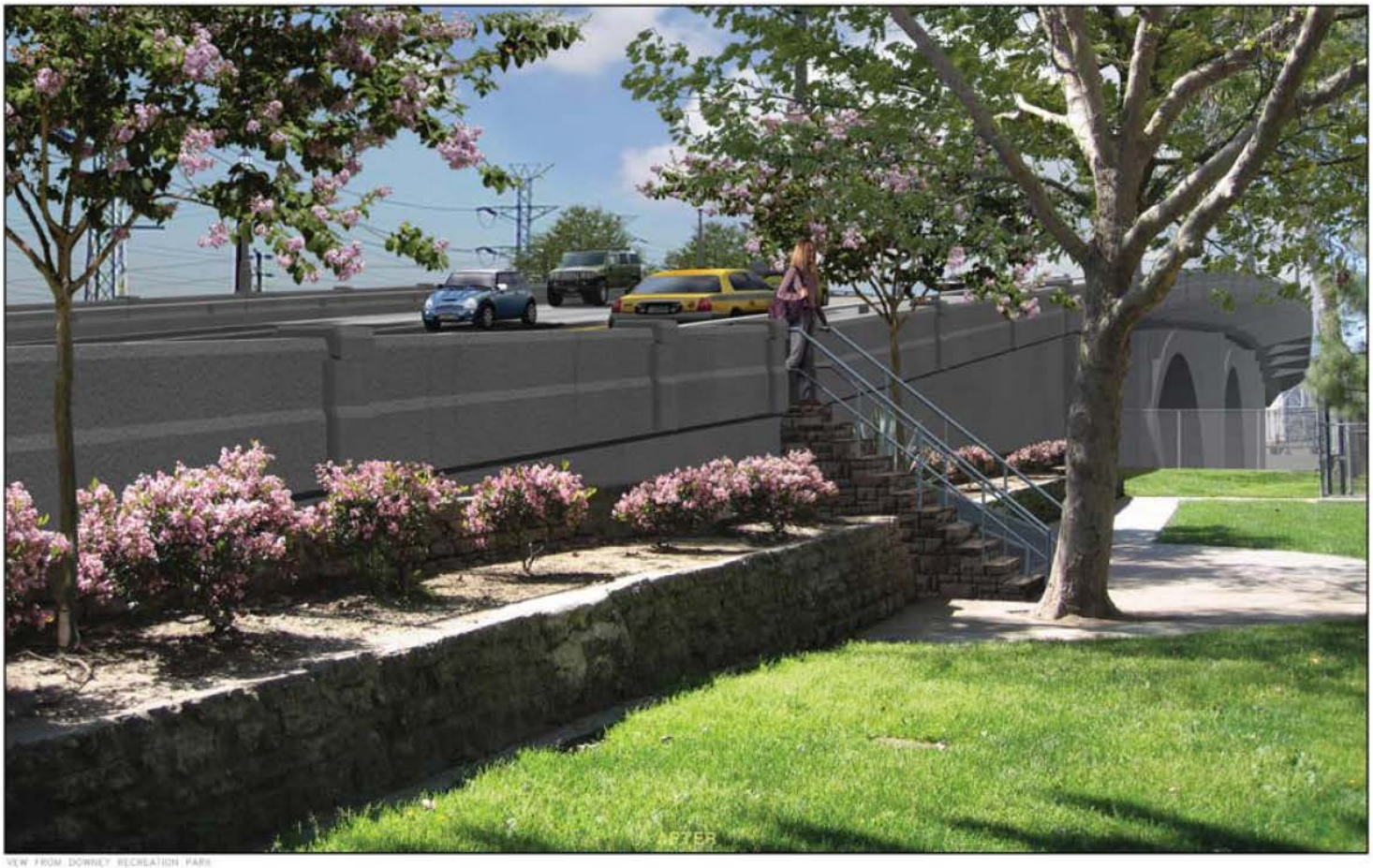
Feasibility is an engineering test: Is it feasible to build the alternative as a matter of sound judgment? Prudency is more subjective. An avoidance alternative is prudent and feasible if it avoids using the Section 4(f) property and does not cause other severe problems of a magnitude that substantially outweighs the importance of protecting the Section 4(f) property. In assessing the importance of protecting the Section 4(f) property, it is appropriate to consider the relative value of the Section 4(f) property to the preservation purpose of the Section 4(f) statute.

Section 23 CFR 774.17 provides a balancing test to determine whether an avoidance alternative is prudent. Listed below are 6 factors to consider when determining whether an avoidance alternative is prudent:

- Compromises the project so that it is unreasonable given the purpose and need;
- Results in unacceptable safety or operational problems;
- After reasonable mitigation, still causes:
    - Severe social, economic, or environmental impacts;
    - Severe disruption to established communities;
    - Severe environmental justice impacts; or
    - Severe impacts to other federally protected resources.
- Results in additional construction, maintenance, or operational costs of an extraordinary magnitude;
- Causes other unique problems or unusual factors; or
- Involves multiple factors listed above that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude.

Table B-3 summarizes the results of the avoidance alternative evaluation.





VIEW FROM DOWNEY RECREATION PARK

LA BRIDGE VIEW 4-DOWNEY REC	
NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT	FIGURE B-2

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No Build Alternative

This proposed alternative would provide ongoing maintenance and inspection, but the Viaduct would not be seismically retrofitted or repaired resulting in unsafe conditions for pedestrian and vehicular traffic.

Since the No Build Alternative would not result in the physical destruction of the Viaduct or materially alter the historic fabric of the Viaduct in a manner not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Buildings*, the No Build Alternative would avoid the use of this Section 4(f) historic property; however, the Viaduct would continue to be vulnerable to failure in the event of a major earthquake and existing design deficiencies would not be corrected.

This alternative is not prudent because it compromises the project so that it is unreasonable to proceed given the project's purpose and need.

Alternative B – Widen South Side of North Spring Street Viaduct

Alternative B would widen the existing 50-foot-wide North Spring Street Viaduct by approximately 40 feet on the south 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 B is not prudent because although it would avoid the Downey Recreation Center, widening to the south side versus the north side would create the need for larger property acquisitions and removal of buildings on the south side of the viaduct, which would increase the cost of the project due to the increase in the number of acquisitions and/or relocations.

Alternative D – Pedestrian Overpass

Alternative D would place a pedestrian overpass to the north or south of the North Spring Street Viaduct. The pedestrian overpass would also include a bike lane. The primary issues involve the connectivity and placement of the overpass. The construction of a pedestrian overpass would include the removal of existing structures, either to the north or the south of the viaduct, which would increase the cost of the project through the purchase of land and rights-of-way, building destruction, and clean-up, among other costs. Therefore this alternative is not prudent.

Transportation System Management and Transportation Demand Management Alternatives

Transportation System Management (TSM) strategies consist of actions that improve the efficiency of existing facilities to increase the number of vehicle trips that a facility can carry without increasing the number of through lanes, which is not the purpose of this proposed seismic improvement project. Transportation System Management also encourages improved

mobility via public and private transit, ridesharing programs, bicycle, and pedestrian improvements as elements of a unified urban transportation system, all of which can be integrated in multiple forms.

Transportation Demand Management focuses on regional strategies for reducing the number of vehicle trips and vehicle miles traveled, as well as increasing vehicle occupancy. It facilitates higher vehicle occupancy or reduces traffic congestion by expanding travelers' transportation choices in terms of travel methods, time, route, costs, and the quality and convenience of the travel experience. Transportation Demand Management includes providing contract funds to regional agencies that are actively promoting ridesharing, maintaining rideshare databases, and providing limited rideshare services to employers and individuals. Since the proposed North Spring Street Viaduct project is a seismic safety and bridge functional deficiency improvement, TDM does not apply.

In summary the TSM and TDM alternatives are not prudent because they do not satisfy the purpose and need of the project. The viaduct would still be vulnerable to failure in the event of a major earthquake, and it would eventually have to be taken out of service, requiring construction of a new viaduct.

Table B-3 Evaluation of Avoidance Alternatives

Balancing Factors	No Build Alternative	Alternative B	Alternative D	TSM Alternatives
• Compromises the project so that it is unreasonable given the purpose and need	Does not satisfy the Purpose and Need	N/A	N/A	Does not satisfy the Purpose and Need
• Results in unacceptable safety or operational problems	Does not correct the seismic vulnerability or design deficiencies	N/A	N/A	Does not correct the seismic vulnerability or design deficiencies
• After reasonable mitigation, still causes:				
• Severe social, economic, or environmental impacts;	N/A	Larger property acquisitions would increase the cost of the project through the purchase of land and rights-of-way, building destruction, and clean-up	Removal of existing structures either to the north or south of the Viaduct would increase the cost of the project through the purchase of land and rights-of-way, building	N/A

			destruction, and clean-up	
• Severe disruption to established communities	N/A	Larger property acquisitions of residential and or businesses could result in disruptions to established communities	Larger acquisitions of land and rights-of-way could result in disruptions to established communities	N/A
• Severe environmental justice impacts	N/A	Since the project study area involves a predominantly minority population, larger acquisitions could result in greater temporary and permanent environmental justice impacts	Since the project study area involves a predominantly minority population, larger acquisitions could result in greater temporary and permanent environmental justice impacts	N/A
• Severe impacts to other federally protected resources	N/A	N/A	N/A	N/A
• Results in additional construction, maintenance, or operational costs of an extraordinary magnitude	Would result in frequent maintenance upkeep	N/A	N/A	Would result in frequent maintenance upkeep
• Causes other unique problems or unusual factors	N/A	N/A	N/A	N/A
• Involves multiple factors listed above that while individually minor, cumulatively cause unique problems or impacts of extraordinary magnitude	N/A	N/A	N/A	N/A
• **Prudent and Feasible Determination**	Prudent – No Feasible – No	Prudent – No Feasible – Yes	Prudent – No Feasible – Yes	Prudent – No Feasible – Yes

Measures to Minimize Harm

Agreement among the SHPO, ACHP, the City, and Caltrans would be reached through the Section 106 process of the NHPA on measures to resolve the adverse effect (aka. Minimize harm

under Section 4(f), and those measures would be incorporated into the project. A Memorandum of Agreement (MOA) for this proposed project, which would include stipulations and measures to resolve the adverse effect, is being prepared under separate cover. The MOA would address the prefered alternative, which has not been determined at this time. Mitigation measures would be defined in the MOA prepared for this project. Potential mitigation measures could include the following:

Public Parks

Los Angeles State Historic Park

- No minimization measures have been proposed.

Historic Properties

North Street Viaduct (Bridge #53C-0859)

- The City would incorporate all applicable Secretary of Interior's Standards for the Treatment of Historic Properties (36 CFR Part 68) into the design of retrofitting components.
- The City would consult with the SHPO regarding replication of original elements on the altered viaduct.
- Demolished elements of the existing viaduct would be reproduced to match the original viaduct's design rather than any subsequent alterations match the color of the new concrete to the existing materials.

Recreational Facilities

Downey Recreation Center

- Adopt construction practices to protect visitor use within the park
- Design and construct the retaining wall and associated structures to avoid and minimize visual impacts
- Use local native plants for revegetation
- The following City noise ordinance and standard specifications 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.

1.3 Coordination

Public involvement, agency coordination, and Natice American tribal coordination were carried out during the proposed project development process by means of a formal scoping meeting, agency coordination meetings, community and property owner meetings, political representative meetings and notification letters. In addition, the information was accessible on the City's Department of Public Work Bureau of Engineering Web Site for the general public to view and a project hotline was created to respond to stakeholder questions and concerns.

Ongoing coordination meetings with affected government agencies and utitlity companies were conducted to proivde updates on the project, obtain input, secure agreements and resolve issues.

Scoping Process

The scoping process was initiated by widespread notification to government agencies and the public via publication of a Notice of Intent (NOI) and a Notice of Preparation (NOP) announcing the initiation of the Environmental Impact Report (EIR). The NOP was filed with the State Clearinghouse Office of Planning and Research and the Los Angeles County Clerk/Recorder on September 15, 2006, and posted on the project website throughout the public review period from September 15, 2006 to October 16, 2006, in accordance with the California Environmental Quality Act (CEQA). Other notification activities included the publication of the NOP and Invitation to the Scoping Meeting held on October 3, 2006; mailing of the NOP and Meeting Inviation to potentially affected government agencies, residents and businesses. The NOP and Soping Meeting Invitation was published in local newspapers of circulation in the project area, including Spanish and Chinese language publications.

Federal agencies having jurisdiction over the affected Section 4(f) resources, including the Department of Interior National Park Service and Advisory Council on Historic Preservation were on the NOP mailing list. Sate and local agencies having a stake over the afftected Section 4(f) resources, such as State of California Historic Preservation Office, California Department of Fish and Game, Rigional Water Quality Board, Native American tribal organziations, Los Angeles Conservancy, Los Angeles Cultural Heritage Commission were also part of the mailing list and were coordinated throughout the environmental review process.

Participating Agency Coordination

As part of the Scoping Process, meetings with state and local agencies took place throughtout the planning stage of this project. At every meeting, respresentatives from the LA Bureau of Engineering and the project consultant team presented project information and answered questions from the attendees.

Native American Consultation

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 that should be contacted to verify their findings. Notification letters and maps were mailed 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 Area of Potential Effects; and to solicit comments, questions, or concerns with regard to the Project. A map depicting the Project Archaeological Area of Potential Effects was included with each letter.

Local Government, Historical Society, and Preservation Group Consultation

Table B-4 summarizes coordination efforts with local governments and historical societies.

Table B-4 Coordination with Government Agencies, Historical Societies, and Preservation Groups

State Government/ Local Government/ Local Historical Society/ Historic Preservation Groups	Description of Coordination
Los Angeles City Council District 1	**Meeting on May 9, 2006** The following items were discussed: ▪ Project Updates ▪ Outreach Strategies ▪ Respond to questions **Meeting on January 29, 2007** The following items were discussed: ▪ Revised Project Layout ▪ Bridge cross-section width ▪ Bike Lanes ▪ Status of impacted properties ▪ Utilities ▪ Inadequate sidewalk widths ▪ Funding Follow up communication was made via phone.
Los Angeles Conservancy	Notification letter mailed on January 12, 2006 to provide project details and request historic information on the project site. **Meeting on April 13, 2006** The following items were discussed: ▪ Over of the City's Bridge Improvement Program. ▪ Outlined project phases. ▪ Updates on other bridge projects ▪ Overview of the North Spring Street Bridge Project ▪ Purpose of the project ▪ Bridge-specific improvements, ▪ Architectural characteristics ▪ Simulations in the PowerPoint of images before and after

	the rehabilitation of the bridge.
Lincoln Heights Neighborhood Council	**Meeting on October 18, 2006** The Power Point presentation at this meeting consisted of the following: • Overview and described the project • Purpose and Need • Environmental Issues • Architectural Bridge Characteristics • Environmental Schedule • Questions and Comments
Historic Cultural Neighborhood Council	**May 15, 2007** The Power Point presentation at this meeting consisted of the following: • Overview and described the project • Purpose and Need • Environmental Issues • Architectural Bridge Characteristics • Environmental Schedule • Questions and Comments
Los Angeles Cultural Heritage Commission Department of City Planning	Notification letter mailed on January 12, 2006 to provide project details and request historic information on the project site.
Historical Society of Southern California	Notification letter mailed on January 12, 2006 to provide project details and request historic information on the project site.
Los Angeles City Historical Society	Notification letter mailed on January 12, 2006 to provide project details and request historic information on the project site.

Other Coordination Meetings

An overview of the public outreach activities during the scoping process is available in Chapter 4, Comments and Coordination and Appendix P of the Final EIR/EA.

1.4 Least Harm Analysis and Conclusion

Because there are no feasible and prudent avoidance alternatives to the proposed project, during evaluation of the build alternatives, several factors will be considered to identify the alternative that causes the least overall harm in light of Section 4(f) preservation purposes.

During circulation of the Draft EIR/EA, no comments requiring further analysis or changes to the Section 4(f) Evaluation were received. A letter from the Department of Recreation and Parks dated March 17, 2010 (Attachment A) indicates that the Department of Recreation and Parks reviewed this Section 4(f) Evaluation and is in agreement with the determinations made herein.

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ATTACHMENT A

BOARD OF RECREATION AND
PARK COMMISSIONERS

BARRY A. SANDERS
President

LUIS A. SANCHEZ
Vice President

W. JEROME STANLEY
JOHNATHAN WILLIAMS

JON KIRK MUKRI
General Manager

CITY OF LOS ANGELES

CALIFORNIA



ANTONIO R. VILLARAIGOSA
MAYOR

DEPARTMENT OF
RECREATION AND PARKS

221 N. FIGUEROA STREET, SUITE 100
LOS ANGELES, CA 90017

(213) 202-2681
FAX (213) 202-2611

MICHAEL A. SHULL
Superintendent
Planning and Construction

March 17, 2010

Linda Moore
Bureau of Engineering
Department of Public Works
221 North Figueroa Street, 3rd Floor
Los Angeles, CA, 90012

Dear Ms. Moore:

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT SECTION 4(F) DETERMINATION

The Department of Recreation and Parks has reviewed the Draft Section 4(f) Evaluation prepared in accordance with the Department of Transportation Act of 1966 (49 USC 303) as part of the overall environmental review process for the North Spring Street Viaduct Project to assess potential impacts to the dedicated parkland at our Downey Recreation Center. The evaluation concludes that proposed project alternatives would result in a slight loss of open space and constructive use impacts to our park as a Section 4(f) public park resource. The Department recognizes that the portions of the impacted park property and associated amenities and infrastructure are located within the existing North Spring Street right-of-way. However, the Department is satisfied and approves of the proposed project design and prescriptive mitigation measures described in the evaluation to restore and enhance the park resources as part of the project, including an improved pedestrian walkway connecting the northern and southern parts of the park.

It is understood that to secure approval of this determination from the Federal Highway Administration, the Section 4(f) regulations (23 CFR 771.135(p) (7)) require that there be documented concurrence from the agency having jurisdiction over the affected resource. Accordingly, by virtue of the authorized signature below, please be advised that the Department has reviewed the Draft Section 4(f) Evaluation and is in agreement with the determination that the proposed project including the mitigation measures would minimize any harm to the park (i.e., Downey Recreation Center). In addition, the Department looks forward to working with your Department on this important project and will provide any required assistance for its implementation.

Should you have any further questions, please feel free to call David Attaway, Environmental Supervisor II at (213) 202-2660.

Sincerely,

JON KIRK MUKRI
General Manager

MICHAEL A. SHULL
Superintendent

JKM/MAS/DA:ar

cc: David Attaway, Environmental Supervisor II
Reading File

	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 C. Title VI Policy Statement

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

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

California Department of Transportation Relocation Assistance Program

Relocation Assistance Advisory Services

The California Department of Transportation (Caltrans) will provide relocation advisory assistance to any person, business, farm or non-profit organization displaced as a result of the Caltrans' acquisition of real property for public use. Caltrans 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.

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 links below are to the Relocation Assistance for Residential Relocation Brochure. Print them and place them in the environmental document as applicable.

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

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

If the project requires relocation of mobile homes, print and include the following:

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

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

The Business And Farm Relocation Assistance Program

If the project requires relocation of businesses and/or farms, print and include the following:

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 state.

Any person, business, farm or non-profit organization, which has been refused a relocation payment by Caltrans, or believes that the payments are inadequate, may appeal for a hearing before a hearing officer or Caltrans' Relocation Assistance Appeals Board. No legal assistance is required; however, the displacee may choose to obtain legal council at his/her expense. Information about the appeal procedure is available from Caltrans' Relocation Advisors.

The information above is not intended to be a complete statement of all of Caltrans' laws and regulations. At the time of the first written offer to purchase, owner-occupants are given a more detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted immediately after the first written offer to purchase, and also given a more detailed explanation of Caltrans' 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 a Caltrans relocation advisor at:

State of California
Department of Transportation, District 7
100 S. Main Street
Los Angeles, CA 90012

Appendix E. Minimization and Mitigation Summary

The Mitigation Monitoring and Reporting Program 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 (LABOE) has ultimate responsibility for implementing and reporting of the mitigation measures in this MMRP. LABOE 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 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. Mitigation measures that are part of applicable laws and the City's adopted standards are summarized in Table 1. 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 2.

Schedule and Reporting Frequency

Implementation and monitoring of mitigation tasks, as outlined in Table 2, will be documented in a Mitigation Monitoring Report form (Attachment A), which will be issued by LABOE Environmental Management Group (EMG) 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 EMG 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 Standard Measures

Standard Measure	Applicable Environmental Resource
• Trees and landscaping removed to accommodate the proposed Viaduct widening would be replaced in accordance with City of Los Angeles guidelines.	Land Use
• The following shall be completed in accordance with the January 1, 2004, Programmatic Agreement Among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the California State Historic Preservation Officer (SHPO) and the California Department of Transportation (Caltrans) regarding compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California , and in accordance with the MOA to be prepared between SHPO, Caltrans, and FHWA: Prior to any Viaduct construction activities, the City shall contact the National Park Service (NPS) Historic American Buildings Survey (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 measures will be undertaken to the satisfaction of SHPO to reduce potential effects of the proposed project.	Historical Resources
• The proposed project would comply with the City of Los Angeles MS4 Permit, the General Construction Permit and the LARWQCB Dewatering Permit. Compliance with these permits should mitigate potential impacts to water quality. During the project's preliminary design phase, specific construction and post-construction BMPs would be selected to meet permit requirements.	Hydrology, Floodplain and Water Quality
• The Viaduct design for the widening would be developed in accordance with City of Los Angeles and Caltrans Bridge Specifications.	Geology/Soils/Seismicity
To reduce emissions of ACMs and LBP, prior to any partial or full demolition of any structure or building, the contractor shall conduct an investigation to determine the existence of ACMs and LBP. A licensed asbestos abatement contractor shall remove all friable asbestos using approved abatement methods. In addition, the licensed asbestos abatement contractor shall be responsible for compliance of all asbestos-related regulations of SCAQMD, in particular Rule 1403, Asbestos Emissions from Demolition/Renovation Activities. ACMs shall be disposed of properly at permitted landfills. Similar action items for any LBP identified during demolition activities. To reduce emissions of fugitive dust, the contractor would comply with regional rules, which would assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures (BACMs) so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 prohibits dust from creating a nuisance off site. To reduce exhaust emissions from PM10 and PM2.5 emissions generated by construction equipment, the contractor would implement improvement plans and specifications that may include the following measures when feasible: • The construction contractor shall comply with Caltrans' Standard Specifications Section 7-	Air Quality

Standard Measure	Applicable Environmental Resource
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; convenience of the public; and damage or injury to any person or property as a result of any construction operation. Section 10 is directed at controlling dust. • Use low-emission mobile construction equipment (i.e., Tier 1, 2, or 3 emission standards). • Maintain construction equipment engines by keeping them tuned to manufacturer's specifications. • Use low-sulfur fuel for stationary construction equipment. This is required by SCAQMD Rules 431.1 and 431.2. • Utilize existing power sources (i.e., power poles) when feasible. This measure would minimize the use of higher-polluting gas or diesel generators. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through-traffic lanes. When feasible, construction should be planned so that lane closures on existing streets are kept to a minimum. • Schedule construction operations affecting traffic for off-peak hours; • Develop a Traffic Management Plan (TMP) to minimize traffic flow interference from construction activities; (the plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service). (See discussions of TMP in Section 3.5, Traffic, Transportation, and Pedestrian Facilities of this Final EA-EIR.). Develop a "Diesel Fuel Reduction Plan" that identifies the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps on existing diesel engines and vehicles; c) limit idling time to less than five minutes unless warranted; and d) other appropriate measures. Prior to the issuance of a grading permit, the Diesel Fuel Reduction Plan shall be filed with the City.	
• Hold community meetings to explain to area residents the construction work, time involved, and control measures to be taken to reduce the impact of the construction work.	Noise and Vibration
• Limit noisy construction activities to between 7:00 am and 7:00 pm by scheduling the timing and duration of construction activities to minimize noise impacts at noise-sensitive locations	Noise and Vibration
• As practicable, use noise-attenuating "jackets" or portable noise screens to provide shielding for pavement breaking, jack-hammering or other similar activities when work is close to noise-sensitive areas.	Noise and Vibration
• Replace all street trees to be removed at a 2:1 ratio. Types of trees and planting locations would be reviewed and approved by the City's Bureau of Street Services Street Tree Division.	Biological Resources
• Conduct a preconstruction survey for nesting cliff swallows and roosting bats. If the birds are	Biological Resources

Standard Measure	Applicable Environmental Resource
found, employ methods to prevent the establishment of nests prior to the commencement of construction activities. If swallows or bats are found, the CDFG biologist would be consulted on how to relocate them to avoid any construction impacts.	

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Table 2 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
Visual/Aesthetics		
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 shall be replaced with like features.	Caltrans/City of Los Angeles	Pre- construction/Construction
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, Street Tree Division, in conjunction with Recreation and Park Architecture.	Department of Public Works, City of Los Angeles	Pre- construction/Construction
Archaeological		
MM ARC-1: The City shall arrange for a qualified professional archaeological monitor to be present during demolition, grading, trenching, and other excavation on the project site. In addition, all construction personnel shall be informed of the need to stop work on the project site in the event of a potential find(s), until a qualified archaeologist has been provided the opportunity to assess the significance of the find(s) and implement appropriate mitigation measures to protect or scientifically remove the find(s). Construction personnel would also be informed that unauthorized collection of cultural resources is prohibited.	Department of Public Works, City of Los Angeles/Contractor	Construction
MM ARC-2: A cultural resource brochure or fact sheet would be provided and available to all construction crew members detailing the necessary procedures for the discovery of archaeological resources within the project site.	Department of Public Works, City of Los Angeles /Contractor	Construction
Hazards and Hazardous Materials		
MM HAZ-1: 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.	Department of Public Works, City of Los Angeles/Contractor	Construction
MM HAZ-2: Prior to renovation, demolition, or any other activity that might cause a disturbance of any suspect lead-based paint, the contractor shall conduct sampling to determine lead content. If paint containing lead chromate is encountered, it shall be collected and disposed of, as necessary, in accordance with all applicable worker protection and hazardous materials management regulations. 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.	Department of Public Works, City of Los Angeles/Contractor	Pre-construction
MM HAZ-3: 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 is encountered, it shall be collected and disposed of in accordance with all applicable worker protection and hazardous materials management regulations	Department of Public Works, City of Los Angeles/Contractor	Construction

Mitigation Measure	Responsible Branch/Staff	Timing/Phase
MM HAZ-4: 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.	Department of Public Works, City of Los Angeles/Contractor	Pre-construction

ATTACHMENT A

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MITIGATION MONITORING REPORT

SECTION 21081.6 PUBLIC RESOURCES CODE

CITY OF LOS ANGELES **DEPARTMENT OF PUBLIC WORKS** **221 N. FIGUEROA STREET, SUITE 350** **Los Angeles, CALIFORNIA, 90012**	**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 Technical Study

AIR QUALITY TECHNICAL STUDY

NORTH SPRING STREET VIADUCT WIDENING AND REHABILITATION PROJECT

LOS ANGELES, CALIFORNIA

Prepared for

State of California
Department of Transportation

URS Project No. 29403049

URS

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TABLE OF CONTENTS

Section 1 Introduction 1-1

Section 2 Project Description 2-1

2.1 Proposed Project 2-1
2.2 No-Build Alternative 2-2

Section 3 Summary 3-1

Section 4 Existing Conditions 4-1

4.1 Meteorology/Climate 4-1
4.2 Regulatory Setting 4-2
4.3 Background Air Quality 4-3

Section 5 Evaluation of Impacts 5-1

5.1 Construction Impacts 5-1
5.2 Operational impacts 5-1

Section 6 Impacts 6-1

6.1 Construction Impacts 6-1
6.2 Operational Impacts 6-2

Section 7 Naturally-Occurring Asbestos 7-1

Section 8 Impact Avoidance and Minimization Measures 8-1

Section 9 Conclusions 9-1

Section 10 References 10-1

Tables

Table 3-1	Federal Nonattainment and Maintenance Pollutants in SCAB
Table 3-2	CAAQS and NAAQS for CO (ppm), PM_{10} ($\mu g/m^3$) and $PM_{2.5}$ ($\mu g/m^3$)
Table 4.2-1	National and California Ambient Air Quality Standards
Table 4.3-1	SCAB Attainment Status of all Federal and State Criteria Pollutants
Table 4.3-2	Air Pollutant Data Summary from Central Los Angeles Monitoring Station (2004-2008)
Table 4.3-3	Sensitive Receptors Closest to the Proposed Project Site

Figures

Figure 3-1	Project Regional Location Map
Figure 3-2	Project Vicinity Map

Appendices

Appendix A	CO Hotspot Analysis Flowcharts
Appendix B	Traffic Data
Appendix C	$PM_{2.5}$ and PM_{10} Hotspot Interagency Review Form and Decision
Appendix D	Tables 1, 2 and 3 of SCAQMD Rule 403

°F	Fahrenheight
AADT	annual average daily traffic
ACM	asbestos containing materials
AQMP	Air Quality Management Plan
AQMP	Air Quality Management Plan
CAA	Clean Air Act
CAAQS	California Air Quality Standard
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CO	carbon monoxide
DE	Diesel Exhaust
DPM	Diesel Particulate Matter
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
HAPs	hazardous air pollutants
IRIS	Integrated Risk Information System
LOS	level of service
MPO	metropolitan planning organization
NAAQS	National Ambient Air Quality Standards
NATA	National Air Toxics Assessment
NO_2	nitrogen dioxide
NO_x	nitrogen oxides
O_3	ozone
PAHs	polycyclic aromatic hydrocarbons
Pb	Lead
NEPA	National Environmental Policy Act
MSAT	Mobile Source Air Toxic
PM	particulate matter
PM_{10}	particulate matter sized 10 microns or less
$PM_{2.5}$	particulate matter sized 2.5 microns or less
POM	Polycyclic Organic Matter
ROG	Reactive organic gases
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
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
TCWG	Transportation Conformity Working Group
USDOT	U.S. Department of Transportation
VMT	vehicle miles traveled
VOCs	volatile organic compounds
WRCC	Western Regional Climate Center

SECTION 1 INTRODUCTION

The purpose of this air quality study 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.

SECTION 2 PROJECT DESCRIPTION

The North Spring Street Viaduct Widening and Rehabilitation Project is located in the City of Los Angeles, approximately 1.5 miles northeast of downtown, in an area that includes residential, commercial, industrial and open-space (park) land uses. The project limits begins at Wilhardt Street on the southwest, then runs 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. The project area covers a distance of 2,200 feet. Figures 3-1 and 3-2 show the locations of the proposed project on a regional and local scale respectively.

2.1 PROPOSED PROJECT

The proposed 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.

The project proposes 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 five point intersection will be lengthened to 620 feet. The existing left turn pocket at this end will also be lengthened. The 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 landscape and traffic signal enhancements.

This proposed project will be constructed in two phases. The first phase (Phase I) will involve construction from Aurora Street to the five point intersection. Phase II will involve construction of the Wilhardt Street extension.

Four build alternatives were considered for environmental impact assessment. Each alternative, except Alternative 1, includes both viaduct widening and roadway improvement elements. The alternatives are:

- Build Alternative 1 – Seismic Retrofit Only. This alternative consists of seismic retrofit construction only. This would not change the outside shape of the existing structure or dramatically reconfigure the viaduct's existing piers in the Los Angeles River. There would be no roadway improvements, utility relocation, nor right-of-way acquisition associated with Build Alternative 1.
- Build Alternative 2 – Widened Viaduct - Skewed Wilhardt Street Extension
- Build Alternative 3 – Widened Viaduct - Tangential Wilhardt Street Extension
- Build Alternative 4 – Widened Viaduct - Baker Street/Mesnager Street

Build Alternatives 2, 3 and 4 have common design features related to viaduct improvements, subsurface improvements, and roadway improvements. They also include seismic improvements as described for Build Alternative 1.

2.2 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 (North Spring, Baker, and Aurora streets) would be made. The existing 5-foot-wide sidewalk on the north side of the North Spring Street viaduct would not be improved and bicyclists would be forced to continue competing with vehicular traffic using the existing, narrow exterior lanes on each side of the viaduct.

SECTION 3 SUMMARY

Attainment Status

The proposed Project site is located in the South Coast Air Basin (SCAB), which currently meets the federal air quality standards for sulfur dioxide (SO_2) and Lead (Pb). As shown in Table 3-1, the SCAB has been designated as a Severe 17 nonattainment area for the 8-hour ozone (O_3) standard, a serious nonattainment area for the particulate matter sized 10 microns or less (PM_{10}) standard and a nonattainment area for the particulate matter sized 2.5 microns or less ($PM_{2.5}$) standard. The SCAB is designated as a federal maintenance area for carbon monoxide (CO) and nitrogen dioxide (NO_2) following its redesignation from nonattainment to a CO and NO_2 attainment area.

The SCAB meets the California standards for CO, NO_2, Pb and SO_2. It is a nonattainment area for O_3, PM_{10} and $PM_{2.5}$.

Table 3-1
Federal Nonattainment and Maintenance Pollutants in SCAB

Pollutant	Status
O_3 (8-hr)	Severe Nonattainment – Severe 17
NO_2 [1]	Attainment/Maintenance
CO	Attainment/Maintenance
PM_{10}	Serious Nonattainment
$PM_{2.5}$	Nonattainment

Source: California Air Resource Board (CARB)

[1] EPA set a new 1-hr average NO_2 standard on January 22, 2010. EPA will revise attainment designation by January 2012.

State Implementation Plan Status

The federal CAA requires that areas designated as nonattainment or maintenance areas demonstrate that federal actions conform to the SIP and similar approved plans. A SIP is a state plan for complying with the federal Clean Air Act. It is administered by the U.S. Environmental Protection Agency (EPA). The SIP consists of narrative, rules, technical documentation, and agreements that an individual state would use to reach attainment of a given criteria pollutant. Transportation measures, such as the proposed project, are analyzed for conformity with the SIP as part of regional transportation plans (RTP) and regional transportation improvement programs (RTIP).

The South Coast Air Quality Management District (SCAQMD) is presently being guided by the following portions of the California SIP: 2007 Ozone SIP, 2007 $PM_{2.5}$ SIP, 2005 CO SIP (Maintenance Plan), 2003 NO_2 SIP (Maintenance Plan), and 2003 PM10 SIP. The most recently approved Air Quality Management Plan (AQMP) was adopted by the SCAQMD Governing Board on June 1, 2007 and revised in October 2007. The 2007 AQMP projects attainment of the federal 8-hour O_3 and 24-hour $PM_{2.5}$ standards by 2021 and 2014, respectively. However, to meet those targets, it is necessary to supplement

the identified control measures with undefined long-term ("black box") measures that will reduce emissions by approximately 27 tons per day of VOC and 190 tons per day of nitrogen oxides (NO_x). Given the uncertainty in its ability to find effective black box measures, the SCAQMD Board has asked the California Air Resource Board (CARB) to request of EPA that the federal 8-hour O_3 classification be changed to "extreme nonattainment," which would modify the attainment deadline to June 15, 2024. When CARB submitted the October 2007 version of the AQMP to EPA as a SIP revision, it concurred with the SCAQMD's request for reclassification of the 8-hour O_3 status from severe 17 to extreme. In April 2009, EPA requested that CARB include technical amendments to the 2007 plan to aid in approving the reclassification. The proposed amendments account for reductions achieved since adoption of the 2007 State Strategy, clarify CARB's legal commitments in light of EPA's approval criteria, and extend the description of the long-term strategy for identifying future technologies to achieve the last increment of reductions. The proposed amendments do not change the amount of NO_x, Reactive organic gases (ROG), sulfur oxides (SO_x) and direct $PM_{2.5}$ emission reductions that the Board committed to achieve by specific years when it adopted the 2007 State Strategy. EPA has proposed to approve reclassification of the SCAB to "extreme." On June 11, 2007, EPA approved the Carbon Monoxide Redesignation Request and Carbon Monoxide Maintenance Plan for the SCAB that was adopted by the SCAQMD Governing Board in 2005. SCAQMD Governing Board adopted the 2003 AQMP on August 1, 2003, which updated the attainment demonstration for the federal standards for PM_{10}.

Transportation Conformity

Transportation conformity is required under the CAA 176(c) (42 U.S.C. 7506(c)) to ensure that federally supported highway and transit project activities are consistent with the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant National Ambient Air Quality Standards (NAAQS).

Regional Conformity

A regional conformity is satisfied if a project is included in the RTP or RTIP and if the project has not been altered in design concept or scope from that described in the RTP and RTIP. The proposed project is included in the Southern California Association of Governments (SCAG)'s Final 2008 Transportation Program (2008 RTP) which was adopted on May 8, 2008 and 2008 Regional Transportation Improvement Program (2008 RTIP) (SCAG 2008). The project is identified in the 2008 RTIP as LA0C8086. A conformity determination for SCAG's 2008 RTP and 2008 RTIP was made by the U.S. Department of Transportation (USDOT) on June 5, 2008. The design concept and scope of the proposed project are consistent with the project description in the 2008 RTP, the 2008 RTIP, and the assumptions in the SCAG's regional emissions analysis. Therefore, the proposed project would conform to the SIP.

Project Level Conformity

In addition to regional conformity determination, all non exempt projects such as the proposed project are subject to local CO, PM_{10} and $PM_{2.5}$ impact analysis for project-level conformity determination. For CO, this is done through CO hotspot analysis. For PM_{10} and $PM_{2.5}$, project-level conformity determination is done through qualitative hotspot analysis. All projects of air quality concern require such analysis. Projects of air quality concern are certain highway and transit projects that involve significant levels of

diesel vehicles. To assess the impacts, a project must not cause or contribute to any new localized violations or increase the frequency or severity of any existing violations.

Furthermore, all projects are subject to the California Environmental Quality Act (CEQA) regulations. Therefore, a determination must be made of whether a project may have a significant effect on the environment. Consequently, the project must not violate any California Air Quality Standard (CAAQS), contributes to an existing air quality violation, or expose sensitive receptors to substantial pollutant concentrations. All federally-funded projects are subject to National Environmental Policy Act (NEPA) regulations. According to NEPA, the project must not violate any NAAQS or the project must incorporate all practicable means to avoid or minimize expected exceedances of the NAAQS.

CO Hotspot Analysis

Following the guideline of the Transportation Project-Level Carbon Monoxide Protocol (CO Protocol) (ITS UCDavis 1997), it is determined that the proposed project satisfy the transportation conformity requirements and no further quantitative CO hotspot analysis is required due to the fact that it would not worsen air quality.

PM Hotspot Analysis

Per the guidelines of the *Transportation Conformity Guidance for Qualitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (PM Guidance) (FHWA 2006), it is determined that the proposed project is not a project of air quality concern. Therefore, detailed qualitative $PM_{2.5}$ and PM_{10} hotspot analyses are not required.

In light of the above discussions, the proposed project meets the project-level transportation conformity requirements and therefore will conform to the SIP.

The CAAQS and NAAQS for CO, PM_{10} and $PM_{2.5}$ are presented in Table 3-2.

Table 3-2
CAAQS and NAAQS for CO (ppm), PM_{10} (µg/m^3) and $PM_{2.5}$ (µg/m^3)

Pollutant	Averaging Period	Concentration	
		CAAQS	NAAQS
CO	1-hour	20	35
	8-hour	9.0	9
PM_{10}	24-hour	50	150
	Annual	20	-
$PM_{2.5}$	24-hour	-	35
	Annual	12	15

Mobile Source Air Toxics (MSAT)

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 Federal Highway Administration (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 vehicle miles traveled (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).

EPA has not established regulatory concentration targets for the seven priority MSATs appropriate for use in a project development process. FHWA has developed a tiered approach for analyzing MSATs in NEPA documents. Depending on the specific project circumstances, FHWA has identified three levels of analysis: (1) No analysis for projects with no potential for meaningful MSAT effects; (2) Qualitative analysis for projects with low potential MSAT effects; or (3) Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

According to the *FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents* (MSAT Guidance) (USDOT 2009), the proposed project is a project with no meaningful impacts on traffic volumes or vehicle mix. Therefore, no MSAT analysis is required.

Construction Impact

The proposed project will involve substantial construction. Construction-related $PM_{2.5}$ or PM_{10} emissions due to a particular project are not required to be included in hotspot analyses, if such emissions are considered temporary as defined in 40 CFR 93.123(c)(5) (*i.e.*, emissions which occur only during the construction phase and last five years or less at any individual site). Since the construction phase for the proposed project will last less than five years, a quantitative construction phase PM analysis is not

required. However, pursuant to NEPA and CEQA requirements for construction impactcs, a discussion of construction emissions, potential impacts, and measures to avoid or minimize the impacts is included in this analysis. All Department standard specifications for construction minimization, including measures in the SIP and air district rules, will be implemented. The City of Los Angeles requires the implementation of all applicable and feasible mitigation measures (e.g., SCAQMD's Rule 403, Fugitive Dust) to reduce overall construction emissions.

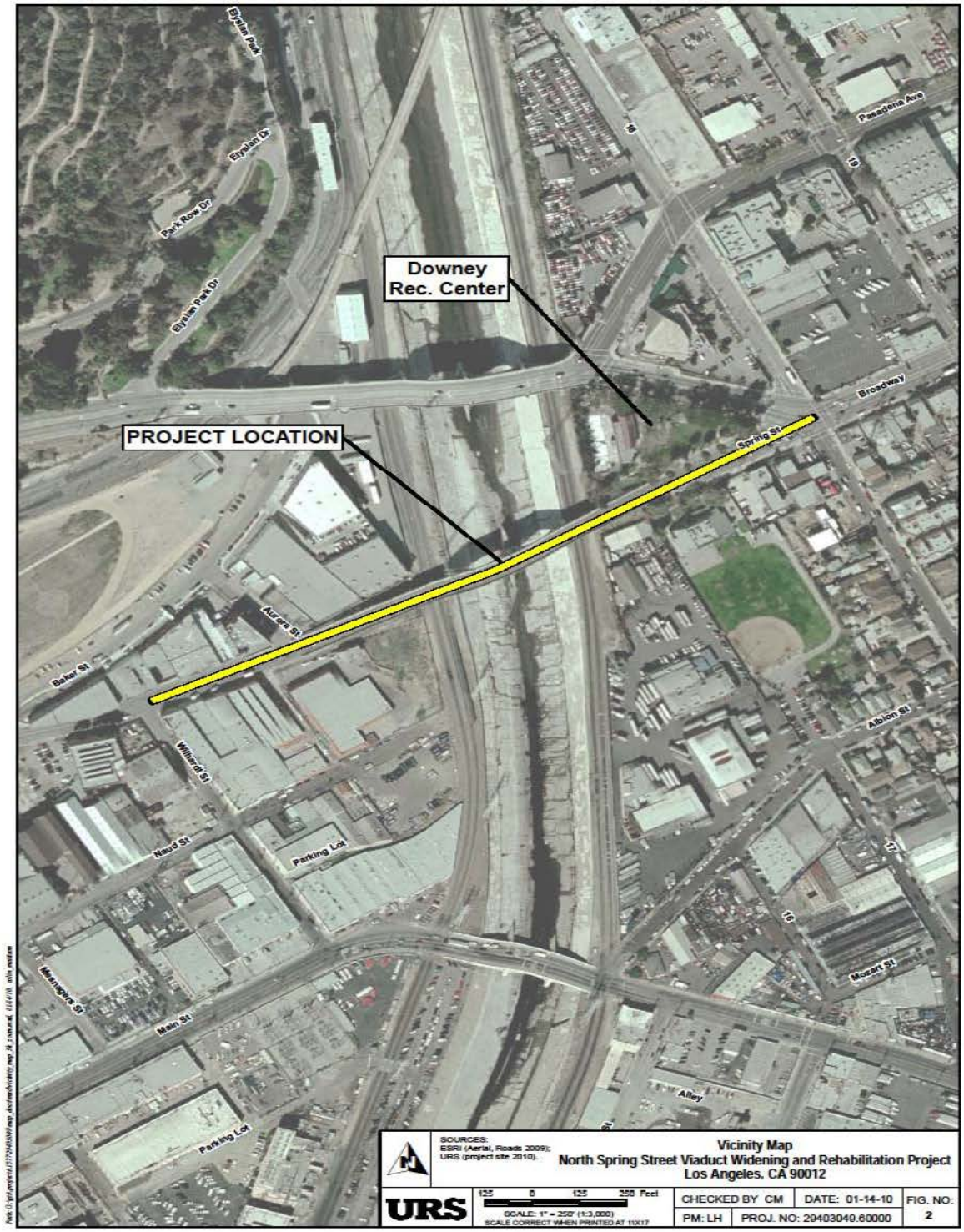
Project Location

Figures 3-1 and 3-2 show the locations of the proposed project on a regional and local scale, respectively.

Figure 3-1
Project Regional Location Map



Figure 3-2
Project Vicinity Map



SECTION 4 EXISTING CONDITIONS

A discussion of the meteorology and climate, regulatory setting, and background air quality around the proposed project is provided below. The regulatory setting discussion includes a description of national and state ambient air quality standards, transportation conformity, air quality management planning, and other regulations applying to the proposed project.

4.1 METEOROLOGY/CLIMATE

The proposed project is located in Los Angeles County, which is within the SCAB. Warm dry summers, low precipitation, and mild winters characterize the overall climate within the SCAB. Due to the combination of summer sunshine, temperate winters, infrequent rainfall, light winds, moderate humidity and basin topography, the SCAB has high air pollution potential. Additionally, the mountains and hills within and surrounding the SCAB contribute to variations in rainfall, temperature, and winds throughout the region. The region experiences frequent temperature inversions where air temperatures that normally decrease with height instead increase with increasing altitude. Temperature inversions prevent air close to the ground from mixing with the air aloft. The resulting condition traps air pollution near the ground. The condition is exacerbated during the summer due to the interaction between the ocean surface and lower layer of the atmosphere, creating a moist marine layer. An upper layer of warm air forms over the cool marine layer, preventing pollutants from mixing and dispersing upward.

Photochemical smog results from a chemical action in the air between hydrocarbons and NO_2 under strong sunlight to form O_3. Thus, the worst smog conditions occur during the summer. Light westerly daytime summer winds drive air pollution inland toward the mountains and further influence local smog concentrations in the SCAB.

Data representative of the project area was obtained from the Western Regional Climate Center (WRCC) for the Los Angeles Civic Center station (Station #045115) located approximately 1.5 miles southwest of the project area. According to the annual climate records, the average temperatures range from 55.7 degrees Fahrenheight (°F) to 74.0 °F. Temperatures for the project area are markedly higher during the summer months. Using the 100-year (*i.e.,* 1906 to 2007) monthly climate summary, the average maximum temperature is 83.0 °F in August, with an average minimum temperature of 48.3°F in January.

During the winter months, a semi-permanent, subtropical high-pressure system over the eastern Pacific Ocean moves south, allowing frontal systems that normally are blocked and forced to the north of the area to pass through the region. This results in majority of the area's annual precipitation, which totals about 14.8 inches. Average maximum rainfall occurs in February (*i.e.,* 3.41 inches), with minimum rainfall in July (*i.e.,* 0.01 inches).

During the fall and winter seasons, the air pollutants of principal concern associated with vehicular exhaust are CO and NO_2. NO_2 levels typically increase during the cold season on days having summer-like conditions because of the atmospheric inversion layer preventing these pollutants from dispersing into the atmosphere and creating high ground-level O_3 concentrations. The majority of CO emissions are emitted from motor vehicles. The amount of CO generated is conversely correlated with vehicle travel speed (*i.e.,* highest amount of CO emissions during traffic congestion). Although CO dissipates quickly

in ambient air, traffic congestions can create an instantaneous increase of localized CO concentrations (*i.e.,* hot-spots).

4.2 REGULATORY SETTING

The Clean Air Act, as amended in 1990, is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called NAAQS. Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: CO, NO_2, O_3, PM, Pb, and SO_2.

Under the 1990 Clean Air Act Amendments, the USDOT cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform to SIP for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels—first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO_2, O_3, and PM. California is in attainment for the other criteria pollutants. At the regional level, RTP are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as SCAG and the appropriate federal agencies, such as the FWHA, make the determination that the RTP is in conformity with the SIP for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires "hot spot" analysis if an area is "nonattainment" or "maintenance" for CO and/or particulate matter. A region is a "nonattainment" area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas, but have recently met the standard are called "maintenance" areas. "Hot spot" analysis is essentially the same, for technical purposes, as CO or particulate matter analysis performed for NEPA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in "nonattainment" areas the project must not cause any increase in the number and severity of violations. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

The CAA identified 188 air toxics, also known HAPs. EPA has assessed this expansive list in their latest rule on the Control of HAPs from Mobile Sources (FR 2007) and identified a group of 93 compounds emitted from mobile sources that are listed in their Integrated Risk Information System (IRIS). In addition, 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). 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. No NAAQS are associated with these air toxics, although EPA has issued a number of regulations that will dramatically decrease MSATs through cleaner fuels and cleaner engines. 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).

On the state level, the California Air Resources Board (CARB) is responsible for ensuring implementation of the federal CAA within the state, and establishing the CAAQS. It is also responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB also establishes passenger vehicle fuel specifications. In addition, CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer activities for controlling stationary emission sources at the regional and county levels. The CCAA is administered by CARB at the state level and by local air pollution control districts and air quality management districts at the regional level. The state and federal AAQS relevant to the proposed project are summarized in Table 4.2-1.

On the local level, the SCAQMD is responsible for administrating federal and state air quality regulations, adopting rules and regulations for stationary sources of air pollution, permitting of stationary sources of air emissions, and monitoring of air quality in the air basin. The SCAQMD is required to produce plans for complying with ambient air quality standards within its jurisdiction. Every three years, the SCAQMD and SCAG update the Air Quality Management Plan (AQMP).

SCAG is the metropolitan planning organization (MPO) and the Regional Transportation Planning Agency (RTPA) responsible for regional transportation planning in six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial. As the designated MPO, SCAG is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. In accordance with federal and state laws, the SCAG develops a long-range (20-year) RTP every four years.

Table 4.2-1
National and California Ambient Air Quality Standards

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards [1]		Federal Standards [2]		
		Concentration [3]	Method [4]	Primary [3,5]	Secondary [3,6]	Method [7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10)	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		—		
Fine Particulate Matter (PM2.5)	24 Hour	No Separate State Standard		35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	15.0 µg/m³		
Carbon Monoxide (CO)	8 Hour	9.0 ppm (10mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m³)	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m³)		35 ppm (40 mg/m³)		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		—	—	—
Nitrogen Dioxide (NO_2)	Annual Arithmetic Mean	0.030 ppm (57 µg/m3)	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m³)	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.18 ppm (339 µg/m³)		0.100 ppm (see footnote 8)	None	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (80 µg/m³)	—	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (365 µg/m³)	—	
	3 Hour	—		—	0.5 ppm (1300 µg/m³)	
	1 Hour	0.25 ppm (655 µg/m³)		—	—	—
Lead [9]	30 Day Average	1.5 µg/m³	Atomic Absorption	—	—	—
	Calendar Quarter	—		1.5 µg/m³	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average [10]	—		0.15 µg/m³		
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer — visibility of ten miles or more (0.07 — 30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		No Federal Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride [9]	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

See footnotes on next page ...

For more information please call ARB-PIO at (916) 322-2990 California Air Resources Board (02/16/10)

1. California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter—PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calender year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8. To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100 ppm (effective January 22, 2010).

9. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

10. National lead standard, rolling 3-month average: final rule signed October 15, 2008.

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4.3 BACKGROUND AIR QUALITY

Attainment Status

The proposed project site is located in the SCAB. The attainment status of SCAB relative to the federal and state criteria pollutants is presented in Table 4.3-1. An area is designated in attainment when it is in compliance with the NAAQS and/or CAAQS. At the time of designation, if the available data does not support a designation of attainment or nonattainment, the area is designated as unclassifiable. Areas that were previously designated as nonattainment areas but have recently met the standard are called "maintenance" areas.

Table 4.3-1
SCAB Attainment Status of all Federal and State Criteria Pollutants

Pollutant	Federal	State
O_3 (8-hr)	Nonattainment – Severe 17	Nonattainment
NO_2 [1]	Attainment/Maintenance	Attainment
CO	Attainment/Maintenance	Attainment
PM_{10}	Serious Nonattainment	Nonattainment
$PM_{2.5}$	Nonattainment	Nonattainment
Pb	Attainment	Attainment
SO_2	Attainment	Attainment

Source: California Air Resource Board (CARB)

[1] EPA set a new 1-hr average NO_2 standard on January 22, 2010. EPA will revise attainment designation by January 2012.

Background Concentrations

The SCAQMD operates a network of ambient air monitoring stations throughout SCAB. The purpose of the monitoring stations is to measure ambient concentrations of the pollutants and determine whether the ambient air quality meets the CAAQS and/or NAAQS.

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 (2004 – 2008) at the Central Los Angeles Station are presented in Table 4.3-2.

Table 4.3-2
Air Pollutant Data Summary from Central Los Angeles Monitoring Station (2004-2008)

	Carbon Monoxide (CO)				Ozone (O_3)		Respirable Particulate Matter (PM_{10})		Fine Particulate Matter ($PM_{2.5}$)		Nitrogen Dioxide (NO_2)	
	Max 1-hour Conc. (ppm)	Number of Days Exceeded	Max 8-hour Conc. (ppm)	Number of Days Exceeded	Max 8-hour Conc. (ppm)	Number of Days Exceeded	Max 24-hour Conc. ($\mu g/m^3$)	Number of Days Exceeded	Max 24-hour Conc. ($\mu g/m^3$)	Number of Days Exceeded [3]	Max 1-hour Conc. (ppm)	Number of Days Exceeded
State Stds.	20 ppm / 1 hour		9.0 ppm / 8 hour		0.070 ppm / 8 hour		50 $\mu g/m^3$ / 24 hour		NA		0.18 ppm / 1 hour	
Federal Stds.	35 ppm / 1 hour		9 ppm / 8 hour		0.075 ppm / 8 hour		150 $\mu g/m^3$ / 24 hour		35 $\mu g/m^3$ / 24 hour		0.100 ppm / 1 hour	
2008	2.9	0	1.96	0	0.090	3	66	0	43.7	1	0.122	0
2007	3.2	0	2.0	0	0.102	3	78	0	64.1	1	0.095	0
2006	3.5	0	2.7	0	0.079	3	59	0	56.2	1	0.111	0
2005	3.9	0	3.1	0	0.098	5	70	0	73.7	1	0.126	0
2004	4.2	0	3.2	0	0.091	2	72	0	60.3	1	0.157	0
Maximum	4.2		3.2		0.102		78	0	73.7		0.157	

Notes:
Source: EPA AirData web page - http://www.epa.gov/air/data/
ppm – parts per million
ug/m^3 – micrograms per cubic meter

Effects of Air Pollutants

The following paragraphs describe the effects of each criteria pollutant, MSAT and asbestos.

Criteria Pollutants

Carbon Monoxide (CO)

CO is a colorless, odorless, poisonous gas produced by incomplete burning of carbon-based fuels, including gasoline, oil, and wood. CO is also produced from incomplete combustion of many natural and synthetic products. For instance, cigarette smoke contains CO. When CO enters the body, it combines with chemicals in the blood and prevents the blood from providing oxygen to cells, tissues, and organs. The body requires oxygen for energy, so high-level exposures to CO can cause serious health effects.

Nitrogen Dioxide (NO_2)

NO_2 is a product of combustion and is generated in vehicles and in stationary sources such as power plants and boilers. NO_2 can cause lung damage. NO_2 is part of the NO_X family and is a principal contributor to O_3 and smog.

Ozone (O_3)

O_3 is a strong-smelling, pale blue, reactive toxic chemical gas consisting of three oxygen atoms. It is a product of the photochemical process involving the sun's energy and ozone precursors, primarily NO_x and VOC. O_3, a major component of smog, exists in the upper atmosphere ozone layer (stratospheric O_3), as well as near the earth's surface in the troposphere. O_3 reacts chemically with internal body tissues, such as the lungs.

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

Particulate matter includes dust, soot, and other tiny bits of solid materials and liquid droplets that are released into and move around in the air. Particulates are produced by many sources, including burning of diesel fuels by trucks and buses, incineration of garbage, mixing and application of fertilizers and pesticides, dust from road construction, industrial processes such as steel-making, mining operations, agricultural burning (field and slash burning), and operation of fireplaces and woodstoves. Particulate pollution can cause eye, nose, and throat irritation and respiratory health problems.

Sulfur Dioxide (SO_2)

SO_2 is a combustion product, with the primary source being power plants and heavy industries that use coal or oil as fuel. SO_2 is also a product of diesel engine combustion. The health effects of SO_2 include lung disease and breathing problems for asthmatics. SO_2 in the atmosphere contributes to the formation of acid rain. In the SCAG, there is relatively little use of coal and oil; therefore, SO_2 is of lesser concern than in many other parts of the country. SO_x are composed mainly of SO_2 and sulfates. SO_x are pungent, colorless gases formed primarily by the combustion of sulfur-containing fossil fuels, especially coal and

oil. Some industrial processes, such as the production of paper and smelting of metals, produce sulfur dioxide.

Lead (Pb)

Excessive exposure to lead can trigger seizures, mental retardation, or behavioral disorders, and other central nervous system damage. Lead gasoline additives, nonferrous smelters, and battery plants were the most significant contributors to atmospheric lead emissions. Legislation in the early 1970s required gradual reduction of the lead content of gasoline, which has dramatically reduced lead emissions from mobile and other combustion sources. In addition, unleaded gasoline was introduced in 1975, and together these controls have essentially eliminated violations of the lead standard.

Sulfates

Particulate sulfates are the product of further oxidation of SO_2. Sulfate compounds consist of primary and secondary particles. Primary sulfate particles are directly emitted from open pit mines, dry lakebeds, and desert soils. Fuel combustion is another source of sulfates, both primary and secondary. Secondary sulfate particles are produced when SO_x emissions are transformed into particles through physical and chemical processes in the atmosphere. Particles can be transported long distances.

Hydrogen Sulfide (H_2S)

Hydrogen sulfide is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the standard will result in exposure to a very disagreeable odor.

Visibility-Reducing Particles

Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that consists of dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt. The statewide standard is intended to limit the frequency and severity of visibility impairment due to regional haze.

Mobile Source Air Toxics

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.

Sensitive Receptors

Some locations are considered more sensitive to adverse effects from air pollution than others. These locations are commonly termed sensitive receptors and they include hospitals, schools, day care centers, nursing homes, and parks/playgrounds. Sensitive receptors in proximity to localized CO sources, toxic air contaminants, or odors are of particular concern. Sensitive receptors closest to the proposed project site are presented in Table 4.3-3.

Table 4.3-3
Sensitive Receptors Closest to the Proposed Project Site

Type of Receptor	Name	Distance from Proposed Project
Park	Downey Recreational Center	Adjacent to the far northeastern portion of the project area.

SECTION 5 EVALUATION OF IMPACTS

The proposed project satisfies the regional conformity requirements since it is included in the adopted 2008 RTP and 2008 RTIP and its design concept and scope are consistent with the project description in the 2008 RTP, the 2008 RTIP, and the assumptions in the SCAG's regional emissions analysis.

In addition to regional conformity determination, all non exempt projects are subject to local CO, PM_{10} and $PM_{2.5}$ impact analysis for project-level conformity determination. For CO, this is done through CO hotspot analysis. For PM_{10} and $PM_{2.5}$, it is done through a qualitative hotspot analysis. All projects of air quality concern require such PM hotspot analysis. Projects of air quality concern are certain highway and transit projects that involve significant levels of diesel vehicles. Furthermore, a MSAT and construction impact analyses are also required.

The evaluation of impacts apply 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.

5.1 CONSTRUCTION IMPACTS

Construction-related $PM_{2.5}$ or PM_{10} emissions due to a particular project are not required to be included in hotspot analyses, if such emissions are considered temporary as defined in 40 CFR 93.123(c)(5) (*i.e.,* emissions which occur only during the construction phase and last five years or less at any individual site). Since the construction phase for the proposed Project will last less than five years, a quantitative construction phase PM analysis is not required. However, pursuant to the NEPA and CEQA requirements for construction impacts analysis, a discussion of construction emissions, potential impacts, and measures to avoid or minimize the impacts is included in this analysis. All Department standard specifications for construction minimization, including measures in the state implementation plan and air district rules, will be implemented.

5.2 OPERATIONAL IMPACTS

5.2.1 CO Hotspot Methodology

For the local CO hotspot analysis, the procedure outlined in the flow chart shown in Figure 3 of the *Transportation Project-Level Carbon Monoxide Protocol* (CO Protocol) (ITS UCDavis 1997) and in Appendix A of this report was used to determine the project-level CO impacts of the proposed project.

An analysis of the screening questions included in the flow chart indicates:

Level 1: Is the project in a CO nonattainment area?

No. The project is located in a federally designated CO maintenance area that was redesignated as attainment after the 1990 CAA. Since its redesignation, the area continued attainment as evidenced by Table 4.3.2 that shows no violation of CO standards in the vicinity of the project site for the past five

years. In fact the whole SCAB has been in compliance in this time period. As such, proceed to LEVEL 7 of the flow chart.

LEVEL 7: Does the project worsen air quality?

If the following conditions are satisfied, the proposed project does not worsen air quality. Consequently, the project would be satisfactory and would not require further detailed CO hotspot analysis.

1. The project does not significantly increase the percentage of vehicles operating in cold start mode;

2. The project does not significantly increase traffic volumes; and

3. The project does not worsen traffic flow.

The main purpose of this project is to widen and rehabilitate the North Spring Street viaduct, including installation of sidewalks and bike lanes in both directions. Therefore, the project would improve traffic flow. In fact, the calculated level of service (LOS) within the project limits are C or better for the buildout scenarios of the opening (2015) and design (2035) years. The project would not add vehicle capacity and is not expected to generate additional traffic volumes. For both the no-build and buildout scenarios of the opening and design years the annual average daily traffic (AADT) remains at 30,650 and 35,998 vehicles respectively. The PM peak hour traffic volumes are 4,038 for the opening year and 4,271 for the design year. These volumes are the same for the Build and No-Build scenarios. Consequently, it would not result in an increase in the percentage of vehicles operating in cold start mode. The calculated traffic volumes and LOSs are presented in Appendix B.

Based on the above discussion, the proposed project is satisfactory and no further analysis is needed.

5.2.2 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.

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. Furthermore, the calculated LOS within the project limits are C or better for the buildout scenarios of the opening and design years. The calculated traffic volumes and LOSs are presented in Appendix B. Moreover, the proposed project is not a bus or rail terminals. 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 C. These documents can also be found at http://www.scag.ca.gov/tcwg/tcwg012610.htm.

5.2.3 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).

For the MSAT analysis, the guidelines from the *FHWA's Interim Guidance Update on Mobile Air Toxic Analysis for NEPA Documents* (MSAT Guidance) (USDOT 2009) were used. The FHWA has developed a tiered approach for analyzing MSATs in NEPA documents. Depending on the specific project circumstances, FHWA has identified three levels of analysis:

- No analysis for projects with no potential for meaningful MSAT effects,
- Qualitative analysis for projects with low potential MSAT effects, or
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

Exempt projects or projects with no meaningful potential MSAT effects include: projects qualifying as a categorical exclusion under 23 CFR 771.117(c), projects exempt under the Clean Air Act conformity rule under 40 CFR 93.126, or other projects with no meaningful impacts on traffic volumes or vehicle mix. For these projects, no analysis or discussion of MSAT is necessary.

Projects with Low potential MSAT effects include projects that serve to improve operations of highway, transit or freight without adding substantial new capacity or without creating a facility that is likely to meaningfully increase emissions. For these projects, a qualitative assessment of emissions projections should be conducted. This qualitative assessment would compare, in narrative form, the expected effect of the project on traffic volumes, vehicle mix, or routing of traffic, and the associated changes in MSATs for the project alternatives, based on VMT, vehicle mix, and speed. It would also discuss national trend data projecting substantial overall reductions in emissions due to stricter engine and fuel regulations issued by EPA.

Projects with higher potential MSAT effects include projects that have the potential for meaningful differences among project alternatives. They 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 be proposed to be located in proximity to populated areas or in rural areas, in proximity to concentrations of vulnerable populations (*i.e.,* schools, nursing homes, hospitals). Projects falling within this category should be more rigorously assessed for impacts that would include a quantitative analysis that would attempt to measure the level of emissions for the six priority MSATs for each alternative, to use as a basis of comparison.

As indicated in Sections 5.2.1 and 5.2.2, the main purpose of the proposed project is to widen and rehabilitate the North Spring Street viaduct, including installation of sidewalks and bike lanes in both directions. Therefore, the project would improve traffic flow. The project would not add vehicle capacity and is not expected to generate additional traffic volumes. In fact, the calculated level of service (LOS) within the project limits are C or better for the buildout scenarios of the opening (2015) and design (2035) years. The project would not add vehicle capacity and is not expected to generate additional traffic volumes. For both the no-build and buildout scenarios of the opening and design years the AADT

remains at 30,650 and 35,998 vehicles respectively. The PM peak hour traffic volumes are 4,038 for the opening year and 4,271 for the design year. These volumes are the same for the Build and No-Build scenarios. Consequently, it would not result in an increase in vehicle capacity. Furthermore, the diesel fueled truck percentage within the project limits is only 7.2 percent of the AADT for the existing and opening years and 6.6% for the design year.

Both the traffic volumes and vehicle mix would remain the same for the no-build and buildout scenarios of the opening and design years. Therefore, 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.

SECTION 6 IMPACTS

6.1 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. 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.

Although particulate/dust emissions from these sources typically occur over short periods of time, they may have substantial temporary impacts on local air quality, especially during dry conditions and/or high wind speed events. Therefore, these emissions need to be minimized or mitigated. The recommended particulate matter/dust minimization measures are presented in Section 8.

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.

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.

6.2 OPERATIONAL IMPACTS

6.2.1 CO Hotspot Impacts

Within a federal CO nonattainment or maintenance area, a project must not cause or contribute to any new localized violations or increase the frequency or severity of any existing violations. Furthermore, all projects are subject to CEQA. Therefore, a determination must be made of whether a project may have a significant effect on the environment. Consequently, the project must not violate any CAAQS, contributes to an existing air quality violation, or expose sensitive receptors to substantial pollutant concentrations. All federally-funded projects are subject to NEPA. According to NEPA, the project must not violate any NAAQS or the project must incorporate all practicable means to avoid or minimize expected exceedances of the NAAQS.

Following the CO Protocol, it was determined that the proposed project satisfy the transportation conformity requirements of CO and no further quantitative CO hotspot analysis is required. Consequently the proposed project would not cause or contribute to any new localized violations or increase the frequency or severity of any existing violations, violate any CAAQS for CO, contributes to an existing CO air quality violation, or expose sensitive receptors to substantial CO concentrations, nor violate any NAAQS for CO.

The proposed project therefore meets the project-level transportation conformity requirements and consequently will conform to the SIP. Moreover, the project will not have a significant effect on the environment and the impacts are acceptable under the CEQA and NEPA requirements.

6.2.2 PM_{10} and $PM_{2.5}$ Hotspot Impacts

Within a federal PM_{10} or $PM_{2.5}$ nonattainment area, a project must not cause or contribute to any new localized violations or increase the frequency or severity of any existing violations. Furthermore, all projects are subject to CEQA. Therefore, a determination must be made of whether a project may have a significant effect on the environment. Consequently, the project must not violate any CAAQS, contributes to an existing air quality violation, or expose sensitive receptors to substantial pollutant concentrations. All federally-funded projects are subject to NEPA. According to NEPA, the project must not violate any NAAQS or the project must incorporate all practicable means to avoid or minimize expected exceedances of the NAAQS.

The proposed project is located in a nonattainment area for federal particulate (PM) standards. Through interagency consultation review requirements, the proposed project was reviewed by the SCAG TCWG during its January 26, 2010 meeting. TCWG found the project not to be a project of air quality concern because it does not meet the criteria due to relatively low total/truck AADT, truck percentage, and increase in truck volumes comparing the Build and No-Build Alternatives. The proposed project is improving traffic operations by smoothing traffic flow. Therefore, detailed qualitative $PM_{2.5}$ and PM_{10} hotspot analyses are not required. Consequently, the project would not cause or contribute to any new localized PM violations or increase the frequency or severity of any existing PM violations, violate any CAAQS for PM, contributes to an existing PM air quality violation, or expose sensitive receptors to substantial PM concentrations, nor violate any NAAQS for PM. A copy of the $PM_{2.5}$ and PM_{10} Hotspot Interagency Review Form and January 26, 2010 TCWG decision are presented in Appendix C. They can also be found at http://www.scag.ca.gov/tcwg/tcwg012610.htm.

The proposed project therefore meets the project-level transportation conformity requirements of PM_{10} and $PM_{2.5}$ and consequently will conform to the SIP.

6.2.3 MSAT Impacts

EPA has not established regulatory concentration targets for the seven priority MSATs appropriate for use in a project development process. According to the MSAT Guidance, the proposed project is a project with no meaningful impacts on traffic volumes or vehicle mix. Therefore, no MSAT analysis is required.

The proposed project consists of widening the North Spring Street viaduct to accommodate bike lanes and sidewalks, thus would improve traffic operations by smoothing traffic and would not result in an increase in traffic volumes. This project has been determined to generate minimal air quality impacts for criteria pollutants and has not been linked to any special MSAT concerns. As such this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the No Build Alternative.

In fact, the calculated level of service (LOS) within the project limits are C or better for the buildout scenarios of the opening (2015) and design (2035) years. The project would not add vehicle capacity and is not expected to generate additional traffic volumes. For both the no-build and buildout scenarios of the opening and design years the AADT remains at 30,650 and 35,998 vehicles respectively. The PM peak hour traffic volumes are 4,038 for the opening year and 4,271 for the design year. These volumes are the same for the Build and No-Build scenarios. Consequently, it would not result in an increase in vehicle

capacity. Furthermore, the diesel fueled truck percentage within the project limits is only 7.2 percent of the AADT for the existing and opening years and 6.6% for the design year.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends forecasts a combined reduction of 72 percent in the annual emission rate for the priority MSAT from 1999 to 2050 while VMT are projected to increase by 145 percent. This will both reduce the background level of MSAT, as well as reduce the minor MSAT emissions from this project.

In conclusion, MSAT would not adversely impact air quality in the vicinity of the proposed project site since no meaningful emission increase would occur.

SECTION 7 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.

SECTION 8 IMPACT AVOIDANCE AND MINIMIZATION MEASURES

It is recommended that the following measures be incorporated into the construction phase of the project proposed project to minimize the emission of fugitive dust, PM_{10}, and $PM_{2.5}$:

- Minimize land disturbance.
- Use watering trucks to minimize dust; watering should be sufficient to confine dust plumes to the project work areas.
- Suspend grading and earth moving when wind gusts exceed 25 miles per hour unless the soil is wet enough to prevent dust plumes.
- Cover all trucks hauling dirt when traveling at speeds greater than 15 miles per hour.
- Stabilize the surface of dirt piles if not removed within 2 days.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- Remove unused material.

It is also recommended that the following measures be incorporated into the construction phase of the proposed project to minimize exposure to diesel particulate emissions: locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.

In addition, to the Department's recommendations, 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, will be implemented.

SCAQMD Rule 403 requires that fugitive dust be controlled with best available control measures (BACMs) so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 402 prohibits dust from creating a nuisance off site. Implementation of these dust suppression techniques, as required by the SCAQMD, can reduce the fugitive dust generation (and thus the PM_{10} and $PM_{2.5}$ components) by 50 to 75 percent. Compliance with the following BACMs would reduce impacts on nearby sensitive receptors. These dust suppression techniques are summarized in Tables 1, 2 and 3 of SCAQMD Rule 403 and are reprinted here in Appendix D.

SECTION 9 CONCLUSIONS

This air quality technical report described the project description; the existing climate, regional and local air quality of the proposed project area; identified the pollutants of concern, identified the project potential air quality impacts; demonstrated the air quality conformity to the SIP; and defined measures to minimize the construction phase particulate emissions.

The North Spring Street Viaduct Widening and Rehabilitation Project is located in the City of Los Angeles, approximately 1.5 miles northeast of downtown, in an area that includes residential, commercial, industrial and open-space (park) land uses. The project limits begins at Wilhardt Street on the southwest, then runs 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. The proposed project site is also located in the SCAB which is a federal maintenance area for CO and NO_2 and nonattainment area for PM_{10}, $PM_{2.5}$ and O_3. It is a California nonattainment area for PM_{10}, $PM_{2.5}$ and O_3.

Regional conformity is satisfied if a project is included in the RTP or RTIP and if the project has not been altered in design concept or scope from that described in the RTP and RTIP. The proposed project is included in the SCAG's Final 2008 Transportation Program (2008 RTP) which was adopted on May 08, 2008 and 2008 Regional Transportation Improvement Program (2008 RTIP). The project is identified in the 2008 RTIP as LA0C8086; 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). A conformity determination for SCAG's 2008 RTP and 2008 RTIP was made by the USDOT on June 5, 2008. The design concept and scope of the proposed project are consistent with the project description in the 2008 RTP, the 2008 RTIP, and the assumptions in the SCAG's regional emissions analysis. Therefore, the proposed project would conform to the SIP and no adverse air quality impact would occur as a result of the project implementation.

In addition to regional conformity determination, all non exempt projects are subject to local CO, PM_{10} and $PM_{2.5}$ impact analysis for project-level conformity determination. Following the guideline of the CO Protocol, it was determined that the proposed project satisfy the transportation conformity requirements and no further quantitative CO hotspot analysis is required due to the fact that it would not worsen air quality. Per the guidelines of the PM Guidance, it was determined that the proposed project is not a project of air quality concern because it does not meet the criteria due to relatively low total/truck AADT, truck percentage, and increase in truck volumes comparing the Build and No-Build Alternatives. Therefore, detailed qualitative $PM_{2.5}$ and PM_{10} hotspot analyses were not required. 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. TWGC found the project not to be a project of air quality concern. The proposed project therefore meets the project-level transportation conformity requirements and consequently would conform to the SIP. Moreover, the project would not have a significant effect on the environment and the impacts are acceptable under the CEQA and NEPA requirements.

According to the MSAT Guidance, the proposed project is a project with no meaningful impacts on traffic volumes or vehicle mix. Therefore, no MSAT analysis was required and MSAT would not adversely impact air quality in the vicinity of the proposed project site.

The proposed Project will involve substantial construction. Since the construction phase for the proposed Project will last less than five years, a quantitative construction phase PM analysis was not required. However, a discussion of construction emissions, potential impacts, and measures to avoid or minimize the impacts was included in this analysis. During the construction phase of the proposed Project, naturally-occurring asbestos entrainment would not impact the project area since Los Angeles County is not likely to contain naturally-occurring asbestos.

SECTION 10 REFERENCES

California Department of Conservation, Department of Mines and Geology. A General Location Guide for Ultramafic Rocks in California - Areas More Likely To Contain Naturally Occurring Asbestos, 2000.

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Institute of Transportation Studies, University of California, Davis. Transportation Project-Level Carbon Monoxide Protocol, 1997.

South Coast Association of Governments, 2008 Regional Transportation Plan (RTP): Making the Connections, 2008.

U.S. Department of Transportation (USDOT). FHWA's Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents, 2009.

United States Environmental Protection Agency (USEPA). Transportation Conformity Guidance for Qualitative Hot-spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas, 2006.

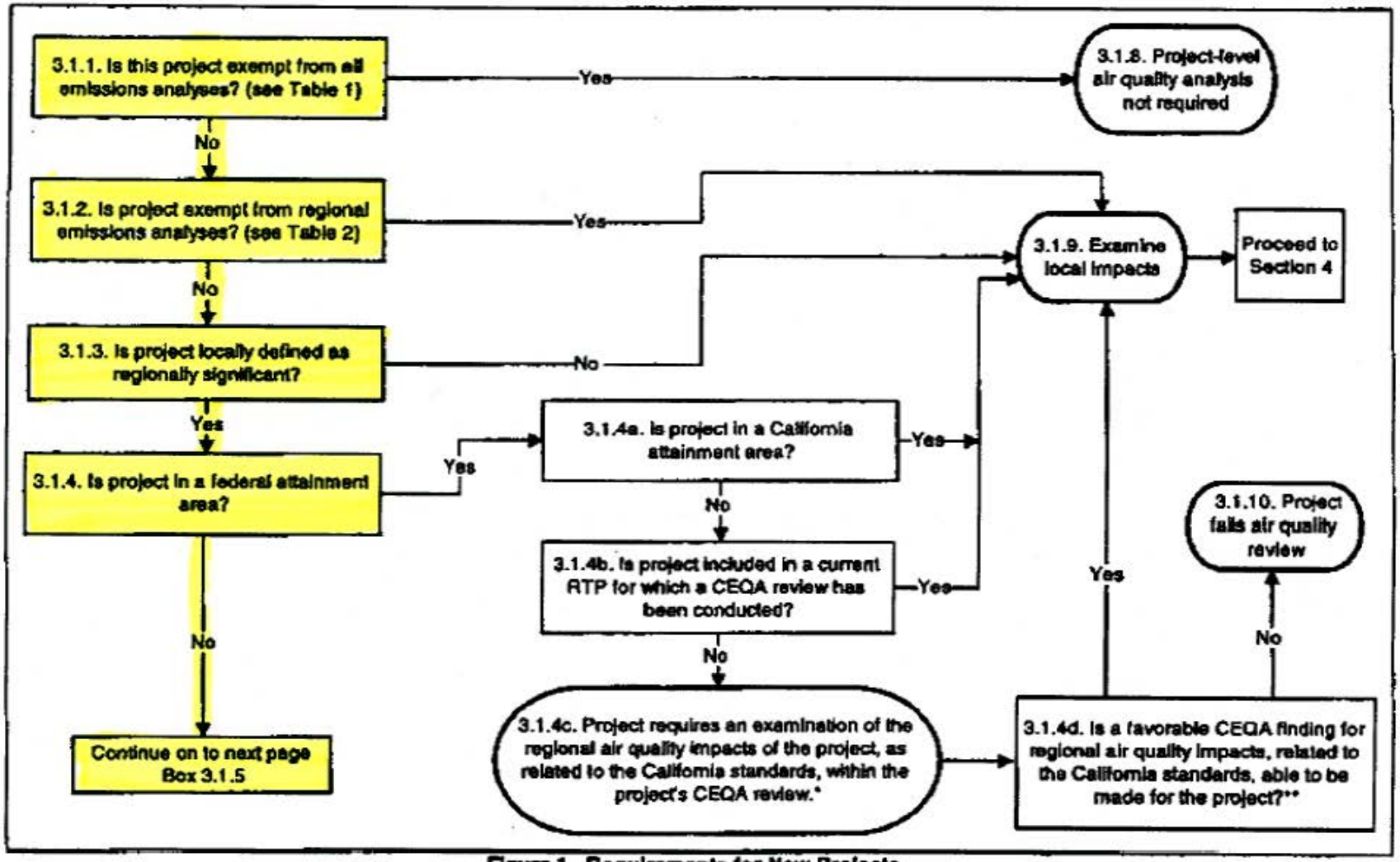


Figure 1. Requirements for New Projects

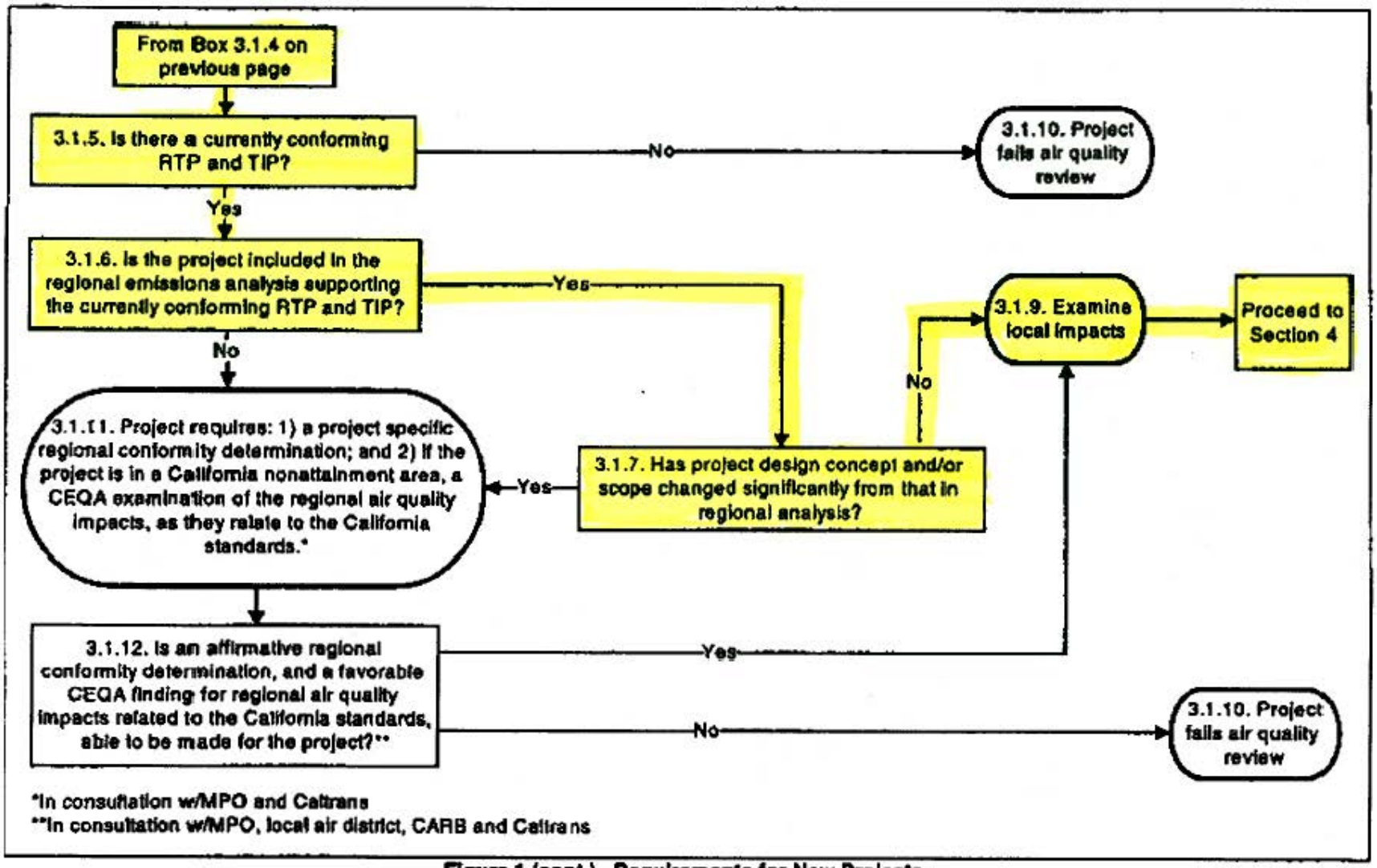


Figure 1 (cont.). Requirements for New Projects

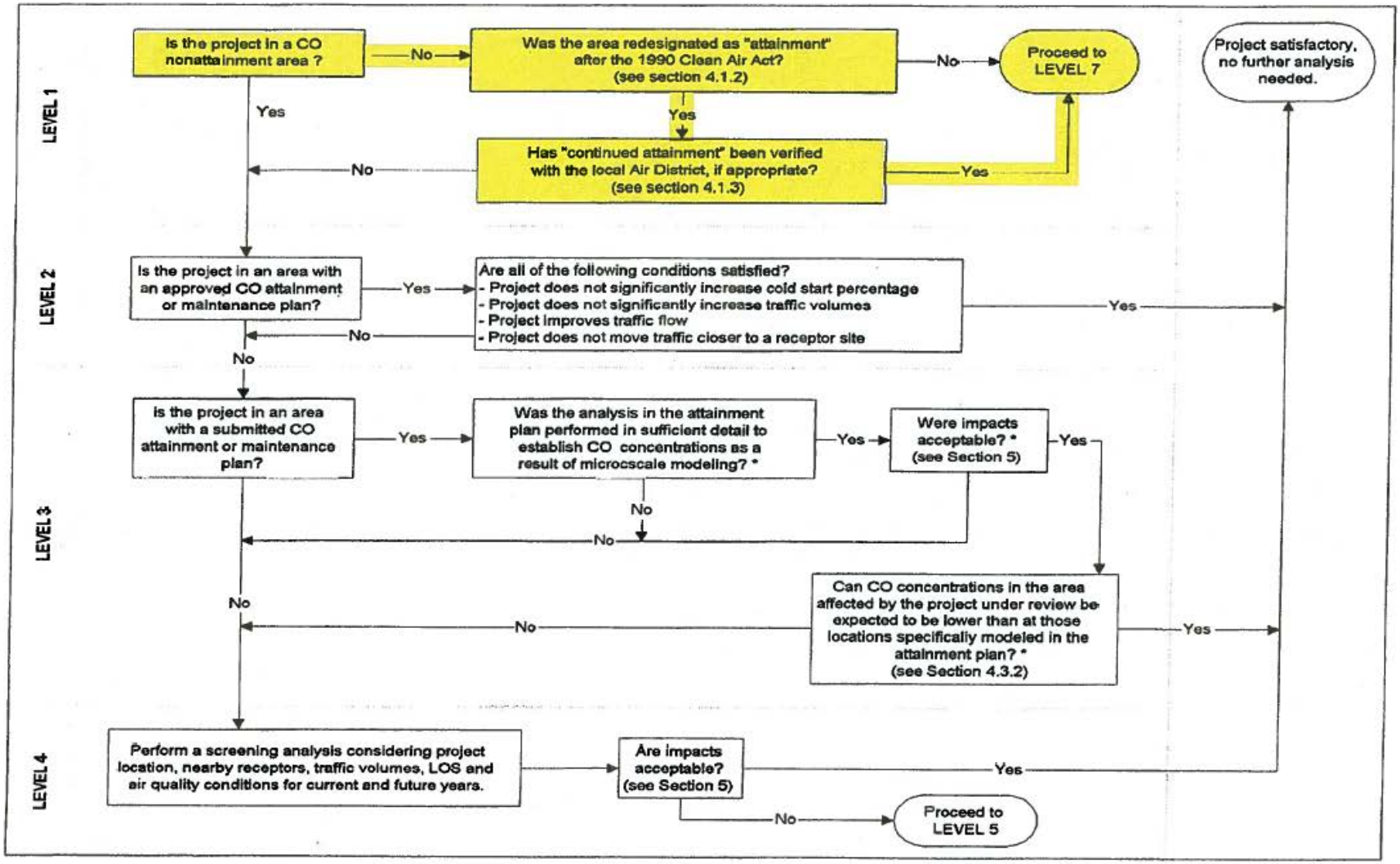


Figure 3. Local CO Analysis

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

PM Conformity Hot Spot Analysis
Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
    a. Is exempt pursuant to 40 CFR 93.126; or
    b. Is a traffic signal synchronization project under 40 CFR 93.128; or
    c. Uses no Federal funds AND requires no Federal approval; or
    d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

1) Fill out form in its entirety. Enter information in gray input fields.

2) Be sure to include RTIP ID#. See http://scag.ca.gov/rtip/ if necessary.

3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM_{10} and $PM_{2.5}$ Hot Spots

(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;

(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those 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;

(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;

(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and

(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

http://www.fhwa.dot.gov/environment/conform.htm

http://www.epa.gov/otaq/stateresources/transconf/index.htm

TABLE 1
Type of Project

- New state highway
- Change to existing state highway
- New regionally significant street
- Change to existing regionally significant street
- New interchange
- Reconfigure existing interchange
- Intersection channelization
- Intersection signalization
- Roadway realignment
- Bus, rail, or inter-modal facility/terminal/transfer point
- Truck weight/inspection station
- At or affects location identified in the SIP as a site of actual or possible violation of NAAQS

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

Contact Person	**Phone#**	**Fax#**	**Email**
Mr. Wenn Chyn (City of Los Angeles)	(213) 202-5581	(213) 202-5518	Wenn.chyn @lacity.org

Hot Spot Pollutant of Concern *(check one or both)* **$PM_{2.5}$ X** **PM_{10} X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action: 2010/06

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exclusion**		**Section 6005 – Non-Categorical Exclusion**
		X	

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2001/10	2007/12	2011/01	2011/06
End	2010/06	2010/06	2013/06	2015/12

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purposes of the proposed project are to:

- Eliminate existing and geometrical design deficiencies associated with the viaduct and its adjoining approach roadways;
- Correct existing seismic vulnerability issues specific to the viaduct;
- Create and improve pedestrian and bicycle linkages through the proposed project's study area and connections with regional bicycle routes and mass-transit facilities;
- Restore, to the extent feasible, the architectural character and appearance of the original structure in a manner that reflects its historical context; and
- Improve ingress/egress from adjacent side streets onto North Spring Street.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project area is located in a highly urbanized area surrounding a portion of the Los Angeles River. The project area primarily consists of industrial, open space, and public facilities uses. Please refer to the attached Figure 2 for the proposed project location and surrounding land uses.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The anticipated opening Year is 2015. Please see the detail data and calculations in Attachment 1 and 2.

Build Scenario:

	AM W/B	AM E/B	PM W/B	PM E/B
LOS	C	A	B	B
Car ADT	13,304	15,130	13,304	15,130
Truck %	2%	13%	4%	3%
Truck ADT	923	1,292	923	1,292

No Build Scenario:

	AM W/B	AM E/B	PM W/B	PM E/B
LOS	C	A	B	D
Car ADT	13,304	15,130	13,304	15,130
Truck %	2%	13%	4%	3%
Truck ADT	923	1,292	923	1,292

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

RTP Horizon Year is 2035. Please see the detail data and calculations in Attachment 1 and 2.

Build Scenario:

	AM W/B	AM E/B	PM W/B	PM E/B
LOS	C	A	C	B
Car ADT	15,885	17,733	15,885	17,733
Truck %	3%	15%	4%	4%
Truck ADT	882	1,499	882	1,499

No Build Scenario:

	AM W/B	AM E/B	PM W/B	PM E/B
LOS	C	A	C	D
Car ADT	15,885	17,733	15,885	17,733
Truck %	3%	15%	4%	4%
Truck ADT	882	1,499	882	1,499

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

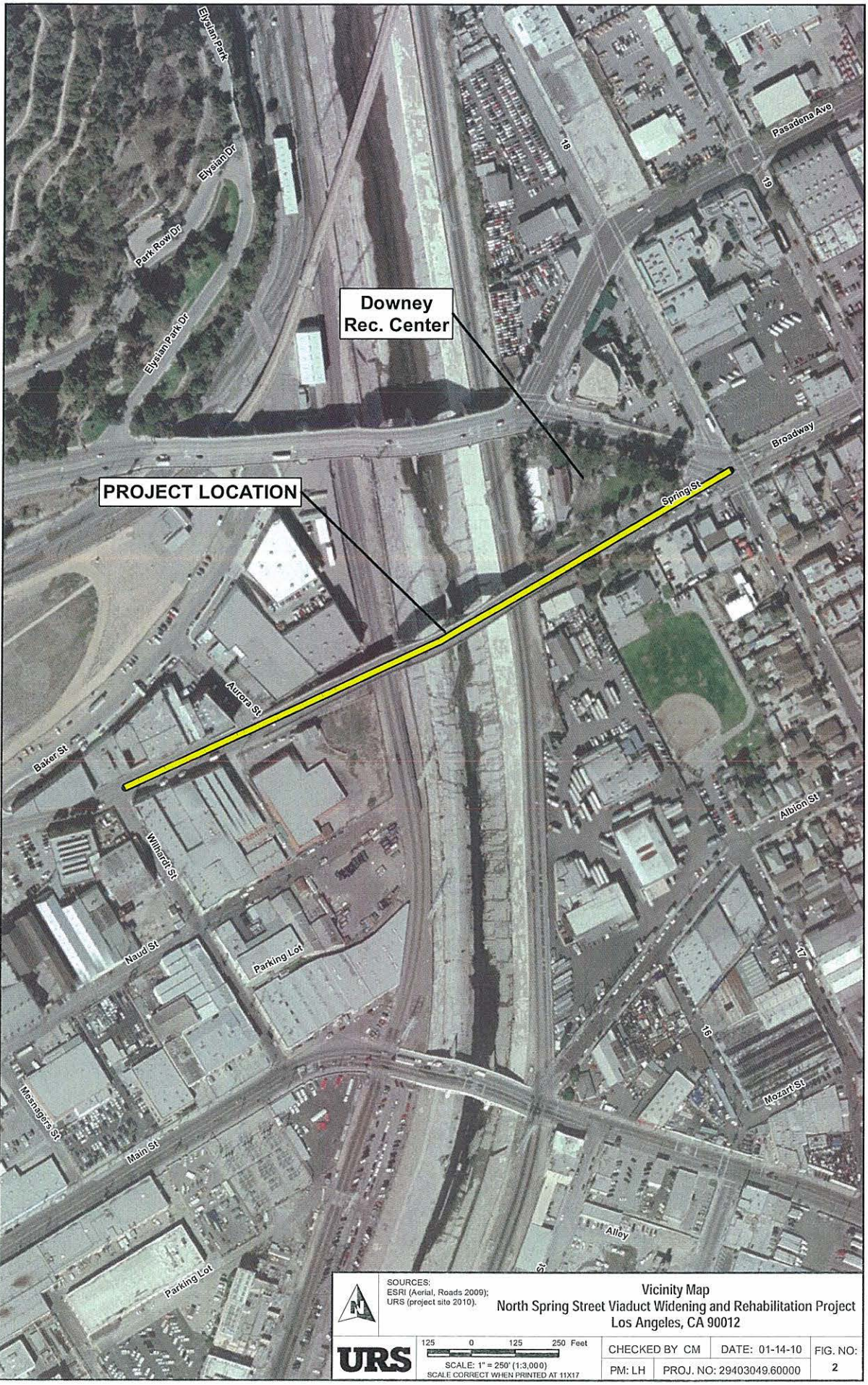
RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
N/A

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed North Spring Street Viaduct Widening and Rehabilitation Project would improve traffic circulation and enhanced bicycle and pedestrian facilities.

Comments/Explanation/Details *(attach additional sheets as necessary)*
Please see Attachment 3 for reasons why the Project is not a Project of Air Quality Concern (40 CFR 93.123(b)(1))



Path: G:\gis\projects\LS\29403049\map_docs\mxd\regional_map.mxd, 01/12/10, colin_mattsua



SOURCES:
ESRI (Aerial, Roads 2009);
URS (project site 2010).

Vicinity Map
North Spring Street Viaduct Widening and Rehabilitation Project
Los Angeles, CA 90012

URS

125 0 125 250 Feet
SCALE: 1" = 250' (1:3,000)
SCALE CORRECT WHEN PRINTED AT 11X17

CHECKED BY CM	DATE: 01-14-10	FIG. NO:
PM: LH	PROJ. NO: 29403049.60000	2

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Attachment 1

North Spring Street Viaduct between Wilhardt 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	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**

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.

TCWG Project-Level
PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

January 2010	Determination
LA0C8086 LA0C8086 Attachment 1 LA0C8086 Attachment 2 LA0C8086 Attachment 3	Not a POAQC - Hot Spot analysis not required
LA0D390 LA0D390 Figures	Not a POAQC - Hot Spot analysis not required
LA0F030 LA0F030 Figures	Not a POAQC - Hot Spot analysis not required
ORA030612 ORA030612 Figures ORA030612 References	
ORA2A0803 ORA2A0803 Figure 1	Not a POAQC - Hot Spot analysis not required
SBD200435 SBD200435 Attachment A	Not a POAQC - Hot Spot analysis 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

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

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

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

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

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.

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.)*

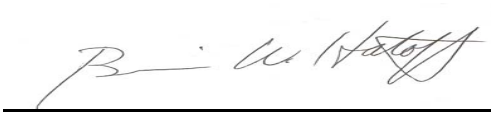
  •
- Caltrans has determined that this project will have an **adverse effect** to **state-owned archaeological sites, objects, districts, landscapes** within the project limits that meet National Register and/or State Historical Landmarks eligibility criteria and is providing notice and summary to SHPO 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.)*

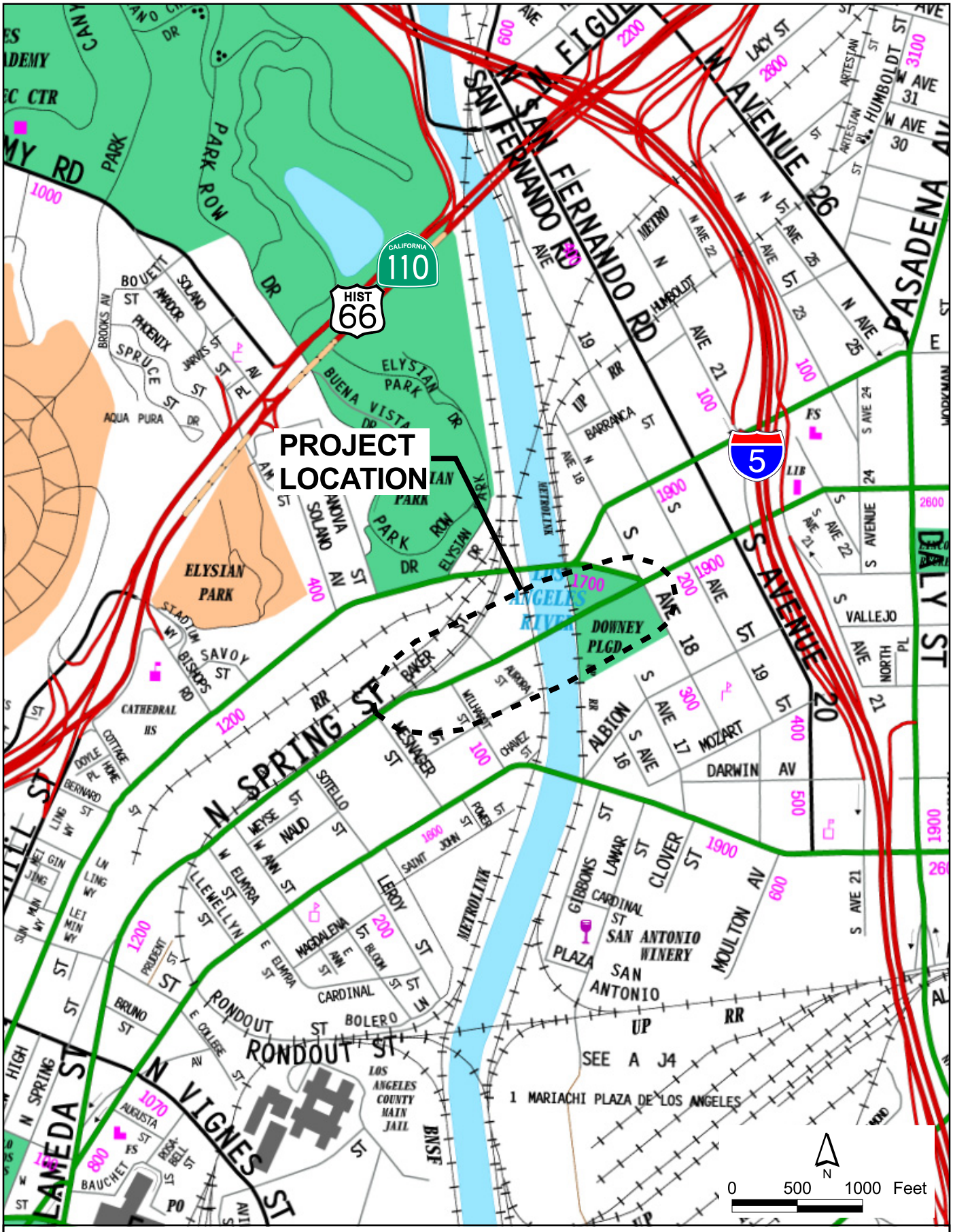
HISTORIC PROPERTY SURVEY REPORT

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

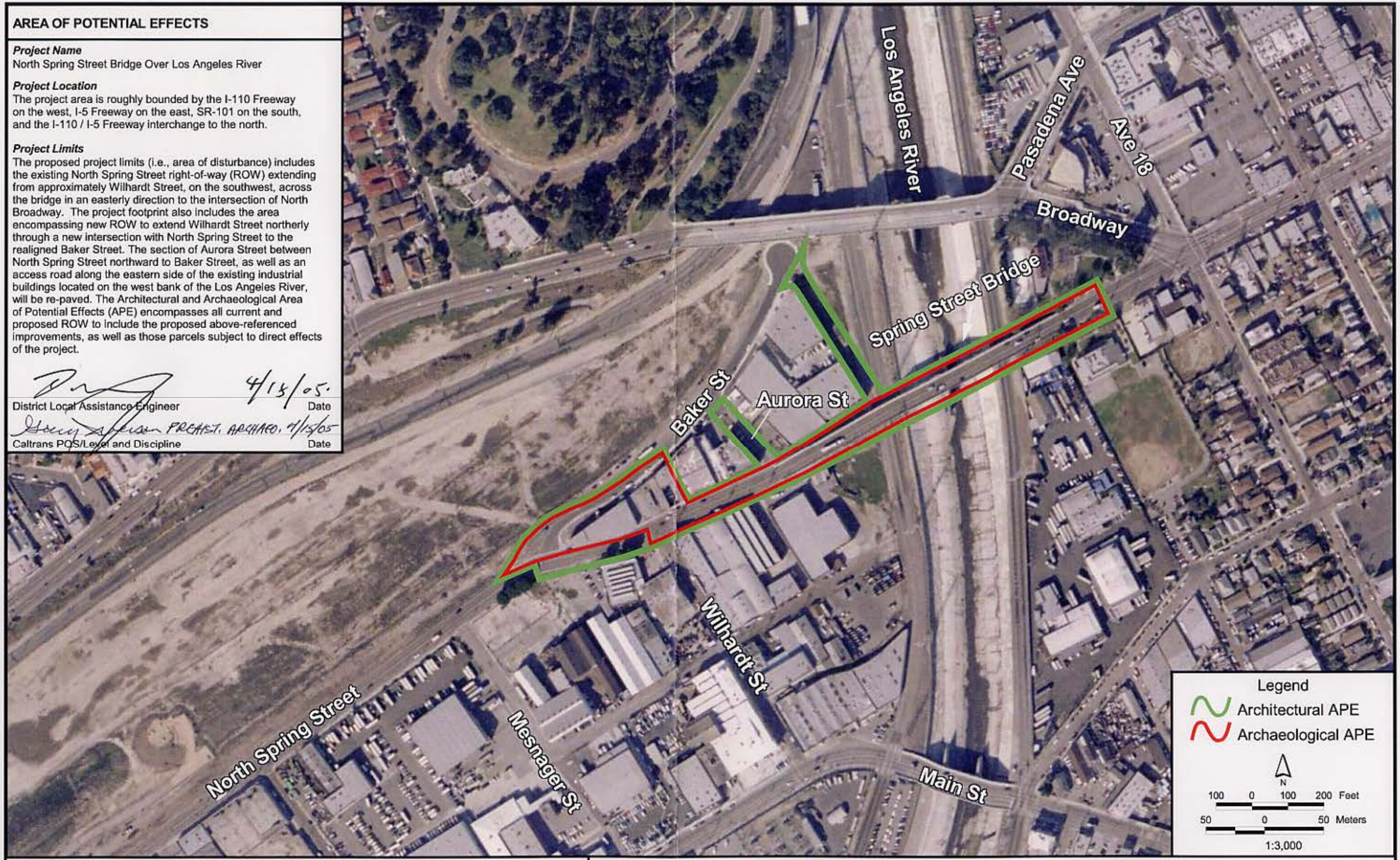
Project Name
North Spring Street Bridge Over Los Angeles River

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

TABLE OF CONTENTS

SECTION PAGE

SUMMARY OF FINDINGS S-1

1.0 PROJECT DESCRIPTION 1-1

2.0 RESEARCH METHODS 2-1

3.0 HISTORICAL OVERVIEW 3-1

3.1 Introduction: The Early Settlement of Los Angeles 3-1
3.2 Flood Control and Bridges 3-4
3.3 The Arrival of the Railroad and Industrial Development in Los Angeles 3-6
3.4 Expansion of Los Angeles and the Decentralization of the City 3-8
3.5 Conclusions 3-10

4.0 FIELD METHODS 4-1

5.0 DESCRIPTION OF CULTURAL RESOURCES 5-1

6.0 FINDINGS AND CONCLUSIONS 6-1

6.1 Properties Listed on the National Register of Historic Places 6-1
6.2 Properties Previously Determined Eligible for the National Register of Historic Places 6-1
6.3 Properties Previously Determined Not Eligible for the National Register of Historic Places 6-1
6.4 Properties Determined Eligible for the National Register of Historic Places As a Result of the Current Study 6-1
6.5 Properties for Which Further Study is Needed Because Evaluation was not Possible 6-1
6.6 Resources That Are Historical Resources for the Purposes of CEQA 6-2
6.7 Properties Determined Not Eligible for the National Register of Historic Places As a Result of the Current Study 6-2

7.0 REFERENCES 7-1

8.0 PREPARERS QUALIFICATIONS 8-1

List of Tables

Table 1. Properties Eligible for the National Register of Historic Places....6-1
Table 2. CEQA Historical Resources 6-2
Table 3. CEQA Historical Resources 6-2

List of Figures

Figure 1. Early View of Los Angeles, circa 1871....3-1
Figure 2. Map of East Los Angeles, 1871....3-3
Figure 3. Downey Avenue Bridge washed out after a flood, circa 1886. 3-5
Figure 4. A view across Broadway to the Spring Street Bridge, circa late 1920s. 3-6
Figure 5. Industrial District within which is located the APE, circa 1909....3-7
Figure 6. Commercial Building on Junction Block, North Spring Street Map Reference Number 4....3-8
Figure 7. The industrial district which is located in the APE, ca. 1928....3-9

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

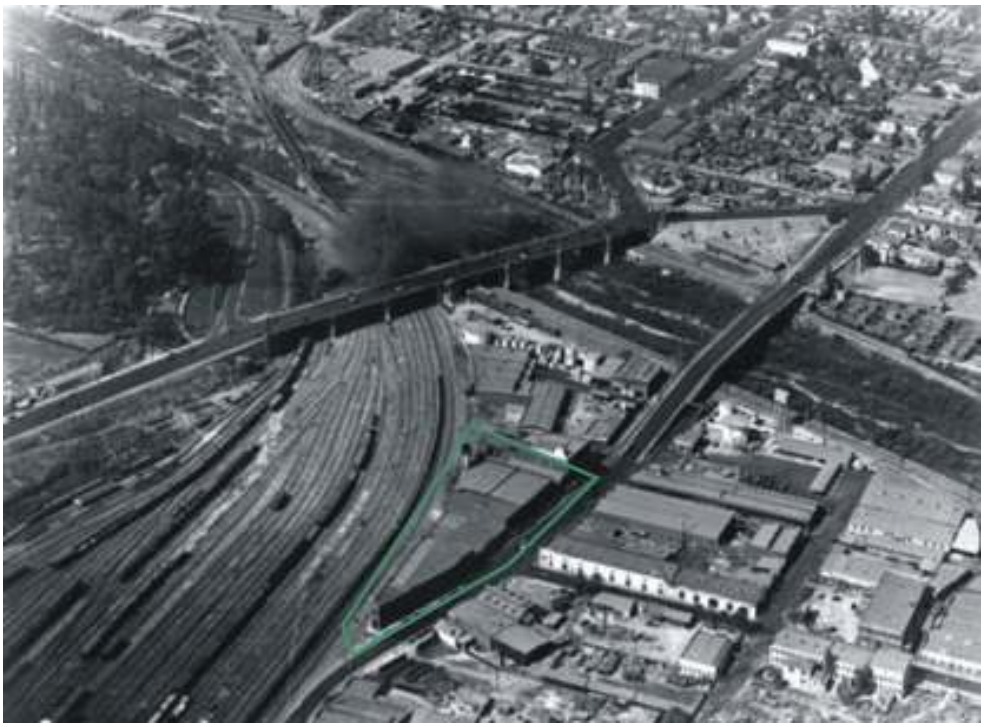


Figure 7. The industrial district which is located in the APE, ca. 1928.

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

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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.

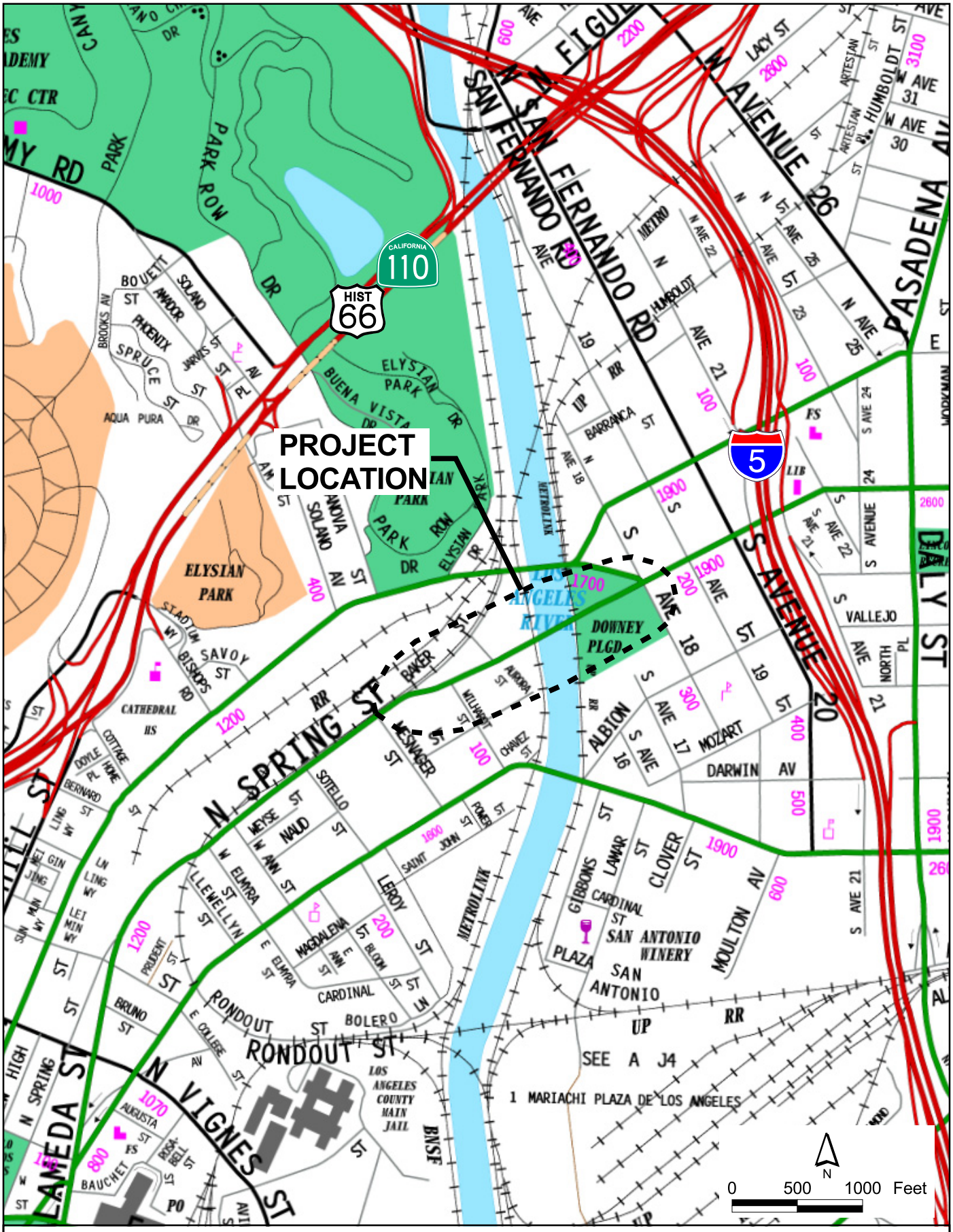
Research Assistant Cindy Toffelmier (MA Public History, California State University, Sacramento) worked on form preparation, helped conduct research, and assisted with various production aspects of the report.

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

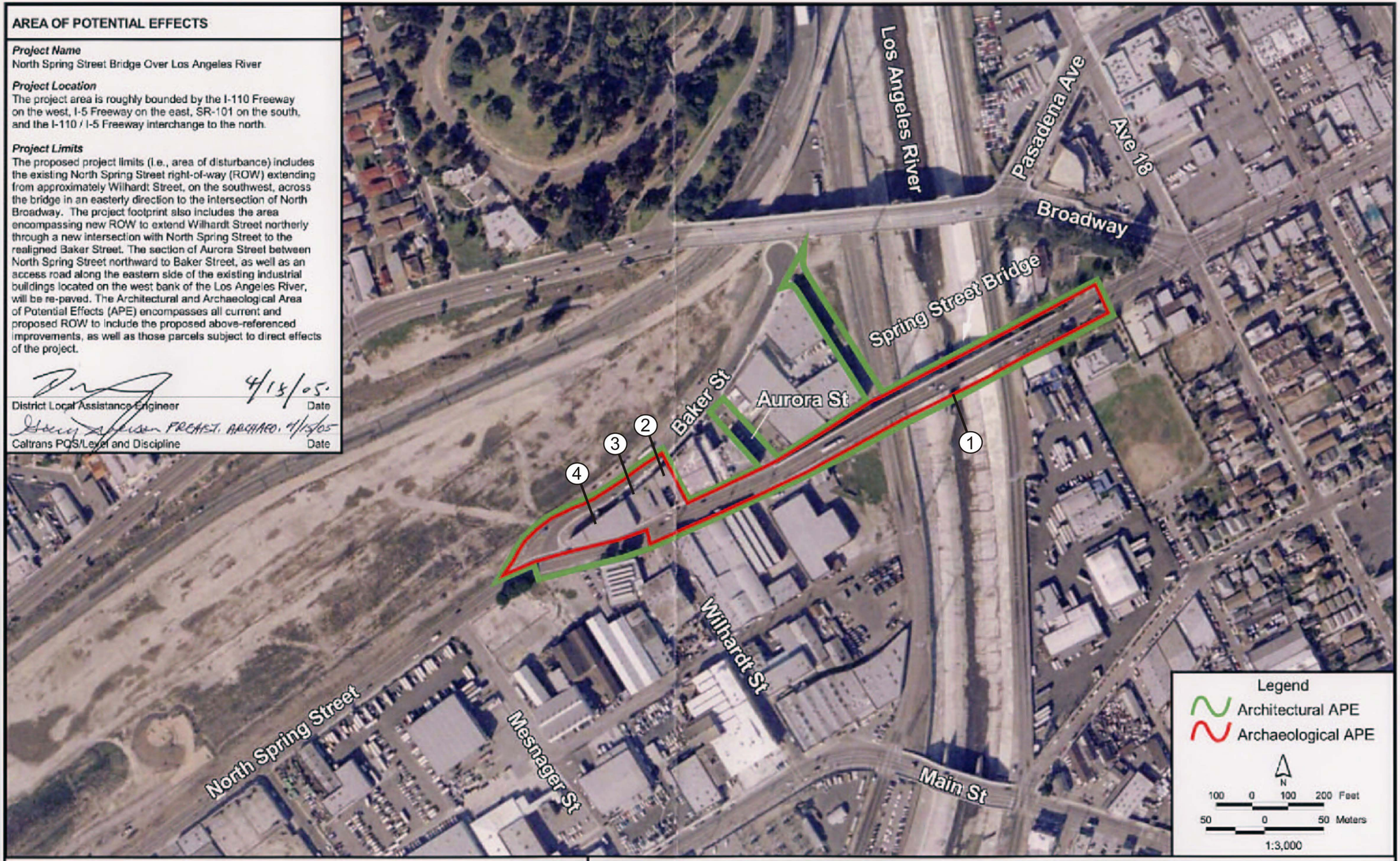
Project Name
North Spring Street Bridge Over Los Angeles River

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:**

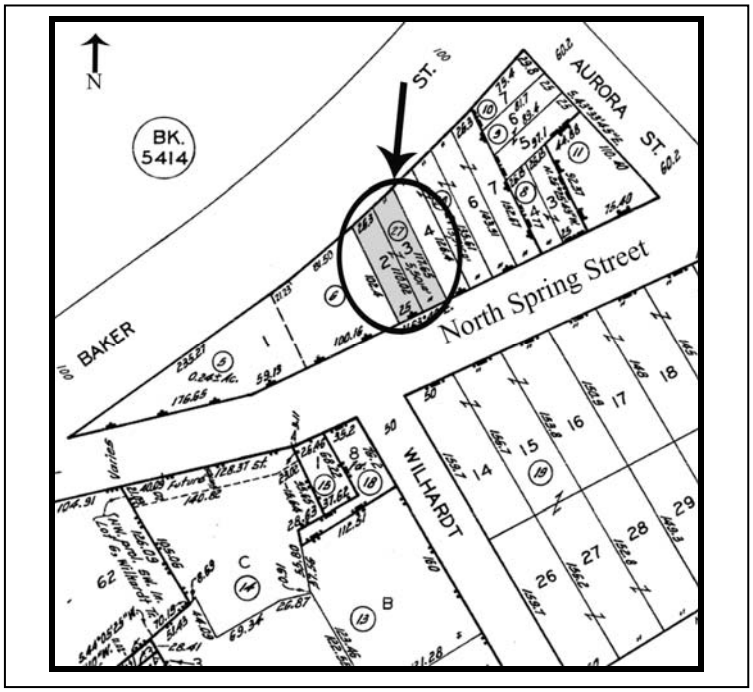
See footnotes, B10 Significance.

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

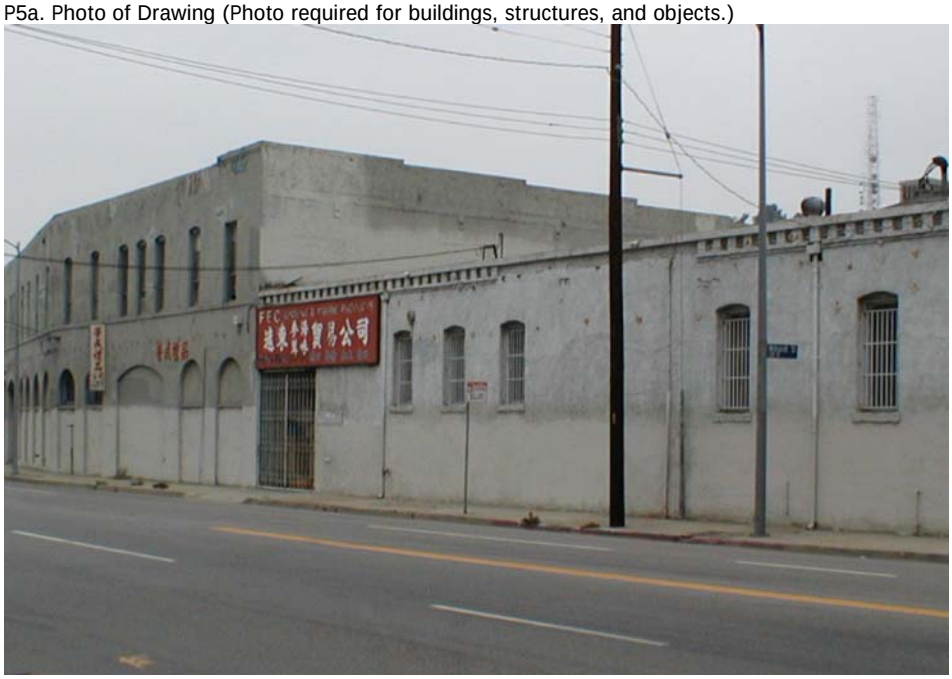
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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:**

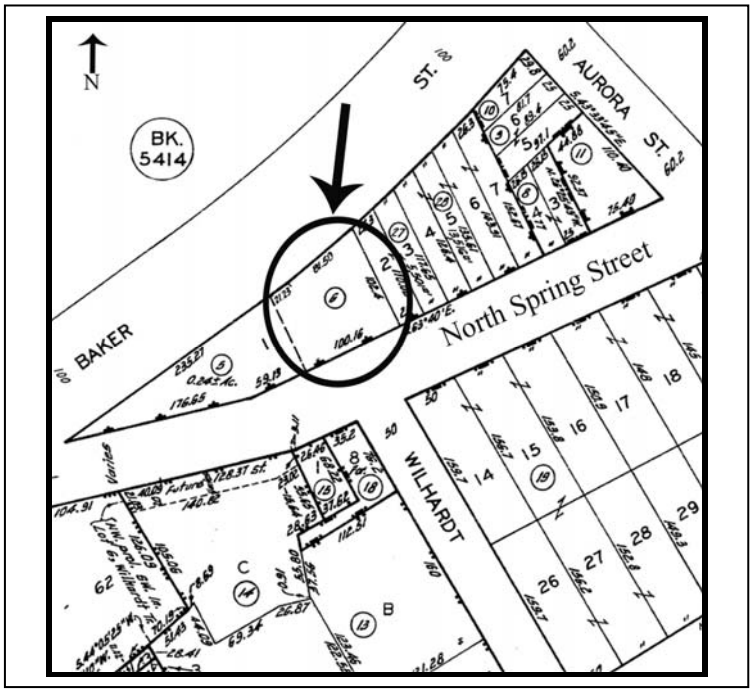
See footnotes, B10, Significance.

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.

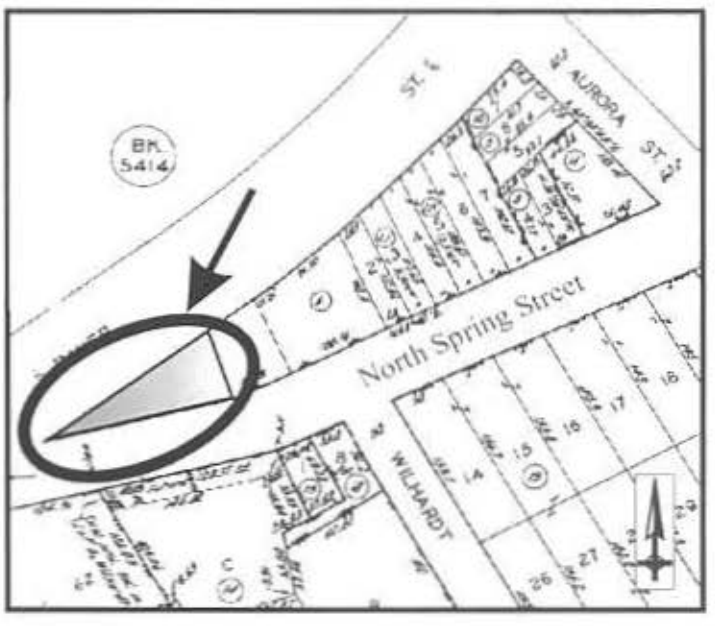
B13. Remarks:

*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

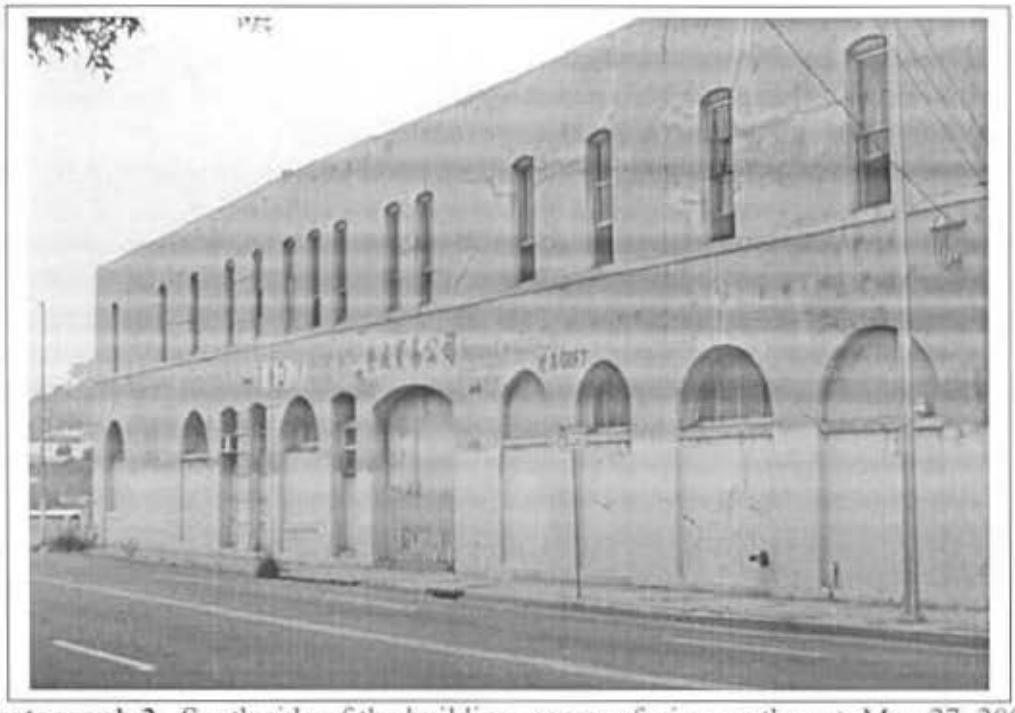
[3] Myra L. Frank, "EIR for the Alameda Corridor, " prepared for Alameda Corridor Transportation Authority, August 1992, page 1-14.
[4] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[5] Sanborn Fire Insurance Maps, "Los Angeles," 1888, 1894.
[6] Robert M. Fogelson, *The Fragmented Metropolis: 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.

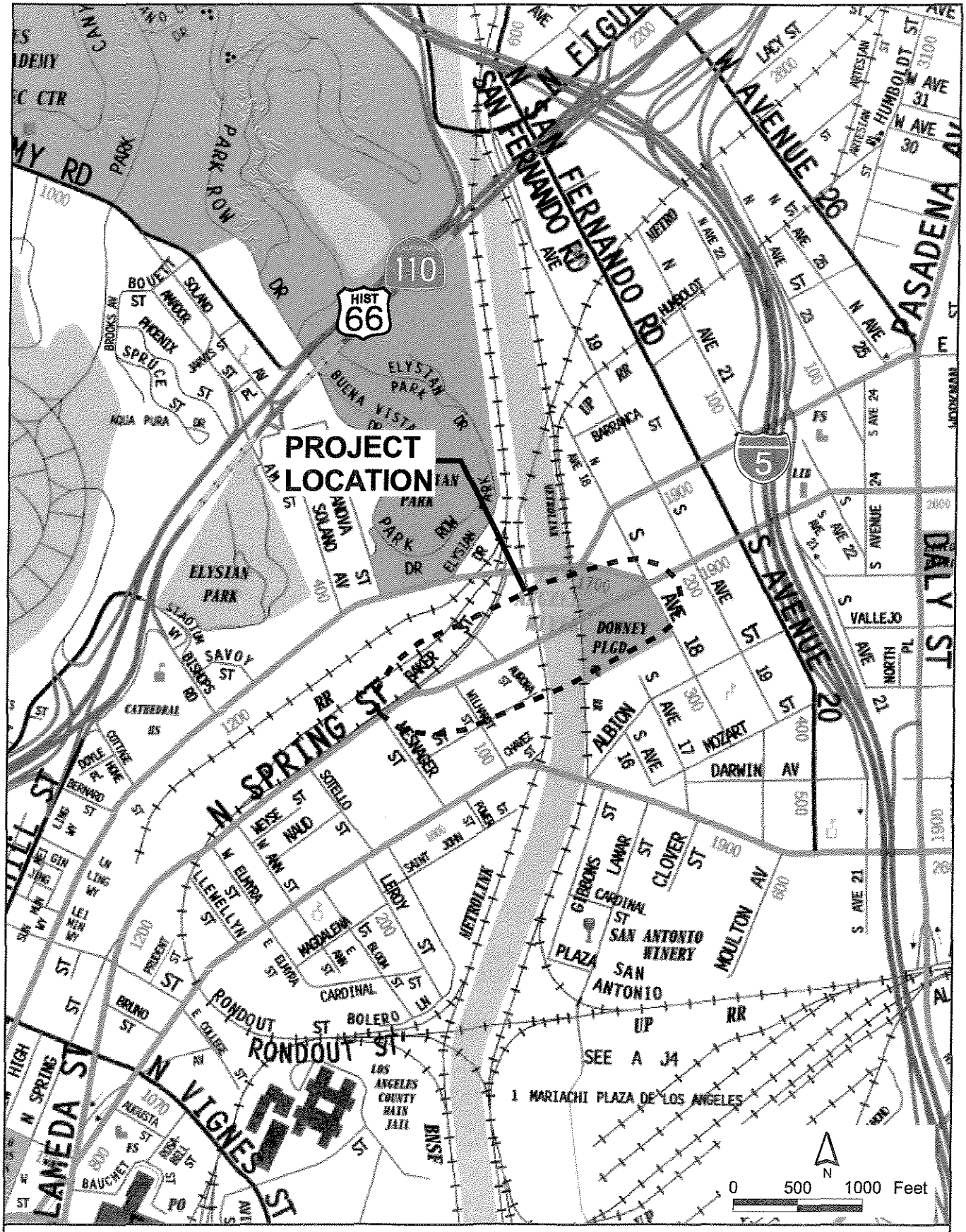
JRP Historical Consulting (JRP) has been retained by the City to study the historic and architectural resources in the proposed Project APE, which encompasses the bridge and the project's area of direct impact. This study is being conducted in compliance with Section 106 of the National Historic Preservation 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;

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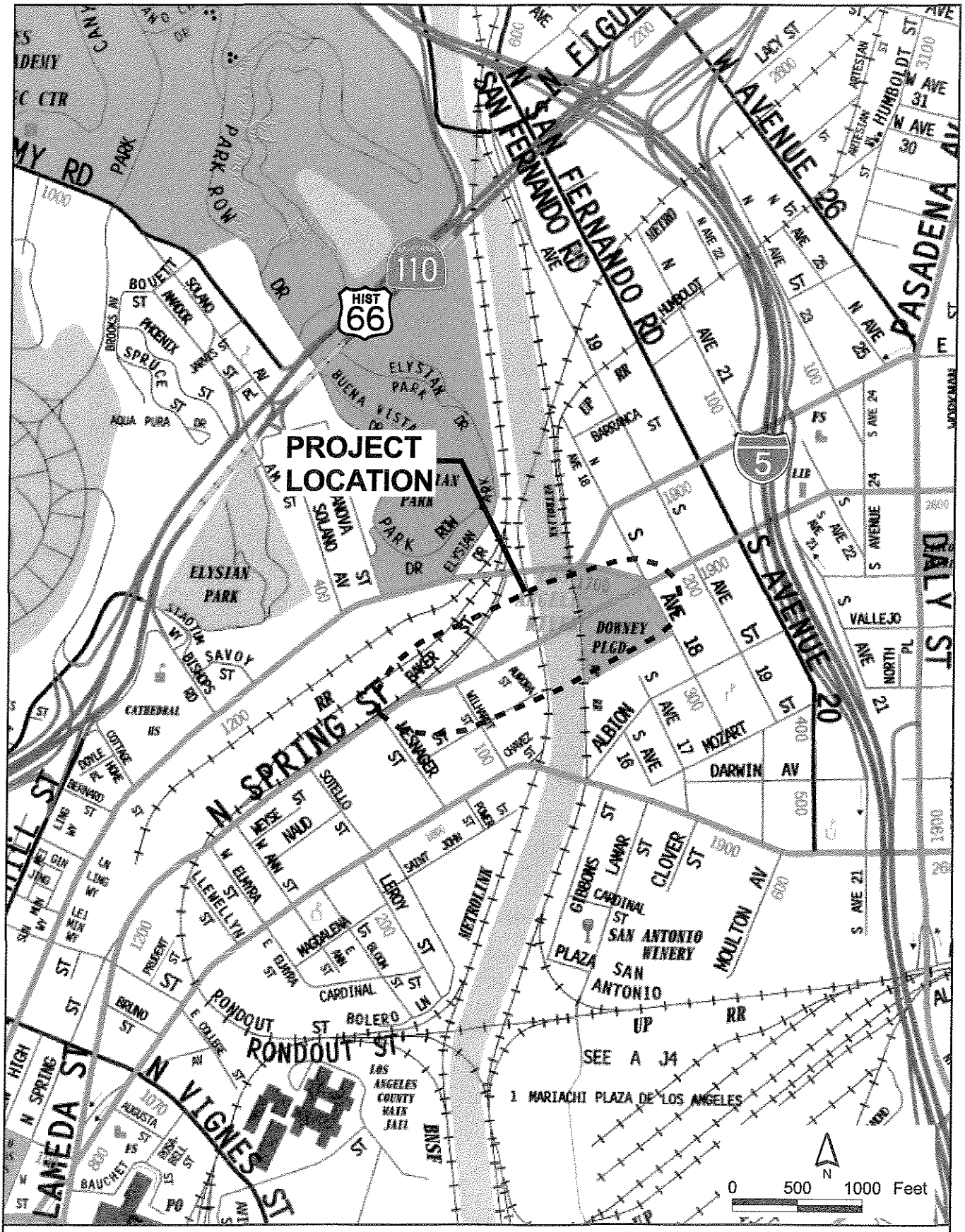
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Thank you,

Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 2

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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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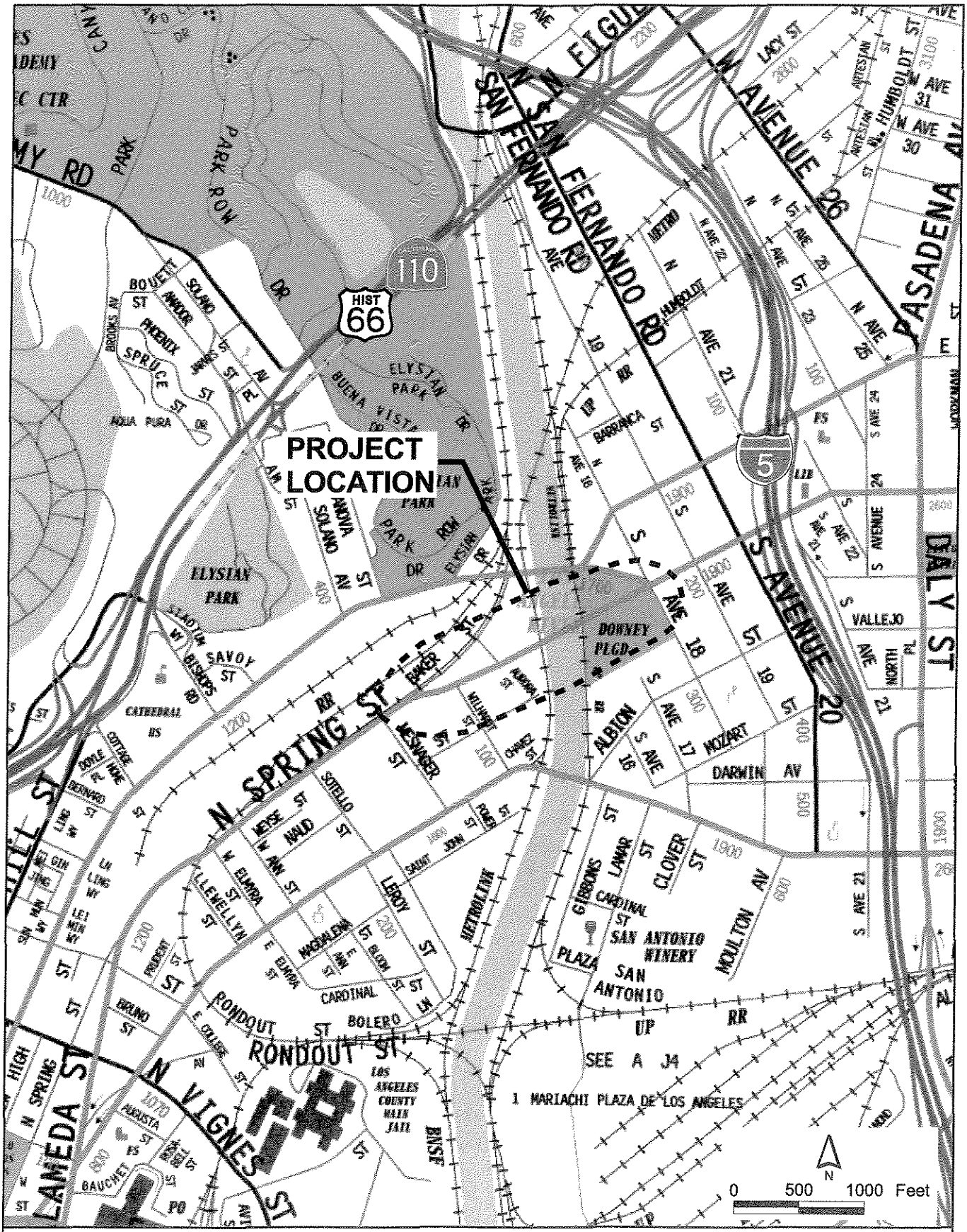
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Thank you,

Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 2

Partners
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Stephen R. Wee
Meta Bunse

January 13, 2006

JRP HISTORICAL CONSULTING

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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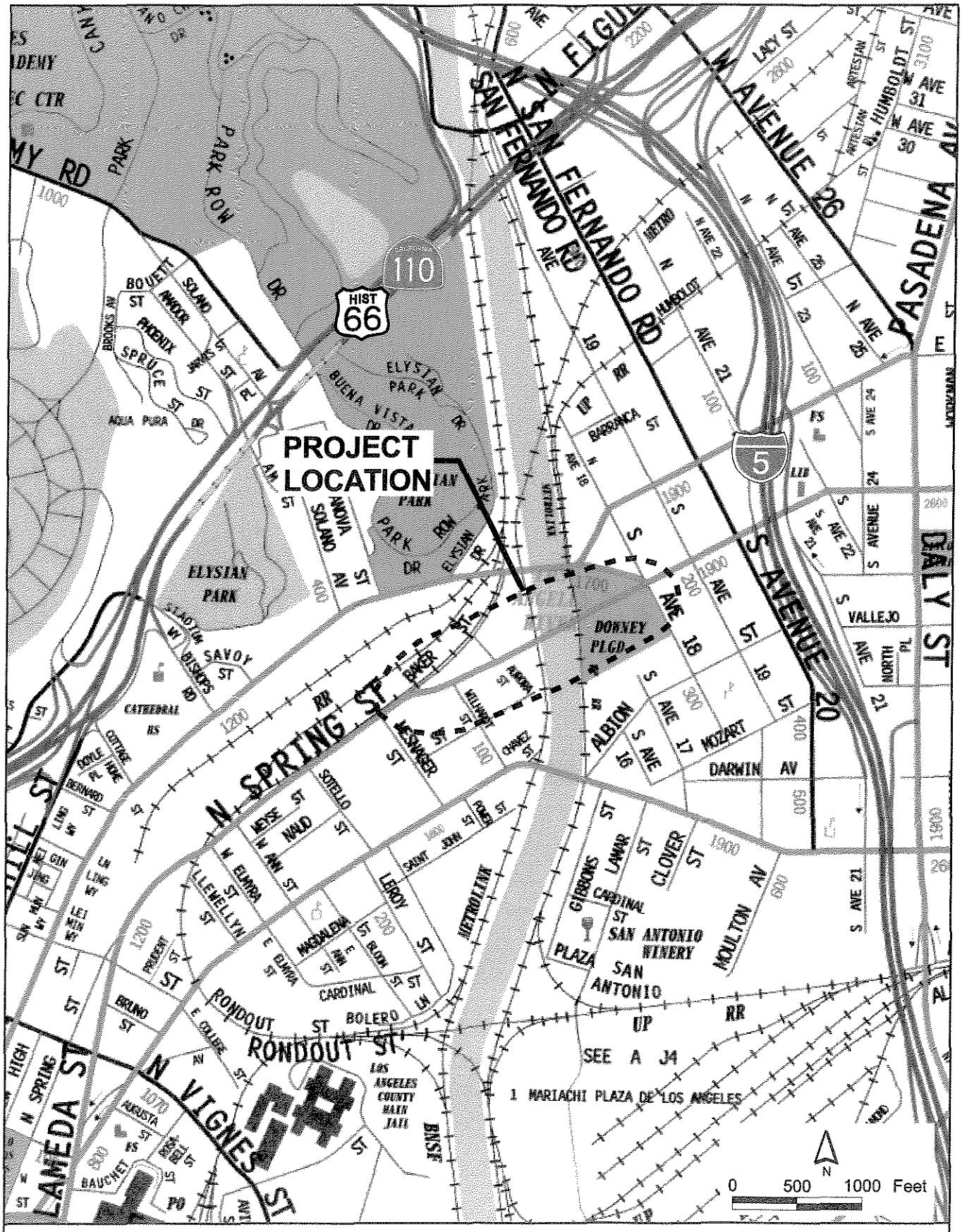
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If your organization has information or concerns regarding this project, including the North Spring Street Bridge as a historic property, please respond to me in writing by March 1, 2006.

Thank you,



Rand F. Herbert
Principal
JRP Historical Consulting



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT	FIGURE 2

Appendix J. Hazardous Materials Study

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.

TABLE OF CONTENTS

SECTION PAGE

EXECUTIVE SUMMARY 1

1.0 INTRODUCTION 3

1.1 PURPOSE AND SCOPE OF SERVICES 3
1.2 ASTM STANDARD 4

2.0 SITE DESCRIPTION 10

2.1 LOCATION 10
2.2 SITE VICINITY AND ADJACENT PROPERTIES 10

3.0 SITE HISTORY 11

3.1 AERIAL PHOTOGRAPHS 11
3.2 TOPOGRAPHIC MAPS 12
3.3 SANBORN MAPS 12

4.0 SITE RECONNAISSANCE 13

4.1 HAZARDOUS MATERIALS AND HAZARDOUS WASTES 13
4.2 SOLID WASTE 13
4.3 WASTEWATER 13
4.4 ABOVEGROUND STORAGE TANKS 14
4.5 UNDERGROUND STORAGE TANKS 14
4.6 DRUMS AND CONTAINERS 14
4.7 DRAINS, SUMPS, OR CLARIFIERS 14
4.8 WELLS 14
4.9 DISCOLORED/STAINED PAVEMENT OR SOIL/STRESSED VEGETATION 14
4.10 PITS, PONDS, OR LAGOONS 14
4.11 POLYCHLORINATED BIPHENYLS 15
4.12 ASBESTOS 15
4.13 RADON 15
4.14 LEAD 15
4.15 OTHER ENVIRONMENTAL CONCERNS 16

5.0 GOVERNMENT AGENCY INFORMATION 17

5.1 DATABASE SEARCH 17
5.2 REGULATORY CONTACTS 18

6.0 CONCLUSIONS AND RECOMMENDATIONN S 19

7.0 LIMITATIONS 21

8.0 PREPARER SIGNATURES AND QUALIFICATIONS 22

9.0 REFERENCES 23

List of Figures

FIGURE 1. PROJECT VICINITY 6
FIGURE 2. PROPOSED PROJECT STUDY AREA 8

List of Tables

TABLE 5-1. DATABASE LISTED SITES 17

Appendices

APPENDIX A SITE PHOTOGRAPHS
APPENDIX B ENVIRONMENTAL DATABASE REPORT
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.

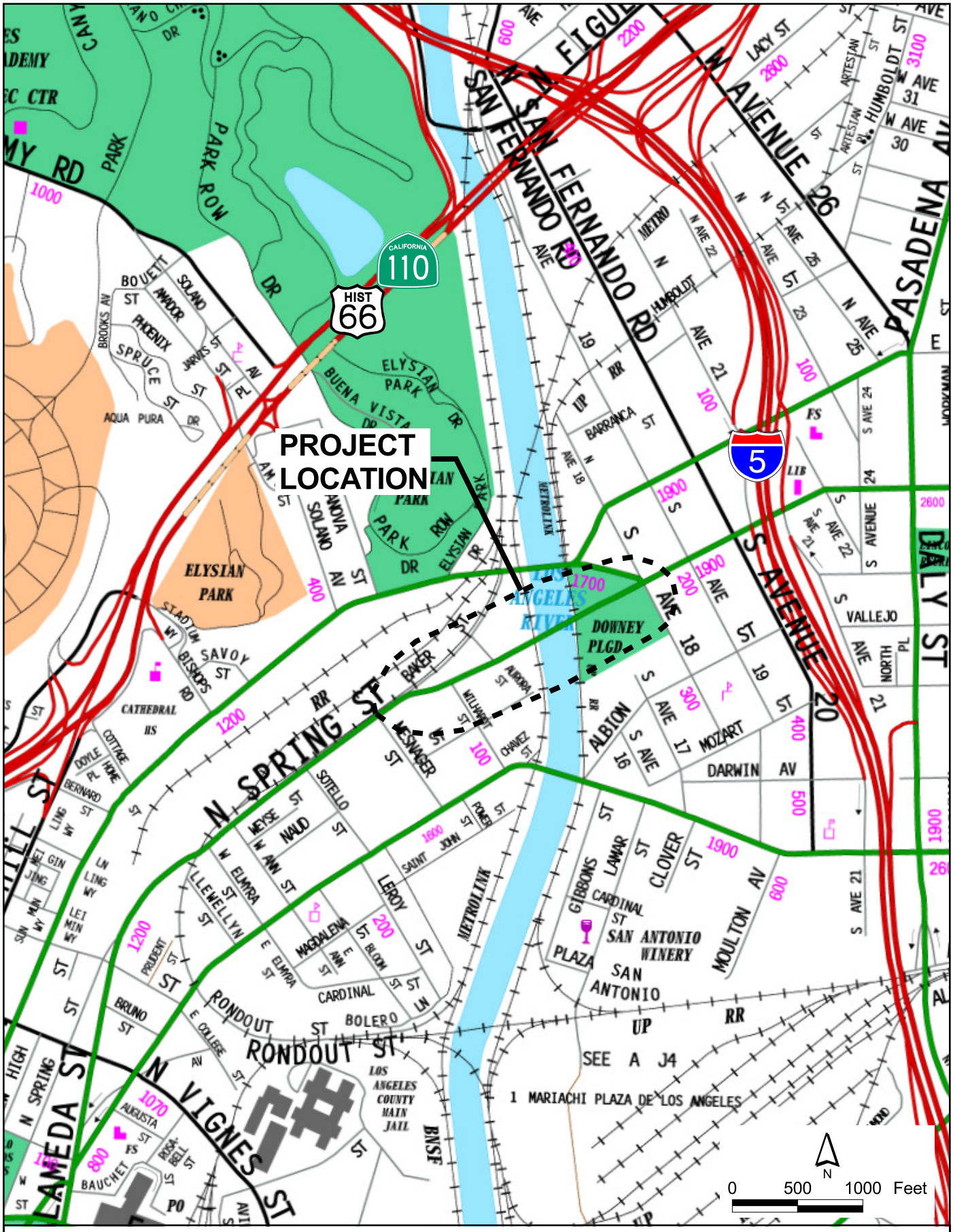
1.2 ASTM STANDARD

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.

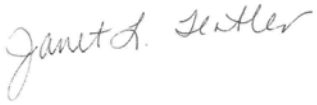
8.0 PREPARER SIGNATURES AND QUALIFICATIONS

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

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	ES1
Overview Map	2
Detail Map	3
Map Findings Summary	4
Map Findings	7
Orphan Summary	229
Government Records Searched/Data Currency Tracking	GR-1

GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
Physical Setting Source Summary	A-2
Physical Setting Source Map	A-11
Physical Setting Source Map Findings	A-12
Physical Setting Source Records Searched	A-84

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	625 LAMAR	SSE 1/4 - 1/2 (0.314 mi.)	N59	112
Status: Completed - Case Closed				
MAIN STREET OIL DEPOT	***1630 MAIN ST N***	***SSW 1/4 - 1/2 (0.329 mi.)***	***P62***	***117***
Status: Open - Remediation				
UPS MAIN ST. LAMAR HUB	714 LAMAR ST	SSE 1/4 - 1/2 (0.436 mi.)	S71	163
Status: Completed - Case Closed				

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	***1746 SPRING ST N***	***WSW 0 - 1/8 (0.080 mi.)***	***A5***	***32***
Facility Status: Open - Site Assessment				

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	***1667 N MAIN ST***	***SSW 1/8 - 1/4 (0.217 mi.)***	***H37***	***74***
Facility Status: Completed - Case Closed				
SMILAND PAINT COMPANY	***620 LAMAR STREET***	***SSE 1/4 - 1/2 (0.310 mi.)***	***N56***	***97***
Facility Status: Open - Site Assessment				
VALSPAR CORPORTION	***620 LAMAR ST***	***SSE 1/4 - 1/2 (0.310 mi.)***	***N57***	***105***
Facility Status: Open - Site Assessment				

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***

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.

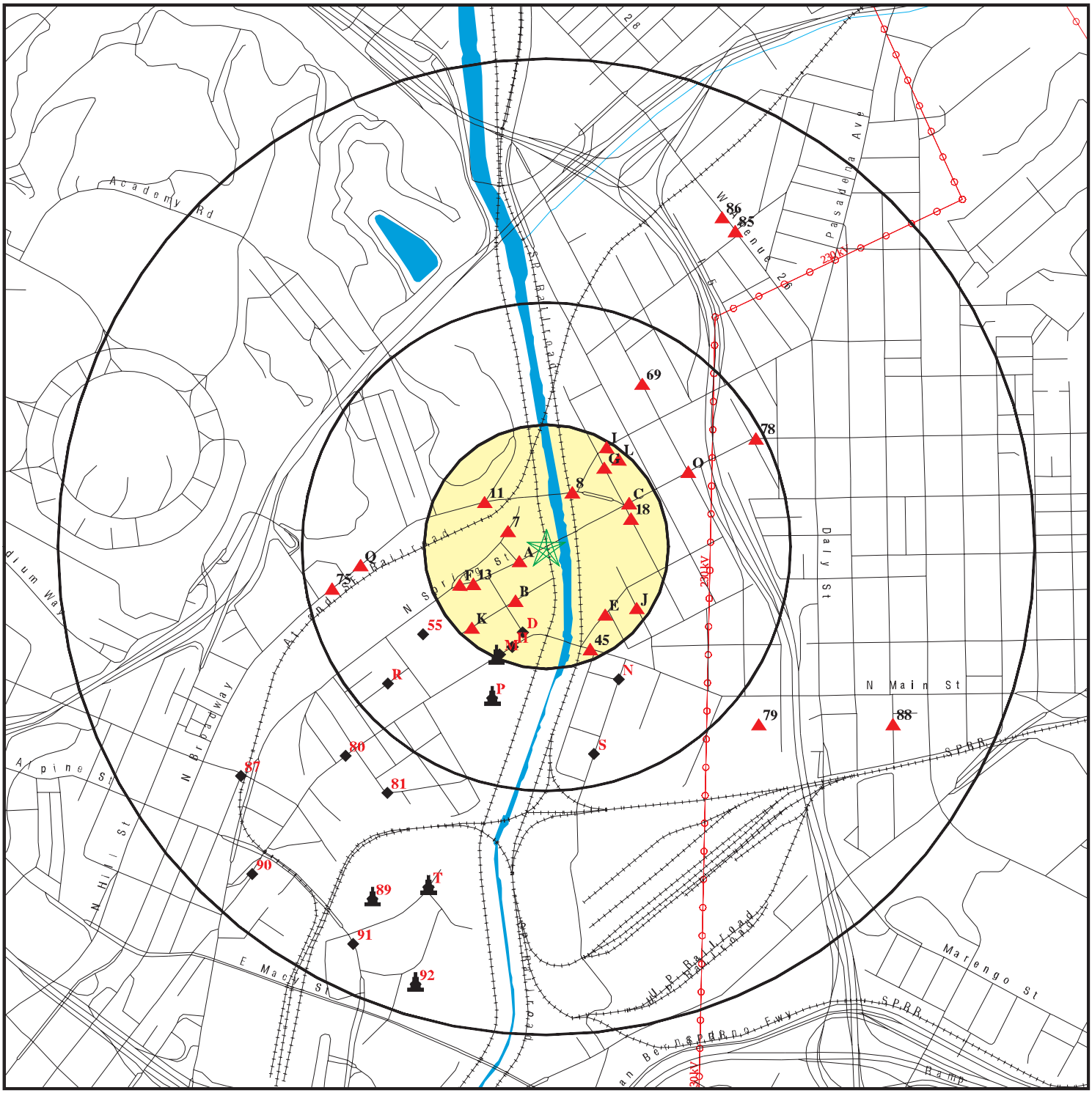
Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
FROOMSON SAML	1802 N BROADWAY	ENE 1/8 - 1/4 (0.183 mi.)	C19	48

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

0 1/4 1/2 1 Miles

Indian Reservations BIA

Power transmission lines

Oil & Gas pipelines

100-year flood zone

500-year flood zone

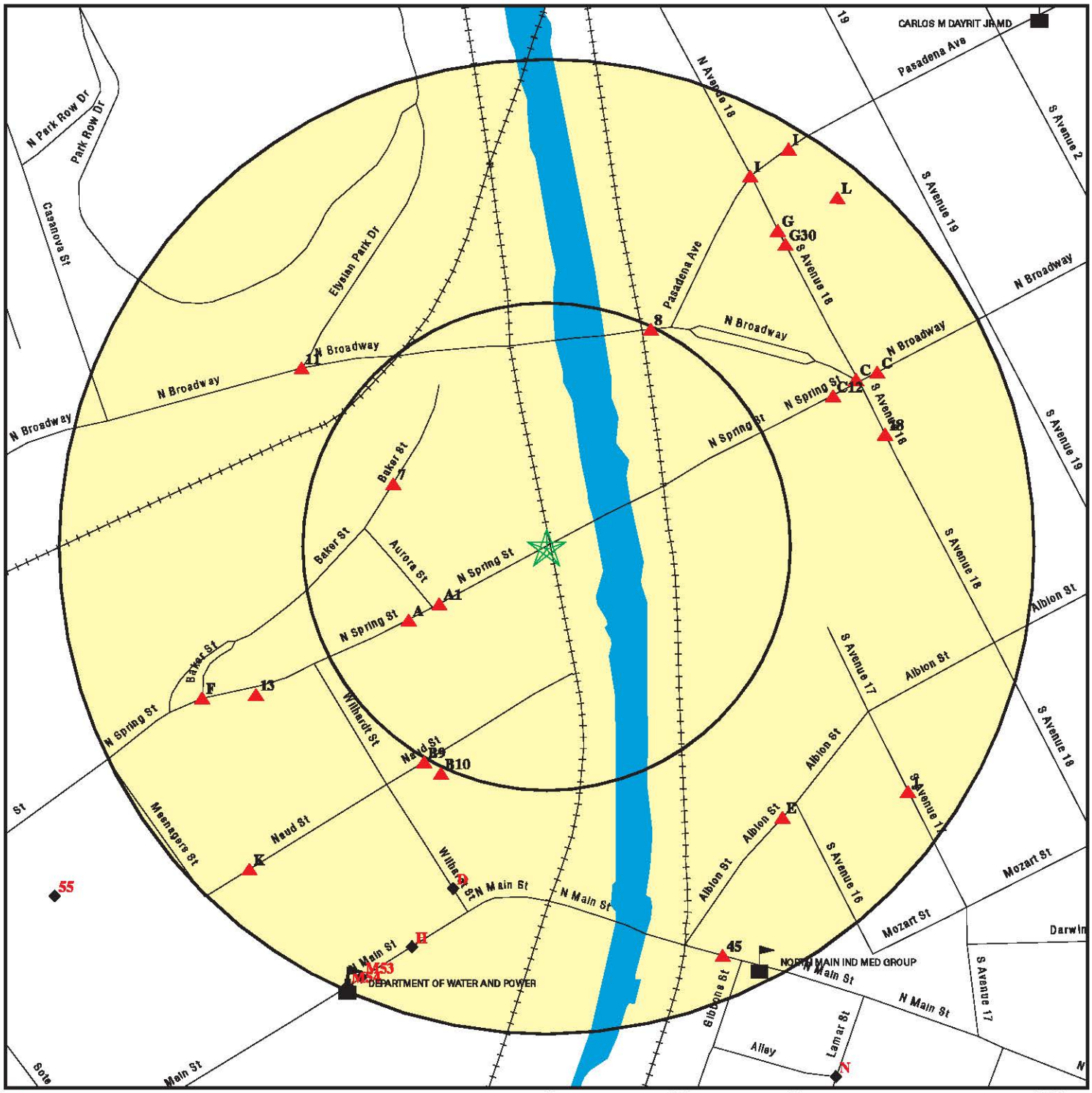
Areas of Concern

N

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

Database(s): **RCRA-SQG, FINDS**
EDR ID Number: **1004675415**
EPA ID Number: **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
WSW
< 1/8
0.080 mi.
423 ft.

BORTZ OIL
1746 SPRING ST N
LOS ANGELES, CA 90012

Site 5 of 6 in cluster A

LUST **S105034018**
SLIC **N/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 **RCRA-LQG** **1010313491**
1800 BAKER STREET **CAR000146720**
LOS ANGELES, CA 90012

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

---

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
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: 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 **ROSS SWISS DAIRIES, INCORPORATED** **UST** **U003780214**
SE **1739 ALBION ST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.184 mi.
972 ft. **Site 5 of 5 in cluster E**

Relative:
Higher

Actual:
306 ft.

UST:
Global ID: 6406
Latitude: 34.06837
Longitude: -118.22313

C25 **B & N REPAIR BODY SHOP** **RCRA-SQG** **1000124885**
ENE **1813 N BROADWAY** **FINDS** **CAD981996804**
1/8-1/4 **LOS ANGELES, CA 90031** **HAZNET**
0.190 mi.
1004 ft. **Site 5 of 6 in cluster C**

Relative:
Higher

Actual:
322 ft.

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

RCRA-SQG
FINDS

1000432858
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 **WESTWAY ENTERPRISES, INC** **CA FID UST** **S101583663**
NNE **1800 PASADENA AVE** **SWEEPS UST** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.217 mi.
1146 ft. **Site 2 of 6 in cluster I**

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 **ATLAS CARPET MILLS** **UST** **1002851791**
SE **340 SOUTH AVENUE 17** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.224 mi.
1182 ft. **Site 1 of 3 in cluster J**

Relative:
Higher

Actual:
309 ft.

UST:

Global ID:	6691
Latitude:	34.06856
Longitude:	-118.22193

J41 **ATLAS CARPET MILLS** **SWEEPS UST** **1008175111**
SE **340 S AVENUE 17** **HIST FTTS** **N/A**
1/8-1/4 **LOS ANGELES, CA 90031**
0.224 mi.
1182 ft. **Site 2 of 3 in cluster J**

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: FINDS:
301 ft.

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):		4835.92697628636194658940945 28
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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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

LA DEPARTMENT OF WATER & POWER (Continued) **1000102032**

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
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
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
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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
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
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
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
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):		4135.27356345500552008827 2863	
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
645 SOUTH AVE. 21
LOS ANGELES, CA 90031

RESPONSE **S102008346**
ENVIROSTOR **N/A**
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
SSW
1/2-1
0.738 mi.
3897 ft.

SO CAL GAS/ALISO E 490 BUACHET ST. MGP **Manufactured Gas Plants** **1012008219**
490 BAUCHET ST. **N/A**
LOS ANGELES, CA 90012

Site 1 of 3 in cluster T

Relative:
Lower

Actual:
292 ft.

T83
SSW
1/2-1
0.738 mi.
3897 ft.

SO CAL GAS/ALISO E 490 BUACHET ST. MGP **Manufactured Gas Plants** **1012008256**
490 BAUCHET ST. **N/A**
LOS ANGELES, CA 90012

Site 2 of 3 in cluster T

Relative:
Lower

Actual:
292 ft.

T84
SSW
1/2-1
0.738 mi.
3897 ft.

SO CAL GAS/ALISO E 490 BUACHET ST. MGP **VCP** **S107737352**
490 BAUCHET ST. **ENVIROSTOR** **N/A**
LOS ANGELES, CA 90012

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
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 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 10/01/2009
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

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Federal Delisted NPL site list

DELISTED NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 10/01/2009
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:

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

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).

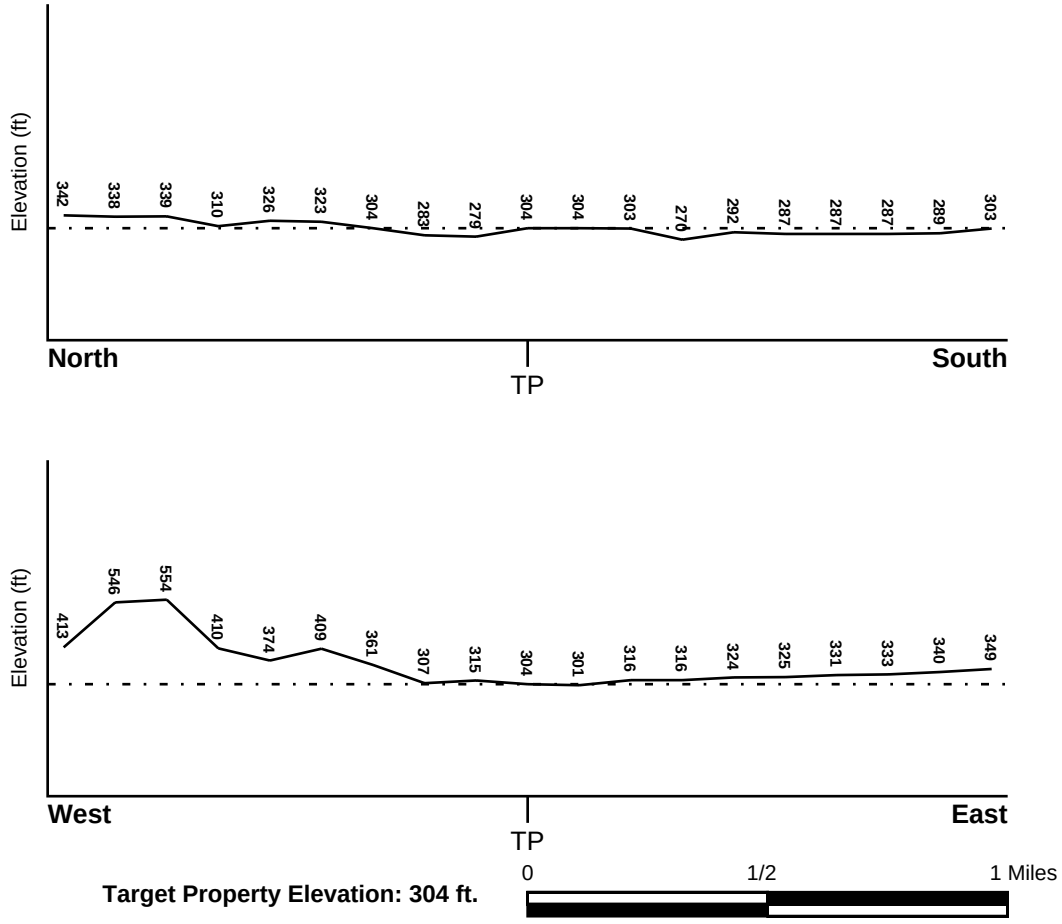
TOPOGRAPHIC INFORMATION

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

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

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

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

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

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

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

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

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 Study Report

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.

TABLE OF CONTENTS

SECTION PAGE

EXECUTIVE SUMMARY 1

1.0 PROJECT DESCRIPTION 1-1

1.1 Proposed Project 1-1

1.2 No Build Alternative 1-1

2.0 STUDY METHODOLOGY 2-1

2.1 Fundamentals of Traffic Noise 2-1

2.1.1 Decibels, Frequency, and A-Weighting 2-1

2.1.2 Sound Descriptors 2-1

2.1.3 Perception of Noise 2-1

2.1.4 Noise Source Characteristics (Vehicles and Roadways) 2-1

2.2 Selection of Receivers and Measurement Sites 2-2

2.3 Field Measurement Procedures 2-3

2.4 Noise Prediction Methods 2-5

3.0 REGULATORY ENVIRONMENT 3-1

3.1 Federal and State Policies and Procedures 3-1

3.2 City of Los Angeles Noise Criteria/Standards 3-2

4.0 EXISTING NOISE ENVIRONMENT 4-1

4.1 Land Use and Terrain Overview 4-1

4.1.1 Overall Environment 4-1

4.1.2 Noise Sensitive Land Uses and Site Geometry 4-1

4.2 Existing Noise Levels (Ambient) 4-1

5.0 FUTURE NOISE ENVIRONMENT, IMPACTS, AND CONSIDERED ABATEMENT/MITIGATION 5-1

5.1 Future Traffic Data Assumptions 5-1

5.2 Future Noise Levels 5-1

5.3 Noise Abatement 5-5

5.3.1 Areas Where Abatement / Mitigation is not Feasible 5-5

5.3.2 Areas Where Abatement / Mitigation is not Reasonable 5-5

5.4 Construction Noise 5-5

5.4.1 Construction Noise Emissions 5-5

5.4.2 Construction Noise Control 5-6

6.0 REFERENCES 6-1

List of Figures

FIGURE 1-1 – REGIONAL LOCATION MAP 1-2
FIGURE 1-2 – PROJECT VICINITY MAP 1-4
FIGURE 2.1 - PROJECT ALIGNMENT AND NOISE MEASUREMENT AND MODELING LOCATIONS 2-1

List of Tables

TABLE 2-1. SHORT-TERM NOISE MEASUREMENT DATA SUMMARY 2-4
TABLE 2-2. LONG-TERM NOISE MEASUREMENT DATA SUMMARY 2-5
TABLE 2-3. CALIBRATION MODELING RESULTS 2-6
TABLE 3-1. FEDERAL NOISE ABATEMENT CRITERIA HOURLY A-WEIGHTED SOUND LEVEL - DECIBELS (DBA) 3-1
TABLE 5-1. BUILDING NOISE REDUCTION FACTORS 5-2
TABLE 5-2. PREDICTED EXTERIOR NOISE LEVELS 5-4
TABLE 5-3. NOISE LEVEL RANGES OF TYPICAL CONSTRUCTION EQUIPMENT 5-6

Appendices

A NOISE MEASUREMENT EQUIPMENT USED
B FIELD NOTES
C LONG-TERM NOISE DATA OUTPUT
D COMPUTER MODELING INPUT AND OUTPUT
E TENS GLOSSARY OF TERMS

Acronyms and Definitions

Acronym	Definition	
ANSI	American National Standards Institute	The organization that oversees the creation, promulgation and use of norms and guidelines; ANSI is also actively engaged in accrediting 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, bridge, and rail transportation planning, construction, and maintenance.
CFR	Code of Federal Regulations	A codification 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 of the human ear.
FHWA	Federal Highway Administration	A division of the Department of transportation that carries out the Federal highway programs in partnership with the State and local agencies to meet the Nation's transportation needs.
Leq	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.
Leq(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
Lmax	Maximum sound level	The highest sound pressure level in a specific time period.
Lmin	Minimum sound level	The lowest sound pressure level in a specific time period.
LOS	Level of service	Measure by which transportation planners determine the quality of service provided by transportation 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 instrument that is used for measuring sound levels in a specified manner. It generally comprises a microphone, an amplifier, an output display, and frequency weighting 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 technical background information on transportation-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 (TNAP)* 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, 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 calculated using 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 and residences) at five of the 12 representative noise-sensitive receivers (i.e., ST-1, M-5, M-6, ST-4, and ST-3) 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-3; therefore, no noise abatement measures are recommended for the exterior areas at these locations.

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. 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 facade 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-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).

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- hour noise- 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 soundwall solution would need to accommodate a driveway opening for site access, its effectiveness would be essentially zero and this potential solution was dropped from further consideration. 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 Spring 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

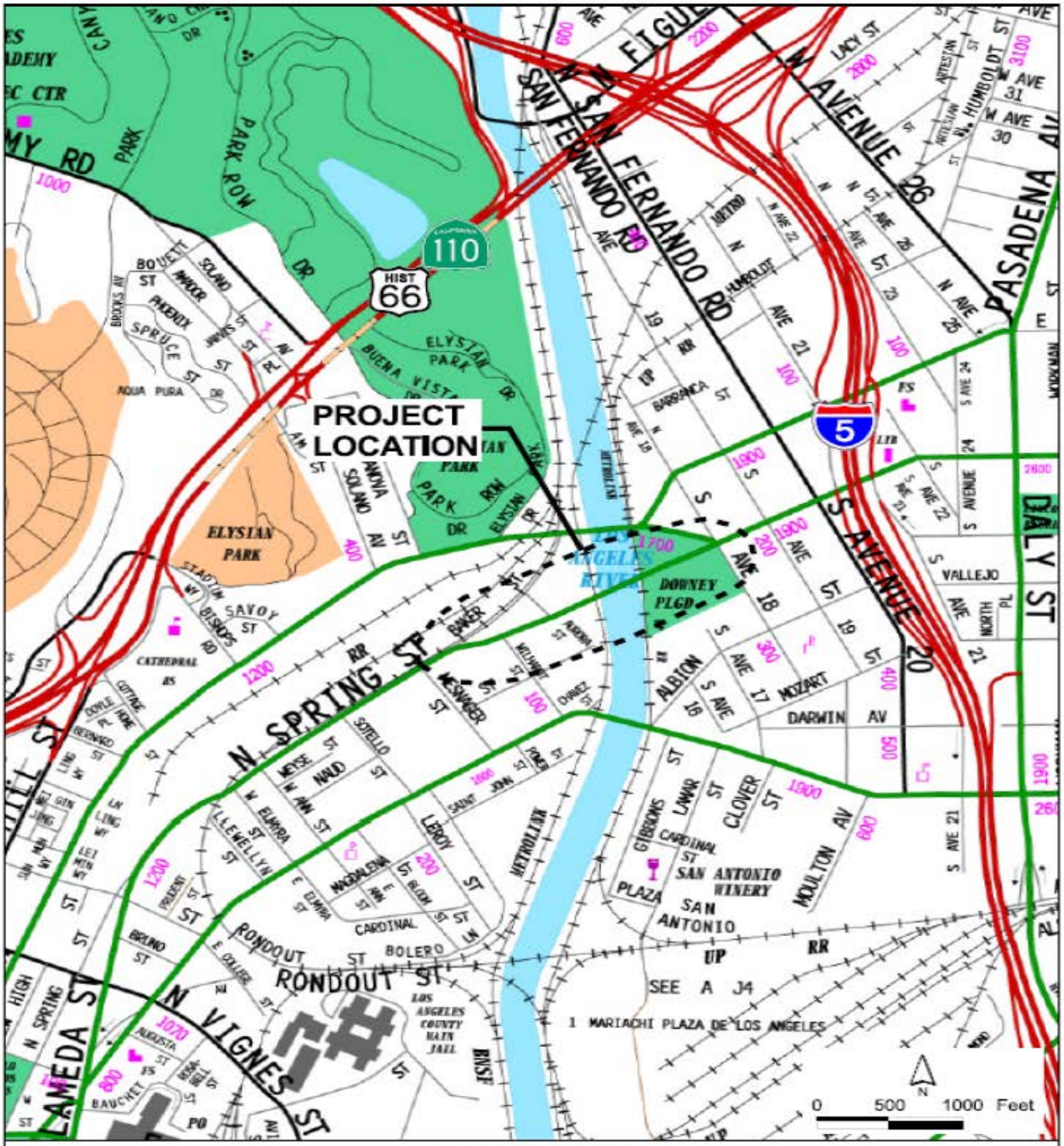
Under the No Build Alternative, none of the above-referenced improvements would be constructed and the existing bridge and roadway facilities would remain as they are today. Consequently, there would be no direct noise impacts under the No Build Alternative.

Figure 1-1 – Regional Location Map



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Figure 1-2 – Project Vicinity Map



PROJECT VICINITY

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT | FIGURE 1-2

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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.

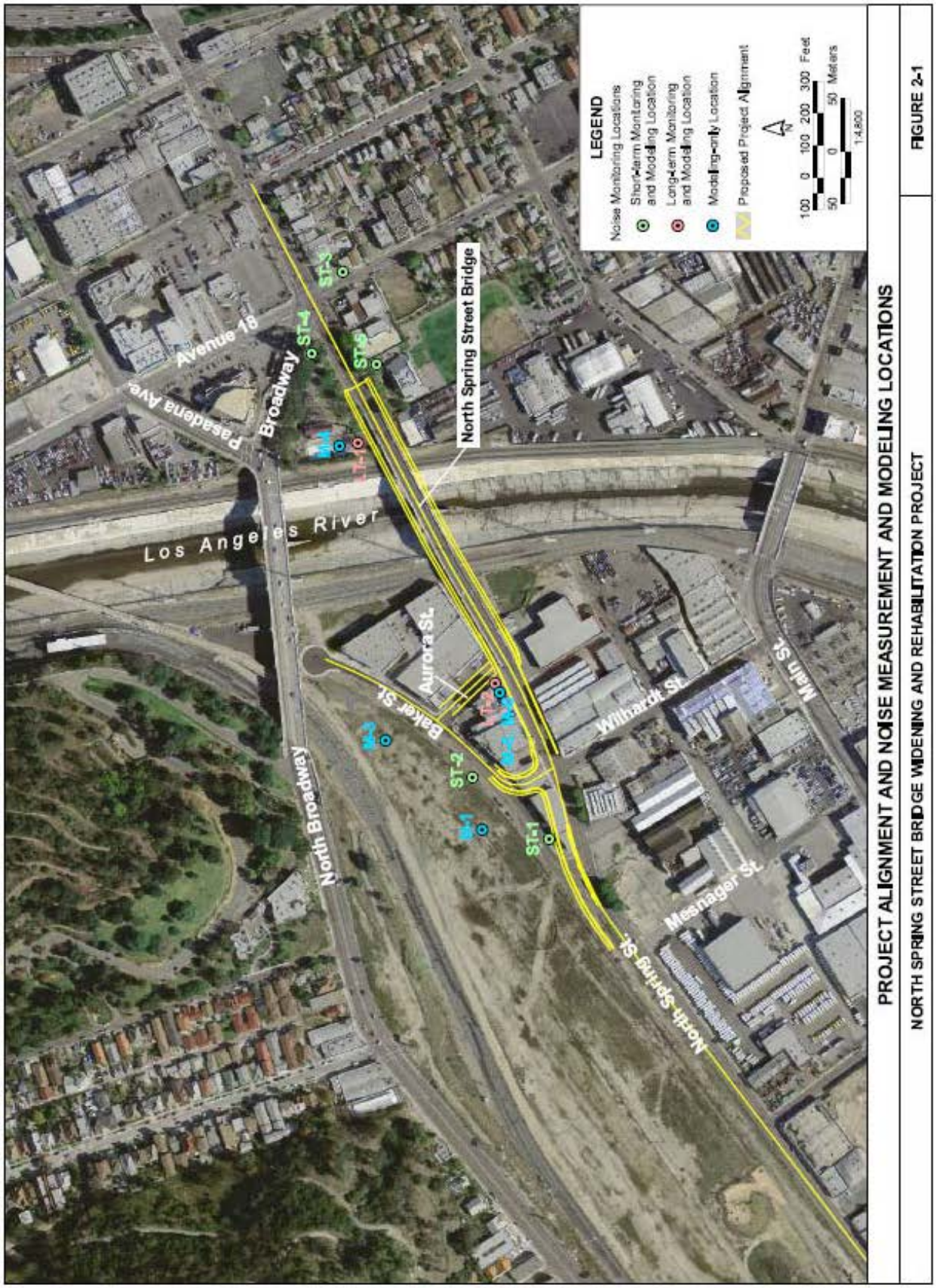
2.2 SELECTION OF RECEIVERS AND MEASUREMENT SITES

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 1998). 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 travelway, and ~94 feet from edge of North Spring Street travelway.	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 travelway.	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

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 5-1.

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* (October 1998) 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 Los Angeles State Historic Park (formally referred to as the Cornfield Site), located north of Baker Street. The California Department of Parks and Recreation purchased the property for 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 a recreational use and is bifurcated by North Spring Street.

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 (Assessor's Parcel Number 5409-002-005). For 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 uses 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 TeNS, October 1998. 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.

[3] Personal communication with Mr. Sean Woods, Superintendent, Los Angeles State Historic Park, December 19, 2007.

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 5-1. 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 5.1. 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 5-1.

Table 5-1 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 5-1, 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, the Future-with-Project noise level is predicted to decrease approximately 2 decibels because of increased acoustical shielding provided by the widened bridge deck.

[4]Ibid. 2-6

As shown in Table 5-1, 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. The existing ambient noise levels at these locations range from 62 to 68 dBA $L_{eqH.}$ 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 a 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), 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 the 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 5-2 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.

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.
4. 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.

6.0 REFERENCES

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California Department of Transportation, Environmental Program, Environmental Engineering - Noise, Air Quality and Hazardous Waste Management Office. October 1998. Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects. Sacramento, CA.

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Diehl, George M., ed. 1973. Machinery Acoustics. John Wiley & Sons, Inc. New York, NY.

Harris, Cyril M., ed. 1991. Handbook of Acoustical Measurements and Noise Control. Third Edition. McGraw-Hill, Inc. New York, NY.

Hassall, J.R. and K. Zaveri. 1988. Acoustic Noise Measurements. Fifth Edition. Brüel and Kjær Instruments, Inc. Copenhagen, Denmark.

Peterson, A.P.G. and E. Gross, Jr. 1972. Handbook of Noise Measurement. Seventh Edition. General Radio Company. Concord, MA.

U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy (FHWA). July 1982. 23 CFR Part 772: Procedures for Abatement of Highway Traffic Noise and Construction Noise – Final Rule. Federal Register, Vol. 47, Number 131. Washington, DC

U.S. Department of Transportation, Federal Highway Administration, Office of Environmental Policy, Noise and Air Analysis Division (FHWA). June 1995. Highway Traffic Noise Analysis and Abatement. Washington, DC.

U.S. Environmental Protection Agency. 1971. Noise from Construction Equipment and Operations, Building Equipment and Home Appliances. (Prepared under contract by Bolt, et. al., Bolt, Beranek & Newman, DC.

American National Standard Institute (ANSI) specification S1.4-1984.

International Electrotechnical Commission Publications 804 and 651.

Appendix A - Noise Measurement Equipment Used

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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.

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Appendix B - Field Notes

FIELD NOISE MEASUREMENT DATA

URS

Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: ST-1 OBSERVER(s): R. Romond, M. Greene
START DATE & TIME: 3/31/05 12:00 END DATE & TIME: 12:25 3/31/05
ADDRESS: Back lot of Bldg @ Spring & Baker (adj to Baker St.)

Weather

TEMP: 80 °F HUMIDITY: 14 % R.H. WIND: CALM [LIGHT] MODERATE VARIABLE 15 79
WINDSPEED: 0-2 MPH DIR: N NE E SE S SW (W) NW [STEADY] GUSTY 7-11
SKY: OVRCST PARTLY CLOUDY [CLEAR SUNNY] FOG RAIN OTHER:

Acoustic Measurements

INSTRUMENT: B+K 2231 SERIAL #: 1413404 TYPE: [1] 2
CALIBRATOR: B+K 4231 SERIAL #: ~~1850301~~ 1850301
CALIBRATION CHECK: PRE-TEST 93.8 dBA SPL POST-TEST 93.8 dBA SPL
SETTINGS: [A-WEIGHTED SLOW] FAST FRONTAL [RANDOM] ANSI OTHER: WINDSCREEN X

Rec #	Start	End							
1 (1)	12:05	12:20	L_{eq} 62.2	L_{max} 74.8 (6)	L_{min} 48.8 (5)	L_{90} 54.5 (2)	L_{50} 60.0 (3)	L_{10} 65.0 (4)	
			L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
			L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
			L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	

COMMENTS:

Source Info and Traffic Counts

PRIMARY SOURCE: [TRAFFIC] AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: COUNT DURATION: -MINUTE

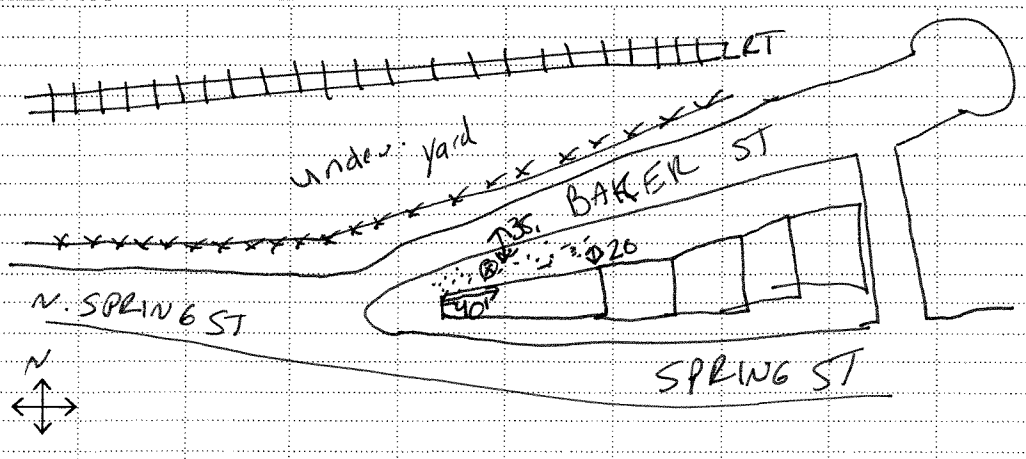
	#1 COUNT: Spring St, SPEED mph		#2 COUNT: , SPEED mph	
	NB (EB) / SB (WB)	NB EB / SB WB	NB / EB / SB / WB	NB EB / SB WB
AUTOS:	112 / 93	/	/	/
MED. TRUCKS:	11 / 5	/	/	/
HVY TRUCKS:	3 / 3	/	/	/
BUSES:	/	/	/	/
MOTORCYCLES:	/	/	/	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant [AIRCRAFT overhead] / RUSTLING LEAVES / distant [BARKING DOGS] / BIRDS Prop plane, police helicopter overhead
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS
OTHER: Small dog in bldg, Spring St Traffic, gold line LRT, loading/unloading @ businesses, back-up alarms

Description / Sketch

TERRAIN: HARD SOFT MIXED FLAT OTHER: PHOTOS: Y N
OTHER COMMENTS / SKETCH:



measform6.xls

FIELD NOISE MEASUREMENT DATA

URS Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: ST-29 OBSERVER(s): R. Romond, M. Greene
START DATE & TIME: 3/31/05 12:36 END DATE & TIME: 3/31/05 13:00
ADDRESS: Baker St. across from Lot# SUN Int'l Inc (1709 N. Spring St)

Weather

TEMP: 81 °F HUMIDITY: 11 % R.H. WIND: CALM [LIGHT] MODERATE VARIABLE
WINDSPEED: 4-8 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY [CLEAR] [SUNNY] FOG RAIN OTHER: _____

Acoustic Measurements

INSTRUMENT: B+K 2231 SERIAL #: 1413404 TYPE: [1] 2
CALIBRATOR: B+K 4231 SERIAL #: 1550301
CALIBRATION CHECK: PRE-TEST 93.8 dBA SPL POST-TEST 93.8 dBA SPL
SETTINGS: [A-WEIGHTED] [SLOW] FAST FRONTAL [RANDOM] [ANSI] OTHER: _____ WINDSCREEN X

Rec # / Start / End	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/ 12:35 / 12:50 :	56.9	69.8	48.4	50.5	54.0	60.5	
/ / :							
/ / :							
/ / :							

COMMENTS:

Source Info and Traffic Counts

PRIMARY SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL [AMBIENT] OTHER: _____
ROADWAY TYPE: 2 lane, undiv. COUNT DURATION: _____-MINUTE

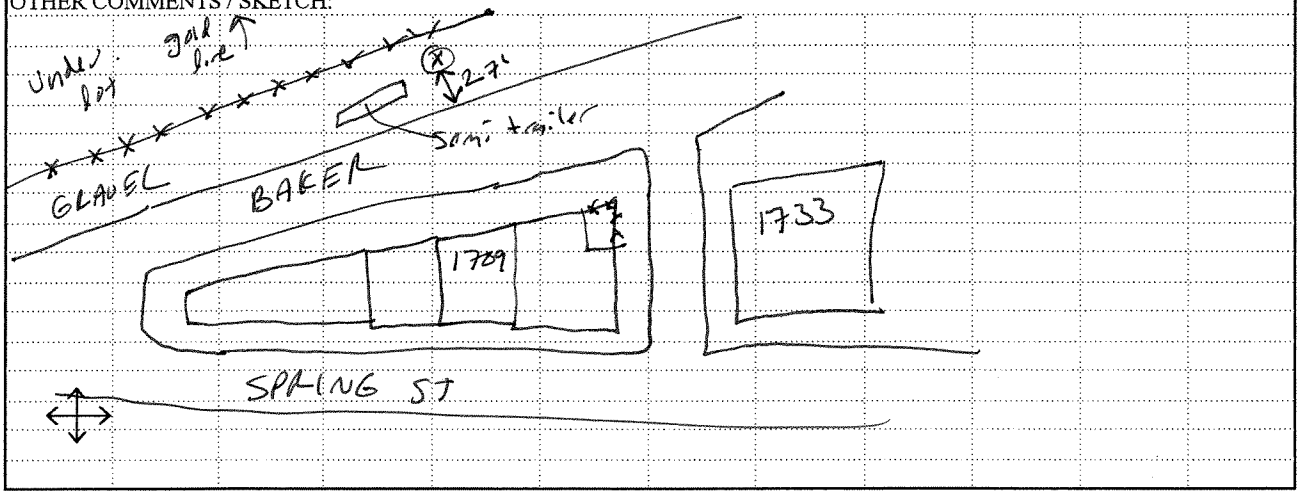
	#1 COUNT: BAKER NB (EB) / SB (WB)	SPEED _____ mph NB EB / SB WB	#2 COUNT: _____ NB / EB / SB / WB	SPEED _____ mph NB EB / SB WB
AUTOS:	IIII / II	/	/	/
MED. TRUCKS:	II / IIII	/	/	/
HVY TRUCKS:	/	/	/	/
BUSES:	/	/	/	/
MOTORCYCLES:	/	/	/	/

TRAIN
SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS [BIRDS] AMTRAK horn Gold Line
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS garbage rustling
OTHER: delivery trucks idling, setting up cast trailer @ movie shoot, saw @ 1733 N. Spring

Description / Sketch

TERRAIN: [HARD] SOFT MIXED [FLAT] OTHER: _____ PHOTOS: (Y) N
OTHER COMMENTS / SKETCH:



measform6.xls

FIELD NOISE MEASUREMENT DATA

URS

Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: ST-2b OBSERVER(s): RR
START DATE & TIME: 9/1/05 17:25 END DATE & TIME: 9/1/05 17:50
ADDRESS: Same as ST-2a

Weather

TEMP: 76 °F HUMIDITY: 18 % R.H. WIND: CALM (LIGHT) MODERATE VARIABLE
WINDSPEED: 0-4 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY (CLEAR SUNNY) FOG RAIN OTHER: _____

Acoustic Measurements

INSTRUMENT: B+K ~~2250~~ 2231 SERIAL #: 1913404 TYPE: (1) 2
CALIBRATOR: B+K 4231 SERIAL #: 1880301
CALIBRATION CHECK: PRE-TEST 93.8 dBA SPL POST-TEST _____ dBA SPL
SETTINGS: (A-WEIGHTED SLOW) FAST FRONTAL (RANDOM ANSI) OTHER: _____ WINDSCREEN ✓

Rec # /	Start /	End								
/	17:30 /	17:45	L_{eq} 57.2,	L_{max} 71.6,	L_{min} 50.7,	L_{90} 53.0,	L_{50} 55.0,	L_{10} 59.5,	
/	/	:	L_{eq} _____,	L_{max} _____,	L_{min} _____,	L_{90} _____,	L_{50} _____,	L_{10} _____,	
/	/	:	L_{eq} _____,	L_{max} _____,	L_{min} _____,	L_{90} _____,	L_{50} _____,	L_{10} _____,	
/	/	:	L_{eq} _____,	L_{max} _____,	L_{min} _____,	L_{90} _____,	L_{50} _____,	L_{10} _____,	

COMMENTS: 3 more refer vans parked off Baker, farthest one west is on

Source Info and Traffic Counts

PRIMARY SOURCE: TRAFFIC AIRCRAFT RAIL INDUSTRIAL (AMBIENT) OTHER: _____
ROADWAY TYPE: 2-way undiv, no lines COUNT DURATION: 15 -MINUTE

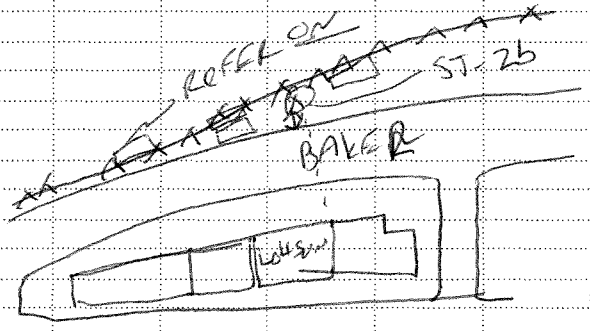
	#1 COUNT: NB EB / SB WB	SPEED mph NB EB / SB WB	#2 COUNT: NB (EB) / SB (WB)	SPEED mph NB EB / SB WB
AUTOS:	_____ / _____	_____ / _____	111 / 1111	_____ / _____
MED. TRUCKS:	_____ / _____	_____ / _____	_____ / _____	_____ / _____
HVY TRUCKS:	_____ / _____	_____ / _____	_____ / _____	_____ / _____
BUSES:	_____ / _____	_____ / _____	_____ / _____	_____ / _____
MOTORCYCLES:	_____ / _____	_____ / _____	_____ / _____	_____ / _____

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: (distant AIRCRAFT) overhead / RUSTLING LEAVES / distant BARKING DOGS / (BIRDS) Gold Line Refrigeration
distant CHILDREN PLAYING / (distant TRAFFIC) / distant LANDSCAPING / distant TRAINS
OTHER: gold line, Broadway traffic, Spring St traffic (shielded by vans) (base)

Description / Sketch

TERRAIN: HARD SOFT (MIXED) (FLAT) OTHER: _____ PHOTOS: (Y) N
OTHER COMMENTS / SKETCH:



measform6.xls

FIELD NOISE MEASUREMENT DATA

URS

Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: ST-3 OBSERVER(s): RA, MG
START DATE & TIME: 3/31/05 14:00 END DATE & TIME: 3/31/05 14:45
ADDRESS: 208 AVE 18

Weather

TEMP: 83 °F HUMIDITY: 11 % R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 1-5 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY CLEAR SUNNY FOG RAIN OTHER:

Acoustic Measurements

INSTRUMENT: B+K 2231 SERIAL #: 1913404 TYPE: (1) 2
CALIBRATOR: B+K 4231 SERIAL #: 1851301
CALIBRATION CHECK: PRE-TEST 93.9 dBA SPL POST-TEST 93.9 dBA SPL
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER: WINDSCREEN √

	Rec #	Start	End								
a	1	13:40	13:55	L_{eq} 66.1	L_{max} 80.3	L_{min} 54.3	L_{90} 57.3	L_{50} 62.5	L_{10} 69.5		
b	2	14:20	14:35	L_{eq} 64.5	L_{max} 78.3	L_{min} 53.5	L_{90} 56.5	L_{50} 61.5	L_{10} 67.5		
	/	/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}		
	/	/	/	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}		

COMMENTS:

Source Info and Traffic Counts

PRIMARY SOURCE: ~~TRAFFIC~~ AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: N. BROADWAY / SARINK ST. COUNT DURATION: ____-MINUTE

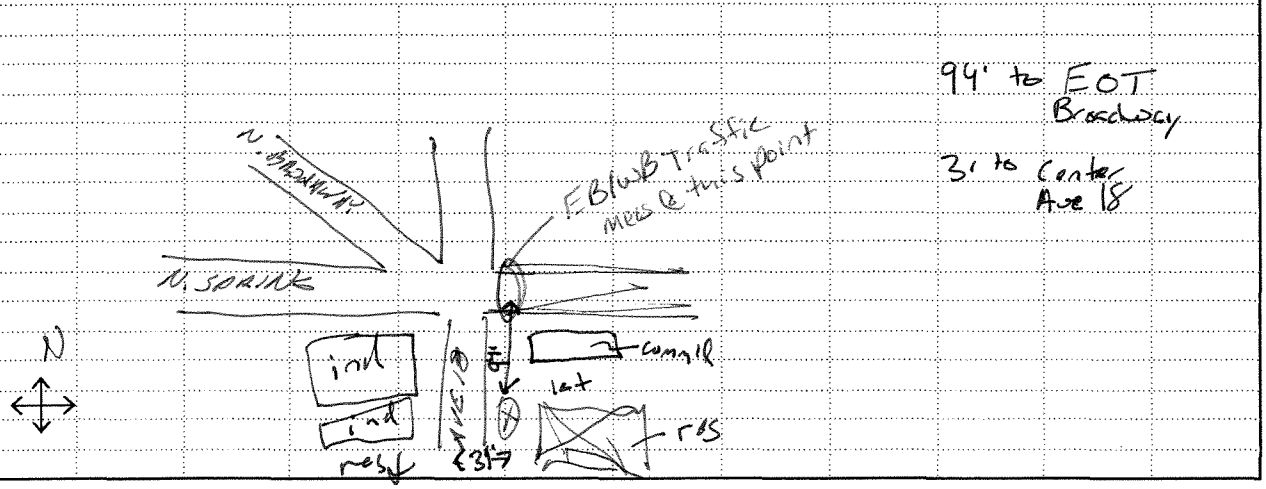
#1 COUNT:	NB / EB	SB / WB	SPEED mph NB / EB	SB / WB	#2 COUNT:	NB / EB	SB / WB	SPEED mph NB / EB	SB / WB
AUTOS:	13	7	25	18		14	8	25	16
MED. TRUCKS:	0	0	18	7		12	0	6	8
HVY TRUCKS:	12	1	2	2		0	0	2	2
BUSES:	0	1	5	8		0	0	1	5
MOTORCYCLES:	0		1	0		0	0	1	1

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS / BIRDS
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS DISTANT TRAINS
OTHER: * EB / WB IS FROM SARINK & BROADWAY

Description / Sketch

TERRAIN: HARD SOFT MIXED FLAT OTHER: PHOTOS: (Y) N
OTHER COMMENTS / SKETCH:



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FIELD NOISE MEASUREMENT DATA

URS

Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: ST-4 OBSERVER(s): RR, MG
START DATE & TIME: 3/31/05 14:45 END DATE & TIME: 3/31/05 15:20
ADDRESS: Adj to driveway of Downey Rec Ct - N. side (Pool ~~Pool~~ Facility)

Weather

TEMP: 84 °F HUMIDITY: 41 % R.H. WIND: (CALM) LIGHT MODERATE VARIABLE
WINDSPEED: 0-4 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY (CLEAR SUNNY) FOG RAIN OTHER:

Acoustic Measurements

INSTRUMENT: B+K 2231 SERIAL #: 1413424 TYPE: (1) 2
CALIBRATOR: B+K 4231 SERIAL #: 1850301
CALIBRATION CHECK: PRE-TEST 93.9 dBA SPL POST-TEST 93.9 dBA SPL
SETTINGS: A-WEIGHTED SLOW FAST FRONTAL RANDOM ANSI OTHER: WINDSCREEN X

	Rec # / Start / End							
a	1 / 14:45 / 15:00:	L_{eq} 68.0	L_{max} 80.6	L_{min} 55.0	L_{90} 59.5	L_{50} 64.5	L_{10} 71.0	
b	2 / 15:00 / 15:15:	L_{eq} 68.3	L_{max} 83.9	L_{min} 56.1	L_{90} 59.5	L_{50} 64.0	L_{10} 71.0	
	/ / :	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
	/ / :	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	

COMMENTS:

Source Info and Treffic Counts

PRIMARY SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER:
ROADWAY TYPE: SPRING: 2 lanes each way w/ ctr turn COUNT DURATION: ____-MINUTE

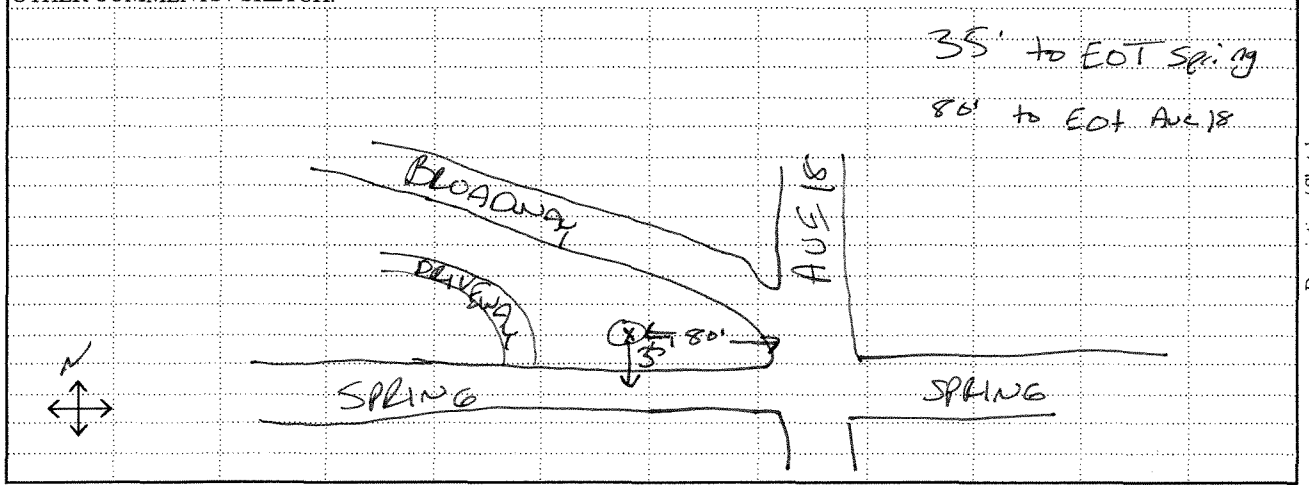
	#1 COUNT: NB (EB) / SB (WB)	SPEED ____ mph NB (EB) / SB (WB)	#2 COUNT: NB (EB) / SB (WB)	SPEED ____ mph NB (EB) / SB (WB)
AUTOS:	267 / 106	110 / 71	306 / 157	128 / 91
MED. TRUCKS:	13 / 8	2 / 0	6 / 6	0 / 0
HVY TRUCKS:	4 / 2	0 / 0	1 / 2	2 / 0
BUSES:	2 / 3	3 / 4	2 / 3	4 / 7
MOTORCYCLES:	0 / 0	0 / 0	0 / 1	0 / 0

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER
SPRING BROADWAY SPRING BROADWAY

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS / BIRDS
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS
OTHER:

Description / Sketch

TERRAIN: HARD SOFT (MIXED) FLAT OTHER: Slopes down to W PHOTOS: (Y) N
OTHER COMMENTS / SKETCH:



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FIELD NOISE MEASUREMENT DATA

URS

Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: ST-5 OBSERVER(s): RR, MG
START DATE & TIME: 3/31/05 15:45 END DATE & TIME: 3/31/05 16:30
ADDRESS: S. SIDE OF GLOVER REC. CENTER, IN SMALL SAND LOT/PLAY AREA DOWNEY

Weather

TEMP: 80 °F HUMIDITY: 12 % R.H. WIND: CALM LIGHT MODERATE VARIABLE
WINDSPEED: 3-5 MPH DIR: N NE E SE S SW (W) NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY (CLEAR) (SUNNY) FOG RAIN OTHER: _____

Acoustic Measurements

INSTRUMENT: B+K 2231 SERIAL #: 1413405 TYPE (1) 2
CALIBRATOR: B+K 4231 SERIAL #: 1850301
CALIBRATION CHECK: PRE-TEST 93.9 dBA SPL POST-TEST 93.8 dBA SPL
SETTINGS: ~~A-WEIGHTED~~ ~~SLOW~~ FAST FRONTAL ~~RANDOM~~ ~~ANSI~~ OTHER: _____ WINDSCREEN ✓

	Rec # /	Start	/ End							
15:45a	1 /	15:45T	16:00:	L_{eq} 57.7	L_{max} 45.8 ~~71.1~~	L_{min} 71.1	L_{90} 51.5	L_{50} 55.5	L_{10} 61.5	
b	2 /	16:05T	16:20:	L_{eq} 57.0	L_{max} 67.8	L_{min} 48.0	L_{90} 51.5	L_{50} 55.0	L_{10} 60.0	
	/	/	:	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
	/	/	:	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	

COMMENTS:

Source Info and Traffic Counts

PRIMARY SOURCE: (TRAFFIC) AIRCRAFT RAIL INDUSTRIAL AMBIENT OTHER: _____
ROADWAY TYPE: 2-LN EA. WAY, CENTER TURN LANE COUNT DURATION: 15 -MINUTE

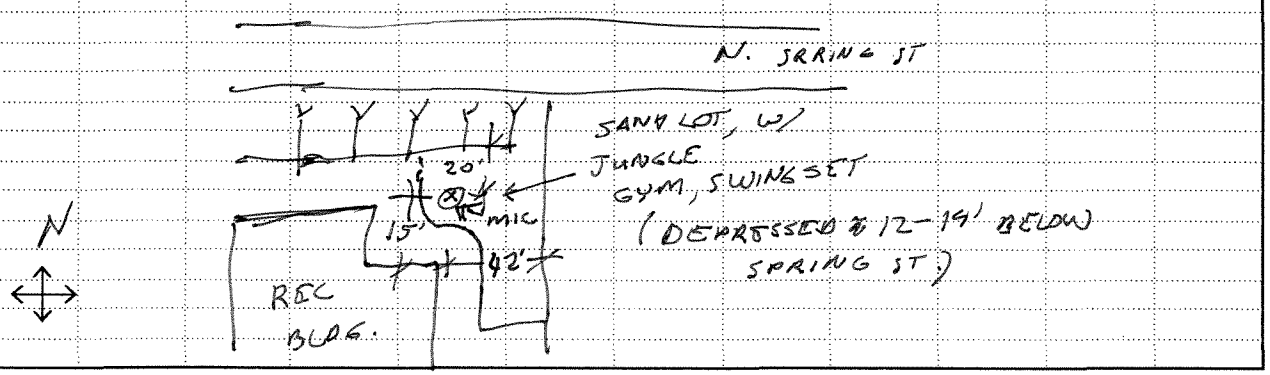
	#1 COUNT: SPRING ST	SPEED ____ mph	#2 COUNT: SPRING ST.	SPEED ____ mph
	NB (EB) / SB WB	NB EB / SB (WB)	NB (EB) / SB (WB)	NB EB / SB WB
AUTOS:	244 /	/ 93	329 / 92	/
MED. TRUCKS:	1 /	/ 6	3 / 1	/
HVY TRUCKS:	1 /	/ 4	2 / 3	/
BUSES:	/	/ 4	2 / 10	/
MOTORCYCLES:	0 /	/ 0	2 / 1	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS (BIRDS)
distant (CHILDREN PLAYING) / distant TRAFFIC / distant LANDSCAPING / distant TRAINS (RAIL TO W)
OTHER: B-Ball bouncing

Description / Sketch

TERRAIN: HARD SOFT (MIXED) FLAT OTHER: _____ PHOTOS: (Y) N
OTHER COMMENTS / SKETCH:



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FIELD NOISE MEASUREMENT DATA

URS Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: LT-1 OBSERVER(s): M. Greene, R. Romond
START DATE & TIME: 3/31/05 11:10 END DATE & TIME: 4/1/05 18:30
ADDRESS: Adj to SE cnr of Downey Rec Ctr (North Side) Pool area

Weather

TEMP: 79 °F HUMIDITY: 15 % R.H. WIND: [CALM] LIGHT MODERATE VARIABLE
WINDSPEED: 2-4 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY [CLEAR] [SUNNY] FOG RAIN OTHER: _____

Acoustic Measurements

INSTRUMENT: Metrosonics dB-308 SERIAL #: 3068 (WCC-2) TYPE: 1 [2]
CALIBRATOR: Metrosonics CL304 SERIAL #: _____
CALIBRATION CHECK: PRE-TEST 102.0 dBA SPL POST-TEST _____ dBA SPL in
SETTINGS: [A-WEIGHTED] [SLOW] FAST FRONTAL [RANDOM] ANSI OTHER: tree ~7' above ground WINDSCREEN ✓

Rec # / Start / End	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/ 3/31 / 4/1 :							
/ 11:15 / 18:29 :	60.3	92.8		51	56	61	
/ / :							
/ / :							

COMMENTS: 1st 30 min contaminated, last 15 min incomplete

Source Info and Traffic Counts

PRIMARY SOURCE: [TRAFFIC] AIRCRAFT [RAIL] INDUSTRIAL [AMBIENT] OTHER: _____
ROADWAY TYPE: 2 lanes eq. dir COUNT DURATION: _____-MINUTE

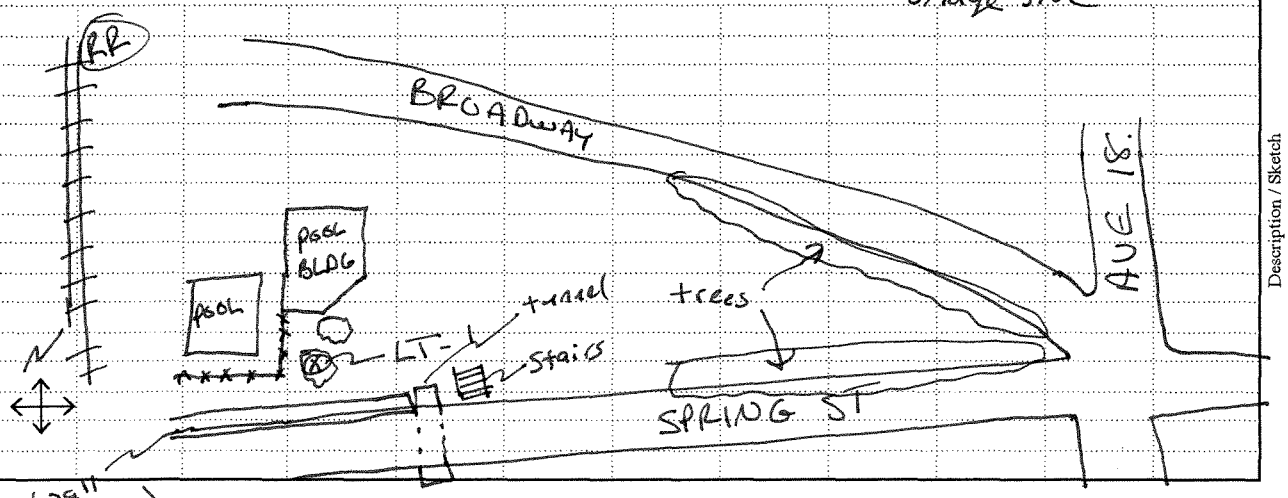
	#1 COUNT: NB EB / SB WB	#1 SPEED NB EB / SB WB	#2 COUNT: NB / EB / SB / WB	#2 SPEED NB EB / SB WB
AUTOS:	/	/	/	/
MED. TRUCKS:	/	/	/	/
HVY TRUCKS:	/	/	/	/
BUSES:	/	/	/	/
MOTORCYCLES:	/	/	/	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant AIRCRAFT overhead / RUSTLING LEAVES / distant BARKING DOGS [BIRDS]
distant CHILDREN PLAYING / distant TRAFFIC / distant LANDSCAPING / distant TRAINS
OTHER: pool closed for winter, nobody playing nearby in park

Description / Sketch

TERRAIN: HARD SOFT [MIXED] FLAT OTHER: grass + trees, brick/concrete bldg, PHOTOS: [Y] N
OTHER COMMENTS / SKETCH: bridge side



measform6.xls

FIELD NOISE MEASUREMENT DATA

URS

Project: Spring Street Bridge Widening Job # 29870266.00003

ID

SITE IDENTIFICATION: LT-2 OBSERVER(s): R. R., M. G.
START DATE & TIME: 3/31/05 12:00 END DATE & TIME: 4/1/05 18:00
ADDRESS: NW cnr of Spring St + Aurora (W. end of bridge)

Weather

TEMP: 79 °F HUMIDITY: 15 % R.H. WIND: [CALM] LIGHT MODERATE VARIABLE
WINDSPEED: 2-5 MPH DIR: N NE E SE S SW W NW STEADY GUSTY
SKY: OVRCST PARTLY CLOUDY [CLEAR SUNNY] FOG RAIN OTHER:

Acoustic Measurements

INSTRUMENT: Metrosonics dB-308 SERIAL #: 2881 (WCC-2) TYPE: 1 [2]
CALIBRATOR: Metrosonics CL-304 SERIAL #:

CALIBRATION CHECK: PRE-TEST 101.9 dBA SPL POST-TEST _____ dBA SPL
SETTINGS: [A-WEIGHTED] [SLOW] FAST FRONTAL [RANDOM] ANSI OTHER: util. pole WINDSCREEN ✓

Rec # / Start / End							
/ 3/31 / 4/1 :	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/ 12:00 / 17:56:	L_{eq} 70.3	L_{max} 96.8	L_{min}	L_{90}	L_{50} 67	L_{10} 73	
/ / :	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	
/ / :	L_{eq}	L_{max}	L_{min}	L_{90}	L_{50}	L_{10}	

COMMENTS:

Source Info and Traffic Counts

PRIMARY SOURCE: TRAFFIC AIRCRAFT RAIL [INDUSTRIAL] [AMBIENT] OTHER:
ROADWAY TYPE: 2-lane eq. dir. COUNT DURATION: _____-MINUTE

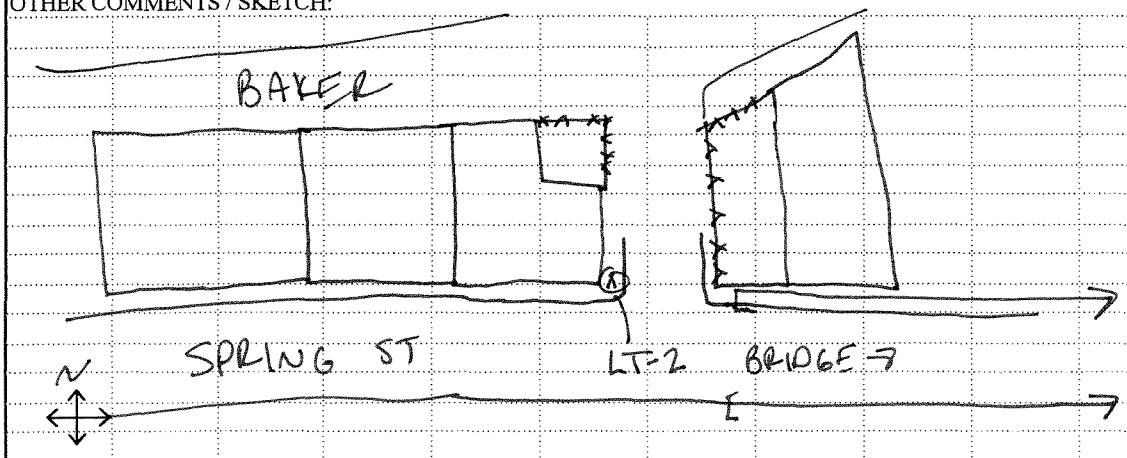
	#1 COUNT: NB EB / SB WB	SPEED NB EB / SB WB	#2 COUNT: NB / EB / SB / WB	SPEED NB EB / SB WB
AUTOS:	/	/	/	/
MED. TRUCKS:	/	/	/	/
HVY TRUCKS:	/	/	/	/
BUSES:	/	/	/	/
MOTORCYCLES:	/	/	/	/

SPEED ESTIMATED BY: RADAR / DRIVING / OBSERVER

OTHER NOISE SOURCES: distant **AIRCRAFT** overhead / **RUSTLING LEAVES** / distant **BARKING DOGS** / **BIRDS**
distant **CHILDREN PLAYING** / distant **TRAFFIC** / distant **LANDSCAPING** / distant **TRAINS**
OTHER:

Description / Sketch

TERRAIN: **HARD SOFT MIXED FLAT** OTHER: PHOTOS: **Y N**
OTHER COMMENTS / SKETCH:



measform6.xls

Appendix C - Long-Term Noise Data Output

File Name.....bin1
Test Location.....LT-1 SE of DowneyRec Pool
Employee Name.....R Romond & M Greene
Employee Number...29870266.00003
Department.....Spring St Bridge Widening
Comment Field 1...N side of Downey Rec Ctr
Comment Field 2...disregard 1st 30, last 15
Numeric Code #1... #2... #3... #4... #5...

METROSONICS db-308 SN 3068 V3.0
REPORT PRINTED 04/04/05 AT 10:22:15

EXCHANGE RATE..... 3dB FILTER.....A WGHT
DOSE CRITERION.... 90dB RESPONSE...SLOW
PRE-TEST CALIBRATION TIME....11/17/04 AT 17:29:42
PRE-TEST CALIBRATION RANGE... 43.0dB TO 143.0dB
NO POST-TEST CALIBRATION
Calibrator Type & Serial #..._____

Calibrator Calibration Date.._____

-- OVERALL STATISTICS REPORT --

TEST BEGAN.... 3/31/05 AT 11:15:03
TEST LENGTH... 1 DAYS 7:13:58
TEST ENDED.... 4/01/05 AT 18:29:01
TEST INTERRUPTIONS...1

Lav..... 60.3dB
SEL.....110.6dB
Lmax..... 92.8dB ON 3/31/05 AT 11:29:51
Lpk.....132.4dB ON 3/31/05 AT 11:29:51
TIME OVER 115dB.. 0 DAYS 0:00:00.00

8 HR DOSE (40dB CUTOFF)..... 0.40%
8 HR DOSE (40dB CUTOFF)..... 0.40%

-- TABULAR TIME HISTORY REPORT --

OF PERIODS: 125 MODE: CONTINUOUS
PERIOD LENGTH: 0:15:00
TIME HISTORY CUTOFF: NONE
Ln(1): 50.0% Ln(2): 90.0%

DATE: 3/31/05

INT	TIME	Lav	Lmx	Lpk	L1	L2
1	11:15:03	70.6	92.8	132.4	61	54
2	11:30:03	64.9	86.2	124.5	56	51
3	11:45:03	60.5	75.7	UNR	57	52

4	12:00:03	59.6	74	UNR		57	53
5	12:15:03	62	80.8	UNR		55	52
6	12:30:03	64.4	87.7	UNR		56	52
7	12:45:03	64.5	77.8	UNR		58	52
8	13:00:03	58.7	73	UNR		55	52
9	13:15:03	64.3	79.3		113.3	57	53
10	13:30:03	57.9	69.8	UNR		56	52
11	13:45:03	60.5	75.6	UNR		56	52
12	14:00:03	62.9	84	UNR		57	53
13	14:15:03	58.5	72	UNR		56	53
14	14:30:03	59.3	71.2	UNR		56	53
15	14:45:03	59	69.9	UNR		56	52
16	15:00:03	59.6	70.1	UNR		57	53
17	15:15:03	58.5	70.6	UNR		56	53
18	15:30:03	61.8	75.3	UNR		57	53
19	15:45:03	61	77.8	UNR		57	54
20	16:00:03	59.1	70.6	UNR		57	54
21	16:15:03	59.9	74.1	UNR		57	54
22	16:30:03	62.9	82.7	UNR		57	53
23	16:45:03	60.5	75	UNR		58	55
24	17:00:03	60.7	73.9	UNR		57	53
25	17:15:03	58.9	73.8	UNR		56	53
26	17:30:03	59.5	75	UNR		57	53
27	17:45:03	58.2	67.8	UNR		56	53
28	18:00:03	58.4	71.2	UNR		57	53
29	18:15:03	57.8	64.9	UNR		56	53
30	18:30:03	59.5	71.5	UNR		56	53
31	18:45:03	58.1	71.4	UNR		55	52
32	19:00:03	57.1	69	UNR		55	53
33	19:15:03	56.6	68.7	UNR		55	52
34	19:30:03	56.8	70.9	UNR		55	53
35	19:45:03	57.5	75.9	UNR		54	52
36	20:00:03	56.1	66.8	UNR		54	51
37	20:15:03	57.7	80.4	UNR		53	50
38	20:30:03	54.8	66	UNR		53	50
39	20:45:03	56.2	65.6	UNR		54	51
40	21:00:03	57.1	75.4	UNR		52	50
41	21:15:03	55.5	72.8	UNR		52	49
42	21:30:03	52.1	59.4	UNR		51	49
43	21:45:03	53.4	63.6	UNR		52	49
44	22:00:03	53.6	69.4	UNR		51	49
45	22:15:03	55	59.8	UNR		54	52
46	22:30:03	53.8	59.1	UNR		53	51
47	22:45:03	53.9	60.6	UNR		53	52
48	23:00:03	54.4	62.6	UNR		53	50
49	23:15:03	54.3	65.4	UNR		53	52
50	23:30:03	53.9	63.8	UNR		53	51
51	23:45:03	54.1	63.7	UNR		52	51
52	0:00:03	64.6	83.3	UNR		52	51
53	0:15:03	53.8	64.6	UNR		52	51
54	0:30:03	53	62.2	UNR		52	50
55	0:45:03	59.2	71.5	UNR		53	51

56	1:00:03	53.5	60.4	UNR	52	51
57	1:15:03	54.3	72.2	UNR	52	50
58	1:30:03	53.5	67	UNR	52	50
59	1:45:03	62.3	76	UNR	58	50
60	2:00:03	60.6	78.8	UNR	50	48
61	2:15:03	52.3	68.6	UNR	48	47
62	2:30:03	50.6	61.4	UNR	48	47
63	2:45:03	62	79.4	UNR	50	48
64	3:00:03	52.4	70.4	UNR	49	47
65	3:15:03	48.8	57.8	UNR	47	45
66	3:30:03	57.3	71.2	UNR	48	46
67	3:45:03	55.5	71	UNR	50	48
68	4:00:03	53.5	70.1	UNR	50	49
69	4:15:03	54.3	73	UNR	52	50
70	4:30:03	57.9	72.4	UNR	53	51
71	4:45:03	55.6	66.8	UNR	53	52
72	5:00:03	57.2	71.5	UNR	55	53
73	5:15:03	58.3	70.7	UNR	57	55
74	5:30:03	58.7	70.2	UNR	57	55
75	5:45:03	61.9	82.3	UNR	57	54
76	6:00:03	59.3	69	UNR	58	55
77	6:15:03	61.1	76.5	UNR	59	56
78	6:30:03	60.8	75.4	UNR	59	55
79	6:45:03	60.1	72.2	UNR	59	55
80	7:00:03	60.5	72.6	UNR	58	55
81	7:15:03	60.4	69.8	UNR	58	54
82	7:30:03	61.5	73.8	UNR	59	54
83	7:45:03	59.6	74.2	UNR	58	55
84	8:00:03	60.7	73.1	UNR	59	56
85	8:15:03	60.3	73.4	UNR	58	54
86	8:30:03	61	74.6	UNR	59	54
87	8:45:03	60.3	70	UNR	58	54
88	9:00:03	59.3	69.3	UNR	57	53
89	9:15:03	60.4	72.6	UNR	58	54
90	9:30:03	58.3	70.6	UNR	57	53
91	9:45:03	61.4	82.2	UNR	56	53
92	10:00:03	61.1	74.9	UNR	57	52
93	10:15:03	59.2	73.5	UNR	56	52
94	10:30:03	68.7	87.5	UNR	55	50
95	10:45:03	57	71.6	UNR	53	49
96	11:00:03	58.4	73	UNR	56	51
97	11:15:03	58	75.4	UNR	55	51
98	11:30:03	58.3	68.6	UNR	57	52
99	11:45:03	57.8	72.2	UNR	54	50
100	12:00:03	58.3	73.1	UNR	55	51
101	12:15:03	58.8	78	UNR	55	51
102	12:30:03	59.6	74.3	UNR	55	51
103	12:45:03	59.1	74.4	UNR	55	51
104	13:00:03	65.7	85.1	112.4	56	51
105	13:15:03	58.5	70.4	UNR	56	52
106	13:30:03	59.1	72.5	UNR	56	52
107	13:45:03	59.7	74.8	UNR	57	53

108	14:00:03	58.9	70.4	UNR	57	52
109	14:15:03	59.6	78.1	UNR	56	52
110	14:30:03	59.6	77.1	UNR	56	52
111	14:45:03	59.3	70.1	UNR	56	52
112	15:00:03	62	80.8	UNR	57	54
113	15:15:03	59.5	68.4	UNR	57	54
114	15:30:03	65.8	87.8	UNR	58	55
115	15:45:03	60.9	71.8	UNR	58	55
116	16:00:03	60.6	72.2	UNR	59	54
117	16:15:03	60.8	71.2	UNR	58	55
118	16:30:03	60.3	74.2	UNR	58	55
119	16:45:03	61	81.5	UNR	58	54
120	17:00:03	61.1	70.6	UNR	59	55
121	17:15:03	59.7	71.2	UNR	57	54
122	17:30:03	59.8	69.8	UNR	58	54
123	17:45:03	59.7	71.7	UNR	58	54
124	18:00:03	59	72.6	UNR	57	54
125	18:15:03	58.9	71.2	UNR	56	53

-- AMPLITUDE DISTRIBUTION REPORT --

TOTAL SAMPLES = 1799011

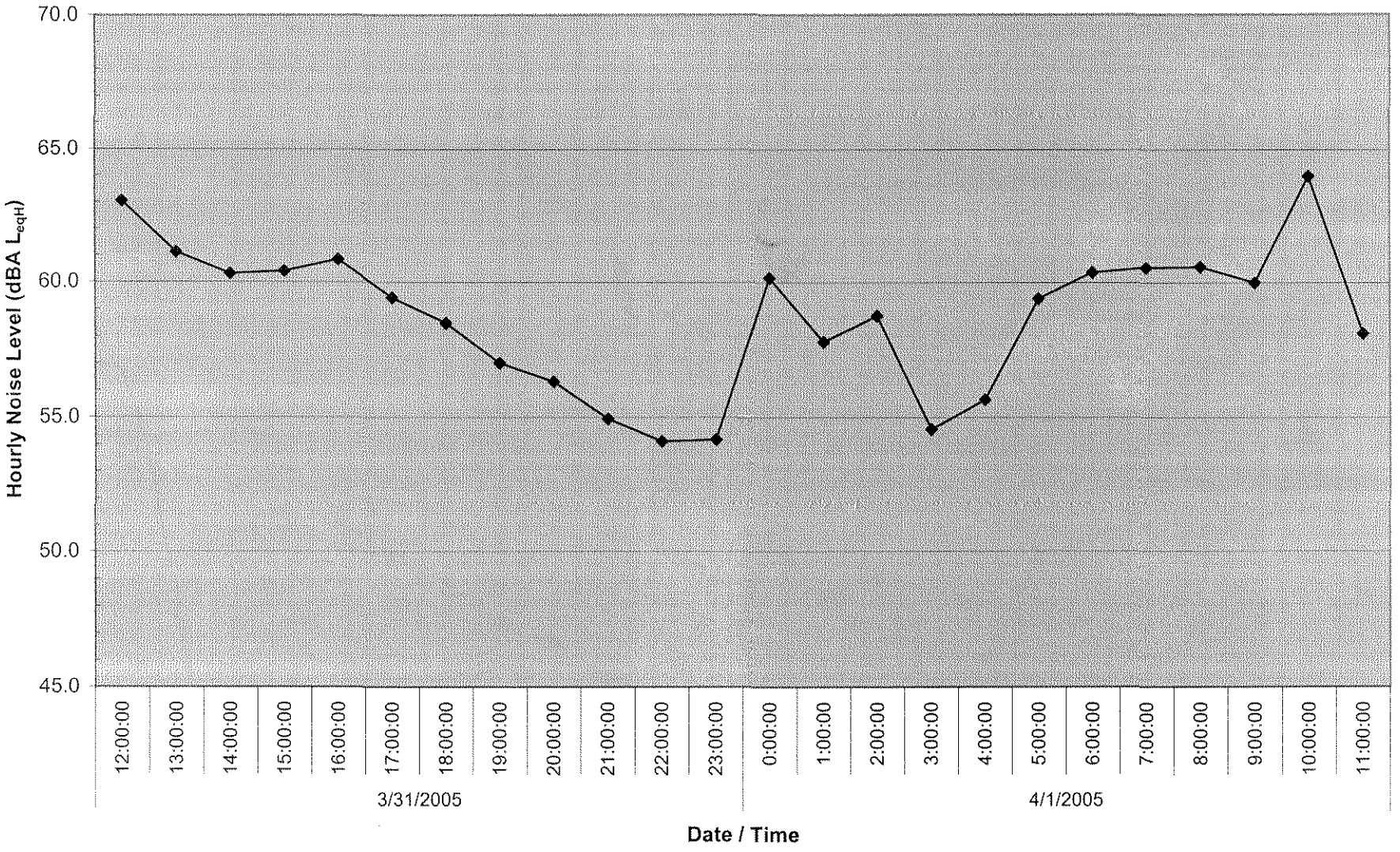
dB	SAMPLES		% OF TOTAL
44	319	.	0.02
45	2418	+	0.13
46	8458	+	0.47
47	16945	*	0.94
48	29929	**	1.66
49	43910	**	2.44
50	66499	****	3.7
51	97556	*****	5.42
52	140826	********	7.83
53	150056	********	8.34
54	162660	*********	9.04
55	164601	*********	9.15
56	177091	**********	9.84
57	154467	*********	8.59
58	133785	*******	7.44
59	119584	*******	6.65
60	96943	*****	5.39
61	62366	***	3.47
62	47680	***	2.65
63	31138	**	1.73
64	23393	*	1.3
65	17073	*	0.95
66	12490	*	0.69
67	9441	*	0.52
68	7492	+	0.42
69	5929	+	0.33

70	4487	+	0.25
71	2671	+	0.15
72	1706	.	0.09
73	1514	.	0.08
74	1151	.	0.06
75	867	.	0.05
76	755	.	0.04
77	756	.	0.04
78	495	.	0.03
79	350	.	0.02
80	269	.	0.01
81	186	.	0.01
82	209	.	0.01
83	134	.	0.01
84	96	.	0.01
85	60	.	0
86	82	.	0
87	139	.	0.01
88	12	.	0
89	7	.	0
90	9	.	0
91	3	.	0
92	4	.	0

Ln(1.0) = 69dB
Ln(10.0) = 61dB
Ln(50.0) = 56dB
Ln(90.0) = 51dB

	NO CUTOFF	40.0dB CUTOFF	40.0dB CUTOFF
Leq	59.8dB	59.8dB	59.8dB
Ldod	58.3dB	58.3dB	58.3dB
Losha	57.7dB	57.7dB	57.7dB
Leq(6)	57.3dB	57.3dB	57.3dB

North Spring Street Bridge: LT-1 (at North side of Downey Recreation Center)



File Name.....bin2
Test Location.....LT-2 NW cnr Spring/Aurora
Employee Name.....R Romond & M Greene
Employee Number...29870266.00003
Department.....Spring St Bridge Widening
Comment Field 1...W end of Spring St Bridge
Comment Field 2...disregard 1st 15, last 15
Numeric Code #1... #2... #3... #4... #5...

METROSONICS db-308 SN 2881 V2.3
REPORT PRINTED 04/04/05 AT 10:27:04

EXCHANGE RATE..... 3dB FILTER.....A WGHT
DOSE CRITERION....100dB RESPONSE...SLOW
PRE-TEST CALIBRATION TIME.... 3/14/05 AT 17:57:45
PRE-TEST CALIBRATION RANGE... 43.1dB TO 139.1dB
Calibrator Type & Serial #..._____

Calibrator Calibration Date.._____

-- OVERALL STATISTICS REPORT --

TEST BEGAN.... 3/31/05 AT 12:00:19
TEST LENGTH... 1 DAYS 5:56:07

Lav..... 70.3dB
SEL.....120.4dB
Lmax..... 96.8dB ON 3/31/05 AT 16:28:43
Lpk.....118 dB ON 3/31/05 AT 12:00:46
TIME OVER 115dB.. 0 DAYS 0:00:00.00

8 HR DOSE (80dB CUTOFF)..... 0.06%
8 HR DOSE (90dB CUTOFF)..... 0.00%

-- TABULAR TIME HISTORY REPORT --

OF PERIODS: 120 MODE: CONTINUOUS
PERIOD LENGTH: 0:15:00
TIME HISTORY CUTOFF: NONE
Ln(1): 50.0% Ln(2): 90.0%

DATE: 3/31/05

INT	TIME	Lav	Lmx	Lpk	L1	L2
1	12:00:19	70.8	83	118.9	69	64
2	12:15:19	70.1	84.2	UNR	68	62
3	12:30:19	73.3	92.8	UNR	68	60
4	12:45:19	70.1	83.9	UNR	67	60
5	13:00:19	69.4	81.2	UNR	67	62
6	13:15:19	70.2	85.4	UNR	68	62

7	13:30:19	72.5	86.2	UNR		69	63
8	13:45:19	70.2	85.4	UNR		67	60
9	14:00:19	72.3	89.8	UNR		69	61
10	14:15:19	70.8	84	UNR		69	64
11	14:30:19	71.2	88.7	UNR		68	62
12	14:45:19	70.8	82.7	UNR		68	62
13	15:00:19	70.7	86.4	UNR		68	62
14	15:15:19	70.6	82.3	UNR		69	63
15	15:30:19	71.3	87.2	UNR		69	60
16	15:45:19	70.7	80.8	UNR		69	63
17	16:00:19	70.7	82.9	UNR		69	64
18	16:15:19	73.5	96.8		118.1	69	64
19	16:30:19	73.1	96.2	UNR		70	65
20	16:45:19	71.9	84	UNR		70	65
21	17:00:19	71	80.9	UNR		70	66
22	17:15:19	71.2	86.1	UNR		69	64
23	17:30:19	70.9	84.4	UNR		69	62
24	17:45:19	70.4	82.2	UNR		69	63
25	18:00:19	69.1	80.8	UNR		67	63
26	18:15:19	71	91.6	UNR		69	63
27	18:30:19	70.3	80.7	UNR		69	64
28	18:45:19	69.1	82.2	UNR		67	62
29	19:00:19	69	83.4	UNR		67	62
30	19:15:19	66.9	76.9	UNR		65	61
31	19:30:19	68.2	84.1	UNR		65	61
32	19:45:19	69	78.7	UNR		66	61
33	20:00:19	66.9	81.9	UNR		63	60
34	20:15:19	66.9	87.3	UNR		62	60
35	20:30:19	66.6	81.7	UNR		63	61
36	20:45:19	65.3	74.8	UNR		63	61
37	21:00:19	64.4	78.9	UNR		61	60
38	21:15:19	64.2	79.1	UNR		61	59
39	21:30:19	65.9	82.4	UNR		63	60
40	21:45:19	71	81	UNR		67	61
41	22:00:19	68.8	80.8	UNR		67	62
42	22:15:19	70.7	85	UNR		66	63
43	22:30:19	64.3	74.4	UNR		62	59
44	22:45:19	66.4	77.7	UNR		63	60
45	23:00:19	64.3	79.1	UNR		61	59
46	23:15:19	66.3	86.9	UNR		61	59
47	23:30:19	68.3	88.3	UNR		61	60
48	23:45:19	62.9	77	UNR		61	59
49	0:00:19	62.4	78.8	UNR		60	59
50	0:15:19	63.8	82.5	UNR		60	59
51	0:30:19	62.8	76.4	UNR		60	59
52	0:45:19	63.2	74.6	UNR		61	60
53	1:00:19	62.4	73.3	UNR		61	60
54	1:15:19	62.9	79.4	UNR		60	59
55	1:30:19	64.4	81.8	UNR		61	60
56	1:45:19	64.9	81.9	UNR		60	58
57	2:00:19	60.4	73.1	UNR		58	58
58	2:15:19	60.1	73	UNR		58	58

59	2:30:19	59.6	70.6	UNR	58	58
60	2:45:19	61.6	78	UNR	59	58
61	3:00:19	64.2	87.2	UNR	59	58
62	3:15:19	60.8	75.5	UNR	58	58
63	3:30:19	61.2	78.3	UNR	57	57
64	3:45:19	62.9	82.3	UNR	59	58
65	4:00:19	63	80.7	UNR	59	59
66	4:15:19	61.3	76.6	UNR	59	58
67	4:30:19	66.9	86.4	UNR	59	59
68	4:45:19	66	83.7	UNR	60	59
69	5:00:19	67.9	86.9	UNR	61	59
70	5:15:19	68.5	90	UNR	62	60
71	5:30:19	69	83.3	UNR	63	60
72	5:45:19	70.3	85.5	UNR	65	60
73	6:00:19	69.7	79.9	UNR	66	60
74	6:15:19	70.7	84	UNR	67	61
75	6:30:19	71.8	84.2	UNR	69	61
76	6:45:19	71	81.7	UNR	69	60
77	7:00:19	72.8	90.4	UNR	70	61
78	7:15:19	71.4	79.8	UNR	70	60
79	7:30:19	72.6	84.5	UNR	72	63
80	7:45:19	72.2	85.4	UNR	71	62
81	8:00:19	71.9	86.4	UNR	70	63
82	8:15:19	71.4	88.5	UNR	69	59
83	8:30:19	73.4	86.9	UNR	72	62
84	8:45:19	73.2	85.3	UNR	72	66
85	9:00:19	74.7	88.8	UNR	71	67
86	9:15:19	72.1	82.2	UNR	71	67
87	9:30:19	71	81.9	UNR	69	63
88	9:45:19	70.9	91.5	UNR	68	61
89	10:00:19	69.9	84.5	UNR	67	61
90	10:15:19	70.9	82.6	UNR	68	61
91	10:30:19	71.1	85.3	UNR	69	64
92	10:45:19	71.1	87.9	UNR	68	65
93	11:00:19	70	86.8	UNR	68	63
94	11:15:19	70	85.2	UNR	67	61
95	11:30:19	71.9	92.5	UNR	69	65
96	11:45:19	70	89.5	UNR	67	61
97	12:00:19	74.2	87.4	UNR	69	62
98	12:15:19	69.8	81.5	UNR	68	62
99	12:30:19	72.9	82.8	UNR	72	65
100	12:45:19	72.9	84.7	UNR	70	65
101	13:00:19	69.4	79.6	UNR	67	61
102	13:15:19	71	85	UNR	68	61
103	13:30:19	69.8	80.9	UNR	68	62
104	13:45:19	70.3	80.8	UNR	68	63
105	14:00:19	70.2	79.8	UNR	69	63
106	14:15:19	70.2	85.4	UNR	68	62
107	14:30:19	74.8	86.4	UNR	75	65
108	14:45:19	74.8	88.2	UNR	73	71
109	15:00:19	74.5	91.8	UNR	71	66
110	15:15:19	70.6	83.7	UNR	68	62

111	15:30:19	71.1	86.6	UNR	69	62
112	15:45:19	70.4	79.6	UNR	69	61
113	16:00:19	71.1	83.2	UNR	70	64
114	16:15:19	70.4	81	UNR	69	61
115	16:30:19	73.3	88.7	UNR	70	65
116	16:45:19	71.2	81.4	UNR	70	64
117	17:00:19	72.6	86.5	UNR	70	66
118	17:15:19	71.8	84.2	UNR	69	65
119	17:30:19	71.1	81.7	UNR	69	63
120	17:45:19	70.7	80.5	UNR	69	64

-- AMPLITUDE DISTRIBUTION REPORT --

TOTAL SAMPLES = 862137

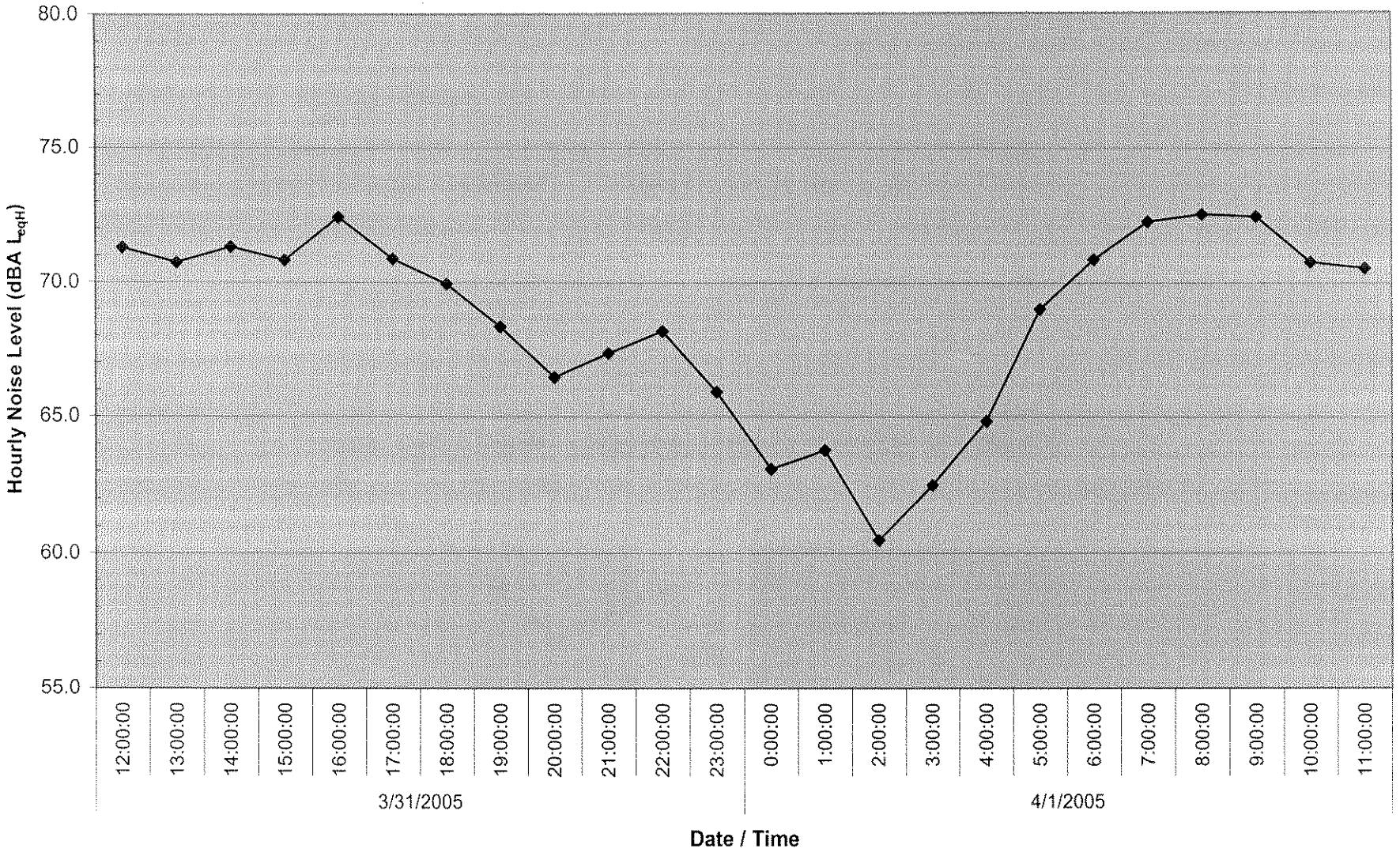
dB	SAMPLES	% OF TOTAL
54	62 .	0.01
55	227 .	0.03
56	761 .	0.09
57	6548 *	0.76
58	31615 ****	3.67
59	59423 *******	6.89
60	66363 ********	7.7
61	49389 ******	5.73
62	45045 *****	5.22
63	38560 ****	4.47
64	41269 *****	4.79
65	42270 *****	4.9
66	44558 *****	5.17
67	41582 *****	4.82
68	54966 ******	6.38
69	69372 ********	8.05
70	58691 *******	6.81
71	56505 *******	6.55
72	46290 *****	5.37
73	36672 ****	4.25
74	24059 ***	2.79
75	16021 **	1.86
76	11008 *	1.28
77	6931 *	0.8
78	4014 +	0.47
79	2891 +	0.34
80	2565 +	0.3
81	1923 +	0.22
82	920 +	0.11
83	588 .	0.07
84	335 .	0.04
85	246 .	0.03
86	190 .	0.02
87	81 .	0.01

88	62 .	0.01
89	36 .	0
90	19 .	0
91	30 .	0
92	25 .	0
93	5 .	0
94	8 .	0
95	4 .	0
96	8 .	0

Ln(0.0) = 96dB
Ln(10.0) = 73dB
Ln(50.0) = 67dB
Ln(99.9) = 56dB

	NO CUTOFF	80.0dB CUTOFF	90.0dB CUTOFF
Leq	69.8dB	61.7dB	53.0dB
Ldod	68.9dB	54.5dB	43.1dB
Losha	68.4dB	47.5dB	43.1dB
Leq(6)	68.1dB	43.1dB	43.1dB

North Spring Street: LT-2 (NW corner of Spring St. and Aurora)



Appendix D - Computer Modeling Input and Output

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing - Cal Run 1

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Ave 18 Lane 2 SB	12.0	point49	49	6,494,319.0	1,848,503.8	315.00				Average	
		point50	50	6,494,477.0	1,848,195.8	315.00					
Ave 18 Lane 1 SB	12.0	point51	51	6,494,326.5	1,848,507.1	315.00				Average	
		point52	52	6,494,488.5	1,848,194.8	315.00					
Ave 18 Lane 1 NB	12.0	point53	53	6,494,489.5	1,848,208.6	315.00				Average	
		point54	54	6,494,334.5	1,848,512.6	315.00					
Ave 18 Lane 2 NB	12.0	point55	55	6,494,501.0	1,848,207.1	315.00				Average	
		point56	56	6,494,343.5	1,848,518.2	315.00					
Baker St WB	12.0	point74	74	6,492,738.0	1,847,888.4	306.50				Average	
		point75	75	6,492,702.5	1,847,863.8	305.50				Average	
		point76	76	6,492,647.0	1,847,834.1	305.50				Average	
		point77	77	6,492,575.0	1,847,803.5	305.00				Average	
		point78	78	6,492,535.5	1,847,775.6	304.80				Average	
		point79	79	6,492,498.0	1,847,737.5	304.50				Average	
		point80	80	6,492,458.0	1,847,661.1	304.50					
Baker St E of Aurora	12.0	point90	90	6,492,997.5	1,848,130.8	309.00				Average	
		point91	91	6,493,153.5	1,848,401.1	311.00					
Aurora St	12.0	point93	93	6,492,997.5	1,848,121.9	309.00				Average	
		point94	94	6,493,151.0	1,847,962.6	309.60					
North Spring Street Lane 1 WB	12.0	point42	42	6,494,425.5	1,848,595.0	315.00				Average	
		point44	44	6,494,182.0	1,848,465.0	315.00				Average	
		point46	46	6,494,038.0	1,848,386.0	315.00				Average	
		point47	47	6,493,969.5	1,848,350.0	320.00				Average	
		point150	150	6,493,872.5	1,848,299.4	330.00				Average	
		point129	129	6,493,763.5	1,848,244.0	336.00				Average	

		point130	130	6,493,671.0	1,848,194.5	338.00				Average	
		point131	131	6,493,590.5	1,848,153.5	338.00				Average	
		point132	132	6,493,505.5	1,848,105.6	337.00				Average	
		point133	133	6,493,403.5	1,848,048.5	331.00				Average	
		point134	134	6,493,348.5	1,848,015.6	327.00				Average	
		point135	135	6,493,303.0	1,847,991.5	322.00				Average	
		point136	136	6,493,183.5	1,847,921.5	311.30				Average	
		point104	104	6,493,120.5	1,847,888.6	309.40				Average	
		point105	105	6,493,070.5	1,847,868.2	308.20				Average	
		point106	106	6,492,943.0	1,847,817.1	307.10				Average	
		point108	108	6,492,837.5	1,847,764.9	306.20				Average	
		point109	109	6,492,742.0	1,847,724.6	305.20				Average	
		point64	64	6,492,519.5	1,847,670.6	304.00				Average	
		point65	65	6,492,490.5	1,847,659.6	304.00				Average	
		point66	66	6,492,445.5	1,847,630.9	304.00				Average	
		point67	67	6,492,361.0	1,847,569.0	303.50				Average	
		point68	68	6,492,283.0	1,847,512.1	302.90					
Baker St	12.0	point81	81	6,492,549.5	1,847,701.9	304.80				Average	
		point82	82	6,492,551.5	1,847,734.1	304.70				Average	
		point83	83	6,492,562.5	1,847,754.4	304.70				Average	
		point84	84	6,492,598.0	1,847,790.0	305.00				Average	
		point85	85	6,492,721.0	1,847,859.5	305.50				Average	
		point86	86	6,492,774.5	1,847,899.4	306.50					
North Spring Street Lane 2 EB	12.0	point1	1	6,492,294.0	1,847,496.4	302.90				Average	
		point2	2	6,492,377.0	1,847,555.8	303.50				Average	
		point3	3	6,492,461.0	1,847,615.1	304.00				Average	
		point4	4	6,492,504.0	1,847,642.2	304.00				Average	
		point5	5	6,492,528.5	1,847,653.2	304.00				Average	
		point6	6	6,492,743.5	1,847,701.5	305.20				Average	
		point7	7	6,492,850.0	1,847,747.2	306.20				Average	
		point9	9	6,492,952.5	1,847,794.9	307.10				Average	
		point10	10	6,493,098.0	1,847,855.9	308.20				Average	
		point11	11	6,493,141.5	1,847,876.0	309.40				Average	
		point13	13	6,493,194.5	1,847,905.4	311.30				Average	
		point14	14	6,493,309.0	1,847,973.9	322.00				Average	
		point15	15	6,493,367.0	1,848,006.5	327.00				Average	
		point16	16	6,493,415.0	1,848,034.9	331.00				Average	
		point17	17	6,493,516.0	1,848,094.9	337.00				Average	

		point19	19	6,493,600.0	1,848,138.0	338.00				Average
		point20	20	6,493,672.0	1,848,175.0	338.00				Average
		point21	21	6,493,771.0	1,848,227.0	336.00				Average
		point22	22	6,493,875.0	1,848,280.1	330.00				Average
		point23	23	6,493,974.5	1,848,331.1	320.00				Average
		point24	24	6,494,047.5	1,848,369.8	315.00				Average
		point27	27	6,494,193.5	1,848,440.5	315.00				Average
		point29	29	6,494,437.0	1,848,567.9	315.00				
North Spring Street Lane 2 WB	12.0	point30	30	6,494,416.5	1,848,604.4	315.00				Average
		point32	32	6,494,173.5	1,848,478.0	315.00				Average
		point34	34	6,494,033.5	1,848,395.4	315.00				Average
		point35	35	6,493,964.5	1,848,359.6	320.00				Average
		point152	152	6,493,868.0	1,848,309.0	330.00				Average
		point156	156	6,493,761.0	1,848,254.5	336.00				Average
		point157	157	6,493,655.5	1,848,198.2	338.00				Average
		point161	161	6,493,590.0	1,848,165.4	338.00				Average
		point162	162	6,493,506.0	1,848,121.8	337.00				Average
		point163	163	6,493,399.0	1,848,059.1	331.00				Average
		point158	158	6,493,344.0	1,848,027.1	327.00				Average
		point159	159	6,493,301.5	1,848,003.0	322.00				Average
		point160	160	6,493,182.0	1,847,935.1	311.30				Average
		point112	112	6,493,109.0	1,847,897.1	309.40				Average
		point113	113	6,493,070.0	1,847,879.9	308.20				Average
		point114	114	6,492,935.0	1,847,828.1	307.10				Average
		point115	115	6,492,828.0	1,847,774.2	306.20				Average
		point117	117	6,492,742.0	1,847,735.4	305.20				Average
		point70	70	6,492,511.5	1,847,681.6	304.00				Average
		point71	71	6,492,451.5	1,847,650.4	304.00				Average
		point72	72	6,492,349.5	1,847,574.0	303.50				Average
		point73	73	6,492,277.0	1,847,520.6	302.90				
North Spring Street Lane 1 EB	12.0	point57	57	6,492,288.0	1,847,504.5	302.90				Average
		point58	58	6,492,370.0	1,847,564.8	303.50				Average
		point59	59	6,492,454.0	1,847,624.9	304.00				Average
		point60	60	6,492,497.0	1,847,651.1	304.00				Average
		point61	61	6,492,523.5	1,847,662.2	304.00				Average
		point96	96	6,492,743.5	1,847,714.1	305.20				Average
		point98	98	6,492,843.0	1,847,757.2	306.20				Average
		point99	99	6,492,947.5	1,847,807.9	307.10				Average

		point100	100	6,493,082.5	1,847,862.2	308.20				Average	
		point101	101	6,493,132.5	1,847,883.8	309.40				Average	
		point154	154	6,493,188.5	1,847,914.8	311.30				Average	
		point155	155	6,493,306.0	1,847,981.5	322.00				Average	
		point121	121	6,493,360.5	1,848,013.9	327.00				Average	
		point122	122	6,493,407.0	1,848,041.2	331.00				Average	
		point123	123	6,493,507.5	1,848,099.8	337.00				Average	
		point124	124	6,493,594.0	1,848,145.2	338.00				Average	
		point125	125	6,493,671.5	1,848,186.5	338.00				Average	
		point126	126	6,493,769.5	1,848,234.6	336.00				Average	
		point147	147	6,493,876.0	1,848,290.4	330.00				Average	
		point148	148	6,493,971.5	1,848,339.0	320.00				Average	
		point149	149	6,494,042.5	1,848,378.1	315.00				Average	
		point39	39	6,494,188.5	1,848,450.8	315.00				Average	
		point41	41	6,494,432.0	1,848,577.2	315.00					
Baker St-2	12.0	point164	164	6,492,774.5	1,847,899.4	306.50				Average	
		point87	87	6,492,833.5	1,847,950.2	307.50				Average	
		point89	89	6,492,995.5	1,848,126.2	309.00					
Ave 18 N Lane 2 NB	12.0	point165	165	6,494,321.5	1,848,559.0	315.00				Average	
		point166	166	6,494,240.0	1,848,724.9	315.00					
Ave 18 N Lane 1 NB	12.0	point167	167	6,494,315.0	1,848,555.5	315.00				Average	
		point168	168	6,494,228.0	1,848,724.0	315.00					
Ave 18 N Lane 1 SB	12.0	point170	170	6,494,216.0	1,848,723.1	315.00				Average	
		point169	169	6,494,306.0	1,848,549.5	315.00					
Ave 18 N Lane 2 SB	12.0	point172	172	6,494,208.0	1,848,718.0	315.00				Average	
		point171	171	6,494,298.0	1,848,546.1	315.00					

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing - Cal Run 1

Roadway	Points		Segment									
Name	Name	No.	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
Ave 18 Lane 2 SB	point49	49	14	35	0	0	2	35	2	35	0	0
	point50	50										
Ave 18 Lane 1 SB	point51	51	14	35	0	0	2	35	2	35	0	0
	point52	52										
Ave 18 Lane 1 NB	point53	53	26	35	0	0	4	35	0	0	0	0
	point54	54										
Ave 18 Lane 2 NB	point55	55	26	35	0	0	4	35	0	0	0	0
	point56	56										
Baker St WB	point74	74	8	35	16	35	0	0	0	0	0	0
	point75	75	8	35	16	35	0	0	0	0	0	0
	point76	76	8	35	16	35	0	0	0	0	0	0
	point77	77	8	35	16	35	0	0	0	0	0	0
	point78	78	8	35	16	35	0	0	0	0	0	0
	point79	79	8	35	16	35	0	0	0	0	0	0
	point80	80										
Baker St E of Aurora	point90	90	24	35	24	35	0	0	0	0	0	0
	point91	91										
Aurora St	point93	93	16	35	16	35	0	0	0	0	0	0
	point94	94										
North Spring Street Lane 1 WB	point42	42	374	35	14	35	4	35	16	35	0	0
	point44	44	374	35	14	35	4	35	16	35	0	0
	point46	46	374	35	14	35	4	35	16	35	0	0

	point47	47	374	35	14	35	4	35	16	35	0	0
	point150	150	374	35	14	35	4	35	16	35	0	0
	point129	129	374	35	14	35	4	35	16	35	0	0
	point130	130	374	35	14	35	4	35	16	35	0	0
	point131	131	374	35	14	35	4	35	16	35	0	0
	point132	132	374	35	14	35	4	35	16	35	0	0
	point133	133	374	35	14	35	4	35	16	35	0	0
	point134	134	374	35	14	35	4	35	16	35	0	0
	point135	135	186	35	10	35	6	35	0	0	0	0
	point136	136	186	35	10	35	6	35	0	0	0	0
	point104	104	186	35	10	35	6	35	0	0	0	0
	point105	105	186	35	10	35	6	35	0	0	0	0
	point106	106	186	35	10	35	6	35	0	0	0	0
	point108	108	186	35	10	35	6	35	0	0	0	0
	point109	109	186	35	10	35	6	35	0	0	0	0
	point64	64	186	35	10	35	6	35	0	0	0	0
	point65	65	186	35	10	35	6	35	0	0	0	0
	point66	66	186	35	10	35	6	35	0	0	0	0
	point67	67	186	35	10	35	6	35	0	0	0	0
	point68	68										
Baker St	point81	81	16	35	8	35	0	0	0	0	0	0
	point82	82	16	35	8	35	0	0	0	0	0	0
	point83	83	16	35	8	35	0	0	0	0	0	0
	point84	84	16	35	8	35	0	0	0	0	0	0
	point85	85	16	35	8	35	0	0	0	0	0	0
	point86	86										
North Spring Street Lane 2 EB	point1	1	224	35	22	35	6	35	0	0	0	0
	point2	2	224	35	22	35	6	35	0	0	0	0
	point3	3	224	35	22	35	6	35	0	0	0	0
	point4	4	224	35	22	35	6	35	0	0	0	0
	point5	5	224	35	22	35	6	35	0	0	0	0
	point6	6	224	35	22	35	6	35	0	0	0	0
	point7	7	224	35	22	35	6	35	0	0	0	0
	point9	9	224	35	22	35	6	35	0	0	0	0

	point10	10	224	35	22	35	6	35	0	0	0	0
	point11	11	224	35	22	35	6	35	0	0	0	0
	point13	13	224	35	22	35	6	35	0	0	0	0
	point14	14	510	35	36	35	4	35	10	35	2	35
	point15	15	510	35	36	35	4	35	10	35	2	35
	point16	16	510	35	36	35	4	35	10	35	2	35
	point17	17	510	35	36	35	4	35	10	35	2	35
	point19	19	510	35	36	35	4	35	10	35	2	35
	point20	20	510	35	36	35	4	35	10	35	2	35
	point21	21	510	35	36	35	4	35	10	35	2	35
	point22	22	510	35	36	35	4	35	10	35	2	35
	point23	23	510	35	36	35	4	35	10	35	2	35
	point24	24	510	35	36	35	4	35	10	35	2	35
	point27	27	510	35	36	35	4	35	10	35	2	35
	point29	29										
North Spring Street Lane 2 WB	point30	30	374	35	14	35	4	35	16	35	0	0
	point32	32	374	35	14	35	4	35	16	35	0	0
	point34	34	374	35	14	35	4	35	16	35	0	0
	point35	35	374	35	14	35	4	35	16	35	0	0
	point152	152	374	35	14	35	4	35	16	35	0	0
	point156	156	374	35	14	35	4	35	16	35	0	0
	point157	157	374	35	14	35	4	35	16	35	0	0
	point161	161	0	0	0	0	0	0	0	0	0	0
	point162	162	0	0	0	0	0	0	0	0	0	0
	point163	163	374	35	14	35	4	35	16	35	0	0
	point158	158	374	35	14	35	4	35	16	35	0	0
	point159	159	186	35	10	35	6	35	0	0	0	0
	point160	160	186	35	10	35	6	35	0	0	0	0
	point112	112	186	35	10	35	6	35	0	0	0	0
	point113	113	186	35	10	35	6	35	0	0	0	0
	point114	114	186	35	10	35	6	35	0	0	0	0
	point115	115	186	35	10	35	6	35	0	0	0	0
	point117	117	186	35	10	35	6	10	0	0	0	0
	point70	70	186	35	10	35	6	35	0	0	0	0

	point71	71	186	35	10	35	6	35	0	0	0	0
	point72	72	186	35	10	35	6	35	0	0	0	0
	point73	73										
North Spring Street Lane 1 EB	point57	57	224	35	22	35	6	35	0	0	0	0
	point58	58	224	35	22	35	6	35	0	0	0	0
	point59	59	224	35	22	35	6	35	0	0	0	0
	point60	60	224	35	22	35	6	35	0	0	0	0
	point61	61	224	35	22	35	6	35	0	0	0	0
	point96	96	224	35	22	35	6	35	0	0	0	0
	point98	98	224	35	22	35	6	35	0	0	0	0
	point99	99	224	35	22	35	6	35	0	0	0	0
	point100	100	224	35	22	35	6	35	0	0	0	0
	point101	101	224	35	22	35	6	35	0	0	0	0
	point154	154	224	35	22	35	6	35	0	0	0	0
	point155	155	510	35	36	35	4	35	10	35	2	35
	point121	121	510	35	36	35	4	35	10	35	2	35
	point122	122	510	35	36	35	4	35	10	35	2	35
	point123	123	510	35	36	35	4	35	10	35	2	35
	point124	124	510	35	36	35	4	35	10	35	2	35
	point125	125	510	35	36	35	4	35	10	35	2	35
	point126	126	510	35	36	35	4	35	10	35	2	35
	point147	147	510	35	36	35	4	35	10	35	2	35
	point148	148	510	35	36	35	4	35	10	35	2	35
	point149	149	510	35	36	35	4	35	10	35	2	35
	point39	39	510	35	36	35	4	35	10	35	2	35
	point41	41										
Baker St-2	point164	164	24	35	24	35	0	0	0	0	0	0
	point87	87	24	35	24	35	0	0	0	0	0	0
	point89	89										
Ave 18 N Lane 2 NB	point165	165	142	35	0	0	8	35	0	0	0	0
	point166	166										
Ave 18 N Lane 1 NB	point167	167	142	35	0	0	8	35	0	0	0	0
	point168	168										
Ave 18 N Lane 1 SB	point170	170	220	35	4	35	0	0	6	35	0	0

	point169	169										
Ave 18 N Lane 2 SB	point172	172	220	35	4	35	0	0	6	35	0	0
	point171	171										

URS Corporation
M Greene

6 October 2005
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing - Cal Run 1

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-3	1	1	6,494,397.5	1,848,446.4	315.00	4.92	66.10	66	10.0	8.0	
ST-5	2	1	6,494,043.5	1,848,296.9	302.00	4.92	57.70	66	10.0	8.0	
ST-4	3	1	6,494,031.0	1,848,450.4	315.00	4.92	68.00	66	10.0	8.0	Y
LT-1	4	1	6,493,866.5	1,848,367.5	314.50	4.92	0.00	66	10.0	8.0	
M-3	5	1	6,492,941.5	1,848,271.9	309.00	4.92	0.00	66	10.0	8.0	
ST-2	6	1	6,492,846.5	1,848,003.2	308.00	4.92	56.90	66	10.0	8.0	
M-1	7	1	6,492,654.0	1,847,975.2	306.50	4.92	0.00	66	10.0	8.0	
LT-2	8	1	6,493,138.0	1,847,952.4	309.00	4.92	0.00	66	10.0	8.0	
ST-1	9	1	6,492,645.0	1,847,793.0	305.00	4.92	62.20	66	10.0	8.0	Y

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing - Cal Run 1

Barrier Name	Type	Height Min	Height Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	If Berm Top Width	If Berm Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Incre-ment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflec-tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
N Spring St Bridge Parapet WB Side	W	0.00	99.99	0.00				0.00	point41	41	6,494,030.5	1,848,407.0	315.00	2.50	0.00	0	0		
									point51	51	6,493,957.0	1,848,369.9	320.00	2.50	0.00	0	0		
									point42	42	6,493,860.5	1,848,320.1	330.00	2.50	0.00	0	0		
									point32	32	6,493,757.5	1,848,266.1	336.00	2.50	0.00	0	0		
									point34	34	6,493,652.0	1,848,209.8	338.00	2.50	0.00	0	0		
									point35	35	6,493,589.5	1,848,178.6	338.00	2.50	0.00	0	0		
									point36	36	6,493,501.0	1,848,130.6	337.00	2.50	0.00	0	0		
									point37	37	6,493,391.0	1,848,067.0	331.00	2.50	0.00	0	0		
									point38	38	6,493,335.5	1,848,036.0	327.00	2.50	0.00	0	0		
									point39	39	6,493,296.0	1,848,013.4	322.00	2.50	0.00	0	0		
									point40	40	6,493,175.0	1,847,941.5	311.20	2.50					
N Spring St Bridge Parapet EB Side	W	0.00	99.99	0.00				0.00	point23	23	6,493,199.5	1,847,898.6	311.20	2.50	0.00	0	0		
									point24	24	6,493,291.0	1,847,952.9	322.00	2.50	0.00	0	0		
									point25	25	6,493,372.0	1,848,001.2	327.00	2.50	0.00	0	0		
									point26	26	6,493,436.5	1,848,039.4	331.00	2.50	0.00	0	0		
									point27	27	6,493,521.0	1,848,086.9	337.00	2.50	0.00	0	0		
									point28	28	6,493,613.5	1,848,135.8	338.00	2.50	0.00	0	0		
									point29	29	6,493,662.0	1,848,161.4	338.00	2.50	0.00	0	0		
									point30	30	6,493,769.0	1,848,217.8	336.00	2.50	0.00	0	0		
									point45	45	6,493,876.0	1,848,272.6	330.00	2.50	0.00	0	0		
									point46	46	6,493,972.5	1,848,323.8	320.00	2.50	0.00	0	0		
									point47	47	6,494,049.0	1,848,357.1	315.00	2.50					
N Spring St EOS E of Bridge	W	0.00	99.99	0.00				0.00	point48	48	6,494,049.0	1,848,357.1	315.00	0.00	0.00	0	0		
									point49	49	6,494,207.5	1,848,431.8	315.00	0.00	0.00	0	0		
									point50	50	6,494,316.0	1,848,490.1	315.00	0.00					
Building E of Aurora St	W	0.00	99.99	0.00				0.00	point14	14	6,493,068.0	1,848,167.2	310.00	30.00	0.00	0	0		
									point15	15	6,493,227.5	1,848,002.8	310.00	30.00	0.00	0	0		
									point16	16	6,493,433.0	1,848,134.2	310.00	30.00	0.00	0	0		
									point17	17	6,493,433.0	1,848,137.0	310.00	30.00	0.00	0	0		
									point18	18	6,493,231.5	1,848,441.6	310.00	30.00	0.00	0	0		
									point19	19	6,493,215.5	1,848,429.2	310.00	30.00	0.00	0	0		
									point20	20	6,493,130.5	1,848,275.1	310.00	30.00	0.00	0	0		
									point21	21	6,493,135.0	1,848,271.2	310.00	30.00	0.00	0	0		
									point22	22	6,493,065.0	1,848,171.0	310.00	30.00					
Building W of Aurora St-Barrier2	W	0.00	99.99	0.00				0.00	point1	1	6,492,603.0	1,847,718.2	306.00	30.00	0.00	0	0		

| | | |

URS Corporation
M Greene

6 October 2005
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing - Cal Run 1
BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-3	1	1	66.1	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
ST-5	2	1	57.7	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
ST-4	3	1	68.0	66.2	66	-1.8	10	Snd Lvl	66.2	0.0	8	-8.0
LT-1	4	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
M-3	5	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
ST-2	6	1	56.9	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
M-1	7	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
LT-2	8	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
ST-1	9	1	62.2	59.9	66	-2.3	10	----	59.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	9	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

URS Corporation
M Greene

6 October 2005
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Ave 18 Lane 2 SB	12.0	point49	49	6,494,319.0	1,848,503.8	315.00				Average	
		point50	50	6,494,477.0	1,848,195.8	315.00					
Ave 18 Lane 1 SB	12.0	point51	51	6,494,326.5	1,848,507.1	315.00				Average	
		point52	52	6,494,488.5	1,848,194.8	315.00					
Ave 18 Lane 1 NB	12.0	point53	53	6,494,489.5	1,848,208.6	315.00				Average	
		point54	54	6,494,334.5	1,848,512.6	315.00					
Ave 18 Lane 2 NB	12.0	point55	55	6,494,501.0	1,848,207.1	315.00				Average	
		point56	56	6,494,343.5	1,848,518.2	315.00					
Baker St WB	12.0	point74	74	6,492,738.0	1,847,888.4	306.50				Average	
		point75	75	6,492,702.5	1,847,863.8	305.50				Average	
		point76	76	6,492,647.0	1,847,834.1	305.50				Average	
		point77	77	6,492,575.0	1,847,803.5	305.00				Average	
		point78	78	6,492,535.5	1,847,775.6	304.80				Average	
		point79	79	6,492,498.0	1,847,737.5	304.50				Average	
		point80	80	6,492,458.0	1,847,661.1	304.50					
Baker St E of Aurora	12.0	point90	90	6,492,997.5	1,848,130.8	309.00				Average	
		point91	91	6,493,153.5	1,848,401.1	311.00					
Aurora St	12.0	point93	93	6,492,997.5	1,848,121.9	309.00				Average	
		point94	94	6,493,151.0	1,847,962.6	309.60					
North Spring Street Lane 1 WB	12.0	point42	42	6,494,423.5	1,848,595.0	315.00				Average	
		point44	44	6,494,180.0	1,848,465.0	315.00				Average	
		point46	46	6,494,036.0	1,848,386.0	315.00				Average	
		point47	47	6,493,967.5	1,848,350.0	320.00				Average	
		point150	150	6,493,870.5	1,848,299.4	330.00				Average	
		point129	129	6,493,761.5	1,848,244.0	336.00				Average	

		point130	130	6,493,669.0	1,848,194.5	338.00				Average
		point131	131	6,493,588.5	1,848,153.5	338.00				Average
		point132	132	6,493,503.5	1,848,105.6	337.00				Average
		point133	133	6,493,401.5	1,848,048.5	331.00				Average
		point134	134	6,493,346.5	1,848,015.6	327.00				Average
		point135	135	6,493,301.0	1,847,991.5	322.00				Average
		point136	136	6,493,181.5	1,847,921.5	311.30				Average
		point104	104	6,493,118.5	1,847,888.6	309.40				Average
		point105	105	6,493,068.5	1,847,868.2	308.20				Average
		point106	106	6,492,941.0	1,847,817.1	307.10				Average
		point108	108	6,492,835.5	1,847,764.9	306.20				Average
		point109	109	6,492,740.0	1,847,724.6	305.20				Average
		point64	64	6,492,517.5	1,847,670.6	304.00				Average
		point65	65	6,492,488.5	1,847,659.6	304.00				Average
		point66	66	6,492,443.5	1,847,630.9	304.00				Average
		point67	67	6,492,359.0	1,847,569.0	303.50				Average
		point68	68	6,492,281.0	1,847,512.1	302.90				
Baker St	12.0	point81	81	6,492,549.5	1,847,701.9	304.80				Average
		point82	82	6,492,551.5	1,847,734.1	304.70				Average
		point83	83	6,492,562.5	1,847,754.4	304.70				Average
		point84	84	6,492,598.0	1,847,790.0	305.00				Average
		point85	85	6,492,721.0	1,847,859.5	305.50				Average
		point86	86	6,492,774.5	1,847,899.4	306.50				Average
		point87	87	6,492,833.5	1,847,950.2	307.50				Average
		point89	89	6,492,995.5	1,848,126.2	309.00				
North Spring Street Lane 2 EB	12.0	point1	1	6,492,294.0	1,847,496.4	302.90				Average
		point2	2	6,492,377.0	1,847,555.8	303.50				Average
		point3	3	6,492,461.0	1,847,615.1	304.00				Average
		point4	4	6,492,504.0	1,847,642.2	304.00				Average
		point5	5	6,492,528.5	1,847,653.2	304.00				Average
		point6	6	6,492,743.5	1,847,701.5	305.20				Average
		point7	7	6,492,850.0	1,847,747.2	306.20				Average
		point9	9	6,492,952.5	1,847,794.9	307.10				Average
		point10	10	6,493,098.0	1,847,855.9	308.20				Average
		point11	11	6,493,141.5	1,847,876.0	309.40				Average
		point13	13	6,493,194.5	1,847,905.4	311.30				Average
		point14	14	6,493,309.0	1,847,973.9	322.00				Average
		point15	15	6,493,367.0	1,848,006.5	327.00				Average

		point16	16	6,493,415.0	1,848,034.9	331.00				Average
		point17	17	6,493,516.0	1,848,094.9	337.00				Average
		point19	19	6,493,600.0	1,848,138.0	338.00				Average
		point20	20	6,493,672.0	1,848,175.0	338.00				Average
		point21	21	6,493,771.0	1,848,227.0	336.00				Average
		point22	22	6,493,875.0	1,848,280.1	330.00				Average
		point23	23	6,493,974.5	1,848,331.1	320.00				Average
		point24	24	6,494,047.5	1,848,369.8	315.00				Average
		point27	27	6,494,193.5	1,848,440.5	315.00				Average
		point29	29	6,494,437.0	1,848,567.9	315.00				
North Spring Street Lane 2 WB	12.0	point30	30	6,494,416.5	1,848,604.4	315.00				Average
		point32	32	6,494,173.5	1,848,478.0	315.00				Average
		point34	34	6,494,033.5	1,848,395.4	315.00				Average
		point35	35	6,493,964.5	1,848,359.6	320.00				Average
		point152	152	6,493,868.0	1,848,309.0	330.00				Average
		point156	156	6,493,761.0	1,848,254.5	336.00				Average
		point157	157	6,493,655.5	1,848,198.2	338.00				Average
		point161	161	6,493,590.0	1,848,165.4	338.00				Average
		point162	162	6,493,506.0	1,848,121.8	337.00				Average
		point163	163	6,493,399.0	1,848,059.1	331.00				Average
		point158	158	6,493,344.0	1,848,027.1	327.00				Average
		point159	159	6,493,301.5	1,848,003.0	322.00				Average
		point160	160	6,493,182.0	1,847,935.1	311.30				Average
		point112	112	6,493,109.0	1,847,897.1	309.40				Average
		point113	113	6,493,070.0	1,847,879.9	308.20				Average
		point114	114	6,492,935.0	1,847,828.1	307.10				Average
		point115	115	6,492,828.0	1,847,774.2	306.20				Average
		point117	117	6,492,742.0	1,847,735.4	305.20				Average
		point70	70	6,492,511.5	1,847,681.6	304.00				Average
		point71	71	6,492,451.5	1,847,650.4	304.00				Average
		point72	72	6,492,349.5	1,847,574.0	303.50				Average
		point73	73	6,492,277.0	1,847,520.6	302.90				
North Spring Street Lane 1 EB	12.0	point57	57	6,492,288.0	1,847,504.5	302.90				Average
		point58	58	6,492,370.0	1,847,564.8	303.50				Average
		point59	59	6,492,454.0	1,847,624.9	304.00				Average
		point60	60	6,492,497.0	1,847,651.1	304.00				Average
		point61	61	6,492,523.5	1,847,662.2	304.00				Average
		point96	96	6,492,743.5	1,847,714.1	305.20				Average

		point98	98	6,492,843.0	1,847,757.2	306.20				Average	
		point99	99	6,492,947.5	1,847,807.9	307.10				Average	
		point100	100	6,493,082.5	1,847,862.2	308.20				Average	
		point101	101	6,493,132.5	1,847,883.8	309.40				Average	
		point154	154	6,493,188.5	1,847,914.8	311.30				Average	
		point155	155	6,493,306.0	1,847,981.5	322.00				Average	
		point121	121	6,493,360.5	1,848,013.9	327.00				Average	
		point122	122	6,493,407.0	1,848,041.2	331.00				Average	
		point123	123	6,493,507.5	1,848,099.8	337.00				Average	
		point124	124	6,493,594.0	1,848,145.2	338.00				Average	
		point125	125	6,493,671.5	1,848,186.5	338.00				Average	
		point126	126	6,493,769.5	1,848,234.6	336.00				Average	
		point147	147	6,493,876.0	1,848,290.4	330.00				Average	
		point148	148	6,493,971.5	1,848,339.0	320.00				Average	
		point149	149	6,494,042.5	1,848,378.1	315.00				Average	
		point39	39	6,494,188.5	1,848,450.8	315.00				Average	
		point41	41	6,494,432.0	1,848,577.2	315.00					
Ave 18 N Lane 1 NB	12.0	point164	164	6,494,315.0	1,848,555.5	315.00				Average	
		point165	165	6,494,228.0	1,848,724.0	315.00					
Ave 18 N Lane 1 SB	12.0	point166	166	6,494,216.0	1,848,723.1	315.00				Average	
		point167	167	6,494,306.0	1,848,549.5	315.00					
Ave 18 N Lane 2 NB	12.0	point168	168	6,494,321.5	1,848,559.0	315.00				Average	
		point169	169	6,494,240.0	1,848,724.9	315.00					
Ave 18 N Lane 2 SB	12.0	point170	170	6,494,208.0	1,848,718.0	315.00				Average	
		point171	171	6,494,298.0	1,848,546.1	315.00					

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
Ave 18 Lane 2 SB	point49	49	14	35	0	0	2	35	2	35	0	0
	point50	50										
Ave 18 Lane 1 SB	point51	51	14	35	0	0	2	35	2	35	0	0
	point52	52										
Ave 18 Lane 1 NB	point53	53	26	35	0	0	4	35	0	0	0	0
	point54	54										
Ave 18 Lane 2 NB	point55	55	26	35	0	0	4	35	0	0	0	0
	point56	56										
Baker St WB	point74	74	8	35	16	35	0	0	0	0	0	0
	point75	75	8	35	16	35	0	0	0	0	0	0
	point76	76	8	35	16	35	0	0	0	0	0	0
	point77	77	8	35	16	35	0	0	0	0	0	0
	point78	78	8	35	16	35	0	0	0	0	0	0
	point79	79	8	35	16	35	0	0	0	0	0	0
	point80	80										
Baker St E of Aurora	point90	90	24	35	24	35	0	0	0	0	0	0
	point91	91										
Aurora St	point93	93	16	35	16	35	0	0	0	0	0	0
	point94	94										
North Spring Street Lane 1 WB	point42	42	780	35	44	35	26	35	26	35	0	0
	point44	44	780	35	44	35	26	35	26	35	0	0
	point46	46	780	35	44	35	26	35	26	35	0	0

	point47	47	780	35	44	35	26	35	26	35	0	0
	point150	150	780	35	44	35	26	35	26	35	0	0
	point129	129	780	35	44	35	26	35	26	35	0	0
	point130	130	780	35	44	35	26	35	26	35	0	0
	point131	131	780	35	44	35	26	35	26	35	0	0
	point132	132	780	35	44	35	26	35	26	35	0	0
	point133	133	780	35	44	35	26	35	26	35	0	0
	point134	134	780	35	44	35	26	35	26	35	0	0
	point135	135	780	35	44	35	26	35	26	35	0	0
	point136	136	780	35	44	35	26	35	26	35	0	0
	point104	104	780	35	44	35	26	35	26	35	0	0
	point105	105	780	35	44	35	26	35	26	35	0	0
	point106	106	780	35	44	35	26	35	26	35	0	0
	point108	108	780	35	44	35	26	35	26	35	0	0
	point109	109	780	35	44	35	26	35	26	35	0	0
	point64	64	780	35	44	35	26	35	26	35	0	0
	point65	65	780	35	44	35	26	35	26	35	0	0
	point66	66	780	35	44	35	26	35	26	35	0	0
	point67	67	780	35	44	35	26	35	26	35	0	0
	point68	68										
Baker St	point81	81	16	35	8	35	0	0	0	0	0	0
	point82	82	16	35	8	35	0	0	0	0	0	0
	point83	83	16	35	8	35	0	0	0	0	0	0
	point84	84	16	35	8	35	0	0	0	0	0	0
	point85	85	16	35	8	35	0	0	0	0	0	0
	point86	86	24	35	24	35	0	0	0	0	0	0
	point87	87	24	35	24	35	0	0	0	0	0	0
	point89	89										
North Spring Street Lane 2 EB	point1	1	147	35	5	35	27	35	2	35	0	0
	point2	2	147	35	5	35	27	35	2	35	0	0
	point3	3	147	35	5	35	27	35	2	35	0	0
	point4	4	147	35	5	35	27	35	2	35	0	0
	point5	5	147	35	5	35	27	35	2	35	0	0
	point6	6	147	35	5	35	27	35	2	35	0	0

	point7	7	147	35	5	35	27	35	2	35	0	0
	point9	9	147	35	5	35	27	35	2	35	0	0
	point10	10	147	35	5	35	27	35	2	35	0	0
	point11	11	147	35	5	35	27	35	2	35	0	0
	point13	13	147	35	5	35	27	35	2	35	0	0
	point14	14	147	35	5	35	27	35	2	35	0	0
	point15	15	147	35	5	35	27	35	2	35	0	0
	point16	16	147	35	5	35	27	35	2	35	0	0
	point17	17	147	35	5	35	27	35	2	35	0	0
	point19	19	147	35	5	35	27	35	2	35	0	0
	point20	20	147	35	5	35	27	35	2	35	0	0
	point21	21	147	35	5	35	27	35	2	35	0	0
	point22	22	147	35	5	35	27	35	2	35	0	0
	point23	23	147	35	5	35	27	35	2	35	0	0
	point24	24	147	35	5	35	27	35	2	35	0	0
	point27	27	147	35	5	35	27	35	2	35	0	0
	point29	29										
North Spring Street Lane 2 WB	point30	30	780	35	44	35	26	35	26	35	0	0
	point32	32	780	35	44	35	26	35	26	35	0	0
	point34	34	780	35	44	35	26	35	26	35	0	0
	point35	35	780	35	44	35	26	35	26	35	0	0
	point152	152	780	35	44	35	26	35	26	35	0	0
	point156	156	780	35	44	35	26	35	26	35	0	0
	point157	157	780	35	44	35	26	35	26	35	0	0
	point161	161	780	35	44	35	26	35	26	35	0	0
	point162	162	780	35	44	35	26	35	26	35	0	0
	point163	163	780	35	44	35	26	35	26	35	0	0
	point158	158	780	35	44	35	26	35	26	35	0	0
	point159	159	780	35	44	35	26	35	26	35	0	0
	point160	160	780	35	44	35	26	35	26	35	0	0
	point112	112	780	35	44	35	26	35	26	35	0	0
	point113	113	780	35	44	35	26	35	26	35	0	0
	point114	114	780	35	44	35	26	35	26	35	0	0
	point115	115	780	35	44	35	26	35	26	35	0	0

	point117	117	780	35	44	35	26	35	26	35	0	0
	point70	70	780	35	44	35	26	35	26	35	0	0
	point71	71	780	35	44	35	26	35	26	35	0	0
	point72	72	780	35	44	35	26	35	26	35	0	0
	point73	73										
North Spring Street Lane 1 EB	point57	57	147	35	5	35	27	35	2	35	0	0
	point58	58	147	35	5	35	27	35	2	35	0	0
	point59	59	147	35	5	35	27	35	2	35	0	0
	point60	60	147	35	5	35	27	35	2	35	0	0
	point61	61	147	35	5	35	27	35	2	35	0	0
	point96	96	147	35	5	35	27	35	2	35	0	0
	point98	98	147	35	5	35	27	35	2	35	0	0
	point99	99	147	35	5	35	27	35	2	35	0	0
	point100	100	147	35	5	35	27	35	2	35	0	0
	point101	101	147	35	5	35	27	35	2	35	0	0
	point154	154	147	35	5	35	27	35	2	35	0	0
	point155	155	147	35	5	35	27	35	2	35	0	0
	point121	121	147	35	5	35	27	35	2	35	0	0
	point122	122	147	35	5	35	27	35	2	35	0	0
	point123	123	147	35	5	35	27	35	2	35	0	0
	point124	124	147	35	5	35	27	35	2	35	0	0
	point125	125	147	35	5	35	27	35	2	35	0	0
	point126	126	147	35	5	35	27	35	2	35	0	0
	point147	147	147	35	5	35	27	35	2	35	0	0
	point148	148	147	35	5	35	27	35	2	35	0	0
	point149	149	147	35	5	35	27	35	2	35	0	0
	point39	39	147	35	5	35	27	35	2	35	0	0
	point41	41										
Ave 18 N Lane 1 NB	point164	164	142	35	0	0	8	35	0	0	0	0
	point165	165										
Ave 18 N Lane 1 SB	point166	166	220	35	4	35	0	0	6	35	0	0
	point167	167										
Ave 18 N Lane 2 NB	point168	168	142	35	0	0	8	35	0	0	0	0
	point169	169										

Ave 18 N Lane 2 SB	point170	170	220	35	4	35	0	0	6	35	0	0
	point171	171										

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-3	1	1	6,494,397.5	1,848,446.4	315.00	4.92	0.00	66	10.0	8.0	Y
ST-5	2	1	6,494,043.5	1,848,296.9	302.00	4.92	0.00	66	10.0	8.0	Y
ST-4	3	1	6,494,031.0	1,848,450.4	315.00	4.92	0.00	66	10.0	8.0	Y
LT-1	4	1	6,493,866.5	1,848,367.5	314.50	4.92	0.00	66	10.0	8.0	Y
M-3	5	1	6,492,941.5	1,848,271.9	309.00	4.92	0.00	66	10.0	8.0	Y
ST-2	6	1	6,492,846.5	1,848,003.2	308.00	4.92	0.00	66	10.0	8.0	Y
M-1	7	1	6,492,654.0	1,847,975.2	306.50	4.92	0.00	66	10.0	8.0	Y
LT-2	8	1	6,493,138.0	1,847,952.4	309.00	4.92	0.00	66	10.0	8.0	Y
ST-1	9	1	6,492,645.0	1,847,793.0	305.00	4.92	0.00	66	10.0	8.0	Y
M-2	10	1	6,492,617.0	1,847,718.8	320.00	4.92	0.00	66	10.0	8.0	Y
M-4	12	1	6,493,863.0	1,848,417.6	314.00	4.92	0.00	66	10.0	8.0	Y
M-5	14	1	6,493,124.0	1,847,939.5	314.00	4.92	0.00	66	10.0	8.0	Y
M-6	16	1	6,493,127.5	1,847,941.6	324.00	4.92	0.00	66	10.0	8.0	Y

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing

Barrier Name	Type	Height Min	Height Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	If Berm Top Width	If Berm Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
N Spring St Bridge Parapet WB Side	W	0.00	99.99	0.00				0.00	point41	41	6,494,030.5	1,848,407.0	315.00	2.50	0.00	0	0		
									point51	51	6,493,957.0	1,848,369.9	320.00	2.50	0.00	0	0		
									point42	42	6,493,860.5	1,848,320.1	330.00	2.50	0.00	0	0		
									point32	32	6,493,757.5	1,848,266.1	336.00	2.50	0.00	0	0		
									point34	34	6,493,652.0	1,848,209.8	338.00	2.50	0.00	0	0		
									point35	35	6,493,589.5	1,848,178.6	338.00	2.50	0.00	0	0		
									point36	36	6,493,501.0	1,848,130.6	337.00	2.50	0.00	0	0		
									point37	37	6,493,391.0	1,848,067.0	331.00	2.50	0.00	0	0		
									point38	38	6,493,335.5	1,848,036.0	327.00	2.50	0.00	0	0		
									point39	39	6,493,296.0	1,848,013.4	322.00	2.50	0.00	0	0		
									point40	40	6,493,175.0	1,847,941.5	311.20	2.50					
N Spring St Bridge Parapet EB Side	W	0.00	99.99	0.00				0.00	point23	23	6,493,199.5	1,847,898.6	311.20	2.50	0.00	0	0		
									point24	24	6,493,291.0	1,847,952.9	322.00	2.50	0.00	0	0		
									point25	25	6,493,372.0	1,848,001.2	327.00	2.50	0.00	0	0		
									point26	26	6,493,436.5	1,848,039.4	331.00	2.50	0.00	0	0		
									point27	27	6,493,521.0	1,848,086.9	337.00	2.50	0.00	0	0		
									point28	28	6,493,613.5	1,848,135.8	338.00	2.50	0.00	0	0		
									point29	29	6,493,662.0	1,848,161.4	338.00	2.50	0.00	0	0		
									point30	30	6,493,769.0	1,848,217.8	336.00	2.50	0.00	0	0		
									point45	45	6,493,876.0	1,848,272.6	330.00	2.50	0.00	0	0		
									point46	46	6,493,972.5	1,848,323.8	320.00	2.50	0.00	0	0		
									point47	47	6,494,049.0	1,848,357.0	315.00	2.50					
N Spring St EOS E of Bridge	W	0.00	99.99	0.00				0.00	point48	48	6,494,049.0	1,848,357.1	315.00	0.00	0.00	0	0		
									point49	49	6,494,207.5	1,848,431.8	315.00	0.00	0.00	0	0		
									point50	50	6,494,316.0	1,848,490.1	315.00	0.00					
Building E of Aurora St	W	0.00	99.99	0.00				0.00	point14	14	6,493,068.0	1,848,167.2	310.00	30.00	0.00	0	0		
									point15	15	6,493,227.5	1,848,002.8	310.00	30.00	0.00	0	0		
									point16	16	6,493,433.0	1,848,134.2	310.00	30.00	0.00	0	0		
									point17	17	6,493,433.0	1,848,137.0	310.00	30.00	0.00	0	0		
									point18	18	6,493,231.5	1,848,441.6	310.00	30.00	0.00	0	0		
									point19	19	6,493,215.5	1,848,429.2	310.00	30.00	0.00	0	0		
									point20	20	6,493,130.5	1,848,275.1	310.00	30.00	0.00	0	0		
									point21	21	6,493,135.0	1,848,271.2	310.00	30.00	0.00	0	0		
									point22	22	6,493,065.0	1,848,171.0	310.00	30.00					
Building W of Aurora St-Barrier2	W	0.00	99.99	0.00				0.00	point1	1	6,492,603.0	1,847,718.2	306.00	30.00	0.00	0	0		

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URS Corporation
M Greene

6 October 2005
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Existing
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-3	1	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
ST-5	2	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
ST-4	3	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
LT-1	4	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
M-3	5	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
ST-2	6	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
M-1	7	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
LT-2	8	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
ST-1	9	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
M-2	10	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
M-4	12	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
M-5	14	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
M-6	16	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.0	0.0	0.0
All Impacted	5	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

URS
M Greene

6 October 2005
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: N Spring Street Bridge Widening
RUN: Future with Project

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
N Spring Street Lane 2 WB	12.0	point15	15	6,494,419.5	1,848,605.8	315.00				Average	
		point14	14	6,494,168.5	1,848,478.5	315.00				Average	
		point13	13	6,494,028.5	1,848,405.9	315.00				Average	
		point12	12	6,493,958.5	1,848,369.2	320.00				Average	
		point11	11	6,493,861.5	1,848,319.4	330.00				Average	
		point10	10	6,493,756.0	1,848,264.0	336.00				Average	
		point9	9	6,493,653.0	1,848,209.9	338.00				Average	
		point8	8	6,493,589.5	1,848,176.9	338.00				Average	
		point7	7	6,493,504.0	1,848,131.1	337.00				Average	
		point6	6	6,493,387.5	1,848,066.8	331.00				Average	
		point5	5	6,493,295.0	1,848,012.4	322.00				Average	
		point4	4	6,493,174.5	1,847,942.0	311.30				Average	
		point95	95	6,493,085.0	1,847,900.8	309.40				Average	
		point3	3	6,492,933.0	1,847,829.9	308.20				Average	
		point2	2	6,492,830.5	1,847,780.2	307.10				Average	
		point1	1	6,492,742.5	1,847,737.4	306.20					
N Spring Street Lane 1 WB	12.0	point16	16	6,494,424.5	1,848,595.0	315.00				Average	
		point17	17	6,494,177.5	1,848,470.9	315.00				Average	
		point18	18	6,494,033.0	1,848,395.6	315.00				Average	
		point19	19	6,493,964.5	1,848,359.6	320.00				Average	
		point20	20	6,493,865.0	1,848,307.9	330.00				Average	
		point21	21	6,493,759.0	1,848,252.1	336.00				Average	
		point22	22	6,493,662.0	1,848,201.6	338.00				Average	
		point23	23	6,493,586.5	1,848,162.9	338.00				Average	
		point24	24	6,493,500.5	1,848,116.0	337.00				Average	

		point25	25	6,493,396.5	1,848,058.2	331.00				Average
		point26	26	6,493,296.0	1,847,999.5	322.00				Average
		point27	27	6,493,180.5	1,847,934.2	311.30				Average
		point28	28	6,493,072.0	1,847,881.0	309.40				Average
		point29	29	6,492,937.5	1,847,819.0	308.20				Average
		point30	30	6,492,834.5	1,847,770.8	307.10				Average
		point31	31	6,492,743.5	1,847,727.9	306.20				
N Spring St Lane 2 EB	12.0	point32	32	6,492,743.5	1,847,705.6	306.20				Average
		point33	33	6,492,846.5	1,847,748.4	307.10				Average
		point34	34	6,492,950.0	1,847,793.1	308.20				Average
		point35	35	6,493,097.0	1,847,857.5	309.40				Average
		point36	36	6,493,195.0	1,847,902.8	311.30				Average
		point37	37	6,493,314.0	1,847,971.6	322.00				Average
		point38	38	6,493,417.5	1,848,032.6	331.00				Average
		point39	39	6,493,451.5	1,848,056.5	333.00				Average
		point40	40	6,493,514.5	1,848,092.0	337.00				Average
		point41	41	6,493,601.0	1,848,142.0	338.00				Average
		point42	42	6,493,671.5	1,848,180.4	338.00				Average
		point43	43	6,493,768.5	1,848,229.9	336.00				Average
		point44	44	6,493,877.5	1,848,283.1	330.00				Average
		point45	45	6,493,968.0	1,848,331.2	320.00				Average
		point46	46	6,494,046.5	1,848,373.9	315.00				Average
		point47	47	6,494,191.0	1,848,447.9	315.00				
N Spring St Lane 1 EB	12.0	point49	49	6,492,744.5	1,847,718.4	306.20				Average
		point50	50	6,492,842.0	1,847,759.2	307.10				Average
		point51	51	6,492,947.0	1,847,804.2	308.20				Average
		point52	52	6,493,073.0	1,847,860.6	309.40				Average
		point53	53	6,493,189.0	1,847,915.9	311.30				Average
		point54	54	6,493,305.5	1,847,981.1	322.00				Average
		point55	55	6,493,408.0	1,848,041.5	331.00				Average
		point56	56	6,493,505.5	1,848,099.0	337.00				Average
		point57	57	6,493,594.0	1,848,147.5	338.00				Average
		point58	58	6,493,671.5	1,848,188.4	338.00				Average
		point59	59	6,493,767.5	1,848,238.8	336.00				Average
		point60	60	6,493,877.5	1,848,291.4	330.00				Average
		point61	61	6,493,971.0	1,848,339.5	320.00				Average
		point62	62	6,494,042.5	1,848,379.0	315.00				Average
		point96	96	6,494,187.0	1,848,453.4	315.00				Average

		point63	63	6,494,434.0	1,848,578.0	315.00					
N Spring St Lane 2 Aux EB	12.0	point65	65	6,493,440.0	1,848,036.9	332.00				Average	
		point66	66	6,493,524.5	1,848,084.8	337.00				Average	
		point67	67	6,493,612.5	1,848,134.8	338.00				Average	
		point68	68	6,493,664.0	1,848,161.4	338.00				Average	
		point69	69	6,493,770.0	1,848,216.6	336.00				Average	
		point70	70	6,493,877.5	1,848,273.0	330.00				Average	
		point71	71	6,493,972.5	1,848,323.4	320.00				Average	
		point126	126	6,494,055.5	1,848,364.2	315.00				Average	
		point73	73	6,494,197.5	1,848,435.6	315.00					
N Spring St EB Lane 2-2	12.0	point74	74	6,494,194.0	1,848,441.2	315.00				Average	
		point75	75	6,494,436.0	1,848,569.5	315.00					
Baker St WB	12.0	point76	76	6,492,801.0	1,847,935.0	307.00				Average	
		point77	77	6,492,783.5	1,847,898.2	307.00				Average	
		point78	78	6,492,786.5	1,847,849.4	307.00				Average	
		point79	79	6,492,805.0	1,847,792.6	307.00					
Baker St EB	12.0	point80	80	6,492,835.0	1,847,807.5	307.00				Average	
		point81	81	6,492,806.0	1,847,856.9	307.00				Average	
		point82	82	6,492,801.0	1,847,897.5	307.00				Average	
		point83	83	6,492,814.5	1,847,929.9	307.00				Average	
		point84	84	6,492,834.0	1,847,951.4	307.00					
Aurora St	12.0	point85	85	6,492,998.0	1,848,126.8	309.00				Average	
		point86	86	6,493,135.0	1,847,981.2	309.60					
Ave 18 Lane 2 SB	12.0	point87	87	6,494,319.0	1,848,503.8	315.00				Average	
		point88	88	6,494,477.0	1,848,195.8	315.00					
Ave 18 Lane 1 SB	12.0	point90	90	6,494,326.5	1,848,507.1	315.00				Average	
		point89	89	6,494,488.5	1,848,194.8	315.00					
Ave 18 Lane 1 NB	12.0	point91	91	6,494,489.5	1,848,208.6	315.00				Average	
		point92	92	6,494,334.5	1,848,512.6	315.00					
Ave 18 Lane 2 NB	12.0	point93	93	6,494,501.0	1,848,207.1	315.00				Average	
		point94	94	6,494,343.5	1,848,518.2	315.00					
N Spring St Lane 2 EB West of Baker	12.0	point97	97	6,492,294.0	1,847,496.4	302.90				Average	
		point98	98	6,492,377.0	1,847,555.8	303.50				Average	
		point99	99	6,492,461.0	1,847,615.1	304.00				Average	
		point100	100	6,492,504.0	1,847,642.2	304.00				Average	
		point101	101	6,492,528.5	1,847,653.2	304.00				Average	
		point102	102	6,492,743.5	1,847,701.5	305.20					
N Spring St Lane 1 EB West of Baker	12.0	point103	103	6,492,288.0	1,847,504.5	302.90				Average	

		point104	104	6,492,370.0	1,847,564.8	303.50				Average
		point105	105	6,492,454.0	1,847,624.9	304.00				Average
		point106	106	6,492,497.0	1,847,651.1	304.00				Average
		point107	107	6,492,523.5	1,847,662.2	304.00				Average
		point108	108	6,492,743.5	1,847,714.1	305.20				
N Spring St Lane 1 WB	12.0	point109	109	6,492,740.0	1,847,724.6	305.20				Average
		point110	110	6,492,517.5	1,847,670.6	304.00				Average
		point111	111	6,492,488.5	1,847,659.6	304.00				Average
		point112	112	6,492,443.5	1,847,630.9	304.00				Average
		point113	113	6,492,359.0	1,847,569.0	303.50				Average
		point114	114	6,492,281.0	1,847,512.1	302.90				
N. Spring St Lane 2 WB	12.0	point116	116	6,492,742.0	1,847,735.4	305.20				Average
		point117	117	6,492,511.5	1,847,681.6	304.00				Average
		point118	118	6,492,451.5	1,847,650.4	304.00				Average
		point119	119	6,492,349.5	1,847,574.0	303.50				Average
		point120	120	6,492,277.0	1,847,520.6	302.90				
Baker St	12.0	point122	122	6,492,833.5	1,847,950.2	307.00				Average
		point123	123	6,492,995.5	1,848,126.2	309.50				
Baker St E of Aurora	12.0	point124	124	6,492,997.5	1,848,130.8	309.00				Average
		point125	125	6,493,153.5	1,848,401.1	311.00				
Ave 18 N Lane 1 NB	12.0	point127	127	6,494,315.0	1,848,555.5	315.00				Average
		point128	128	6,494,228.0	1,848,724.0	315.00				
Ave 18 N Lane 1 SB	12.0	point129	129	6,494,216.0	1,848,723.1	315.00				Average
		point130	130	6,494,306.0	1,848,549.5	315.00				
Ave 18 N Lane 2 NB	12.0	point131	131	6,494,321.5	1,848,559.0	315.00				Average
		point132	132	6,494,240.0	1,848,724.9	315.00				
Ave 18 N Lane 2 SB	12.0	point133	133	6,494,208.0	1,848,718.0	315.00				Average
		point134	134	6,494,298.0	1,848,546.1	315.00				

URS 6 October 2005
M Greene TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: N Spring Street Bridge Widening
RUN: Future with Project

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
N Spring Street Lane 2 WB	point15	15	1000	35	56	35	34	35	34	35	0	0
	point14	14	1000	35	56	35	34	35	34	35	0	0
	point13	13	1000	35	56	35	34	35	34	35	0	0
	point12	12	1000	35	56	35	34	35	34	35	0	0
	point11	11	1000	35	56	35	34	35	34	35	0	0
	point10	10	1000	35	56	35	34	35	34	35	0	0
	point9	9	1000	35	56	35	34	35	34	35	0	0
	point8	8	1000	35	56	35	34	35	34	35	0	0
	point7	7	1000	35	56	35	34	35	34	35	0	0
	point6	6	1000	35	56	35	34	35	34	35	0	0
	point5	5	1000	35	56	35	34	35	34	35	0	0
	point4	4	1000	35	56	35	34	35	34	35	0	0
	point95	95	1000	35	56	35	34	35	34	35	0	0
	point3	3	1000	35	56	35	34	35	34	35	0	0
	point2	2	1000	35	56	35	34	35	34	35	0	0
	point1	1										
N Spring Street Lane 1 WB	point16	16	1000	35	56	35	34	35	34	35	0	0
	point17	17	1000	35	56	35	34	35	34	35	0	0
	point18	18	1000	35	56	35	34	35	34	35	0	0
	point19	19	1000	35	56	35	34	35	34	35	0	0
	point20	20	1000	35	56	35	34	35	34	35	0	0
	point21	21	1000	35	56	35	34	35	34	35	0	0

	point22	22	1000	35	56	35	34	35	34	35	0	0
	point23	23	1000	35	56	35	34	35	34	35	0	0
	point24	24	1000	35	56	35	34	35	34	35	0	0
	point25	25	1000	35	56	35	34	35	34	35	0	0
	point26	26	1000	35	56	35	34	35	34	35	0	0
	point27	27	1000	35	56	35	34	35	34	35	0	0
	point28	28	1000	35	56	35	34	35	34	35	0	0
	point29	29	1000	35	56	35	34	35	34	35	0	0
	point30	30	1000	35	56	35	34	35	34	35	0	0
	point31	31										
N Spring St Lane 2 EB	point32	32	188	35	7	35	35	35	2	35	0	0
	point33	33	188	35	7	35	35	35	2	35	0	0
	point34	34	188	35	7	35	35	35	2	35	0	0
	point35	35	188	35	7	35	35	35	2	35	0	0
	point36	36	188	35	7	35	35	35	2	35	0	0
	point37	37	188	35	7	35	35	35	2	35	0	0
	point38	38	125	35	5	35	23	35	2	35	0	0
	point39	39	125	35	5	35	23	35	2	35	0	0
	point40	40	125	35	5	35	23	35	2	35	0	0
	point41	41	125	35	5	35	23	35	2	35	0	0
	point42	42	125	35	5	35	23	35	2	35	0	0
	point43	43	125	35	5	35	23	35	2	35	0	0
	point44	44	125	35	5	35	23	35	2	35	0	0
	point45	45	125	35	5	35	23	35	2	35	0	0
	point46	46	125	35	5	35	23	35	2	35	0	0
	point47	47										
N Spring St Lane 1 EB	point49	49	188	35	7	35	35	35	2	35	0	0
	point50	50	188	35	7	35	35	35	2	35	0	0
	point51	51	188	35	7	35	35	35	2	35	0	0
	point52	52	188	35	7	35	35	35	2	35	0	0
	point53	53	188	35	7	35	35	35	2	35	0	0
	point54	54	188	35	7	35	35	35	2	35	0	0
	point55	55	125	35	5	35	23	35	2	35	0	0
	point56	56	125	35	5	35	23	35	2	35	0	0

	point57	57	125	35	5	35	23	35	2	35	0	0
	point58	58	125	35	5	35	23	35	2	35	0	0
	point59	59	125	35	5	35	23	35	2	35	0	0
	point60	60	125	35	5	35	23	35	2	35	0	0
	point61	61	125	35	5	35	23	35	2	35	0	0
	point62	62	125	35	5	35	23	35	2	35	0	0
	point96	96	188	35	7	35	35	35	2	35	0	0
	point63	63										
N Spring St Lane 2 Aux EB	point65	65	125	35	5	35	23	35	2	35	0	0
	point66	66	125	35	5	35	23	35	2	35	0	0
	point67	67	125	35	5	35	23	35	2	35	0	0
	point68	68	125	35	5	35	23	35	2	35	0	0
	point69	69	125	35	5	35	23	35	2	35	0	0
	point70	70	125	35	5	35	23	35	2	35	0	0
	point71	71	125	35	5	35	23	35	2	35	0	0
	point126	126	125	35	5	35	23	35	2	35	0	0
	point73	73										
N Spring St EB Lane 2-2	point74	74	188	35	7	35	35	35	2	35	0	0
	point75	75										
Baker St WB	point76	76	10	35	20	35	0	0	0	0	0	0
	point77	77	10	35	20	35	0	0	0	0	0	0
	point78	78	10	35	20	35	0	0	0	0	0	0
	point79	79										
Baker St EB	point80	80	20	35	10	35	0	0	0	0	0	0
	point81	81	20	35	10	35	0	0	0	0	0	0
	point82	82	20	35	10	35	0	0	0	0	0	0
	point83	83	31	35	31	35	0	0	0	0	0	0
	point84	84										
Aurora St	point85	85	20	35	20	35	0	0	0	0	0	0
	point86	86										
Ave 18 Lane 2 SB	point87	87	18	35	0	0	3	35	3	35	0	0
	point88	88										
Ave 18 Lane 1 SB	point90	90	18	35	0	0	3	35	3	35	0	0
	point89	89										

INPUT: TRAFFIC FOR LAeq1h Volumes **N Spring Street Bridge Widening**

Ave 18 Lane 1 NB	point91	91	33	35	0	0	5	35	0	0	0	0
	point92	92										
Ave 18 Lane 2 NB	point93	93	33	35	0	0	5	35	0	0	0	0
	point94	94										
N Spring St Lane 2 EB West of Baker	point97	97	188	35	7	35	35	35	2	35	0	0
	point98	98	188	35	7	35	35	35	2	35	0	0
	point99	99	188	35	7	35	35	35	2	35	0	0
	point100	100	188	35	7	35	35	35	2	35	0	0
	point101	101	188	35	7	35	35	35	2	35	0	0
	point102	102										
N Spring St Lane 1 EB West of Baker	point103	103	188	35	7	35	35	35	2	35	0	0
	point104	104	188	35	7	35	35	35	2	35	0	0
	point105	105	188	35	7	35	35	35	2	35	0	0
	point106	106	188	35	7	35	35	35	2	35	0	0
	point107	107	188	35	7	35	35	35	2	35	0	0
	point108	108										
N Spring St Lane 1 WB	point109	109	1000	35	56	35	34	35	34	35	0	0
	point110	110	1000	35	56	35	34	35	34	35	0	0
	point111	111	1000	35	56	35	34	35	34	35	0	0
	point112	112	1000	35	56	35	34	35	34	35	0	0
	point113	113	1000	35	56	35	34	35	34	35	0	0
	point114	114										
N. Spring St Lane 2 WB	point116	116	1000	35	56	35	34	35	34	35	0	0
	point117	117	1000	35	56	35	34	35	34	35	0	0
	point118	118	1000	35	56	35	34	35	34	35	0	0
	point119	119	1000	35	56	35	34	35	34	35	0	0
	point120	120										
Baker St	point122	122	31	35	31	35	0	0	0	0	0	0
	point123	123										
Baker St E of Aurora	point124	124	31	35	31	35	0	0	0	0	0	0
	point125	125										
Ave 18 N Lane 1 NB	point127	127	182	35	0	0	10	35	0	0	0	0
	point128	128										
Ave 18 N Lane 1 SB	point129	129	282	35	5	35	0	0	8	35	0	0

	point130	130										
Ave 18 N Lane 2 NB	point131	131	182	35	0	0	10	35	0	0	0	0
	point132	132										
Ave 18 N Lane 2 SB	point133	133	282	35	5	35	0	0	8	35	0	0
	point134	134										

URS 6 October 2005
M Greene TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: N Spring Street Bridge Widening
RUN: Future with Project

Roadway Name	Points Name	No.	Segment User 1 V veh/hr	S mph	User 2 V veh/hr	S mph	User 3 V veh/hr	S mph	User 4 V veh/hr	S mph	<unknown> V veh/hr	S mph
N Spring Street Lane 2 WB	point15	15										
	point14	14										
	point13	13										
	point12	12										
	point11	11										
	point10	10										
	point9	9										
	point8	8										
	point7	7										
	point6	6										
	point5	5										
	point4	4										
	point95	95										
	point3	3										
	point2	2										
	point1	1										
N Spring Street Lane 1 WB	point16	16										
	point17	17										
	point18	18										
	point19	19										
	point20	20										
	point21	21										

	point22	22
	point23	23
	point24	24
	point25	25
	point26	26
	point27	27
	point28	28
	point29	29
	point30	30
	point31	31
N Spring St Lane 2 EB	point32	32
	point33	33
	point34	34
	point35	35
	point36	36
	point37	37
	point38	38
	point39	39
	point40	40
	point41	41
	point42	42
	point43	43
	point44	44
	point45	45
	point46	46
	point47	47
N Spring St Lane 1 EB	point49	49
	point50	50
	point51	51
	point52	52
	point53	53
	point54	54
	point55	55
	point56	56

	point57	57
	point58	58
	point59	59
	point60	60
	point61	61
	point62	62
	point96	96
	point63	63
N Spring St Lane 2 Aux EB	point65	65
	point66	66
	point67	67
	point68	68
	point69	69
	point70	70
	point71	71
	point126	126
	point73	73
N Spring St EB Lane 2-2	point74	74
	point75	75
Baker St WB	point76	76
	point77	77
	point78	78
	point79	79
Baker St EB	point80	80
	point81	81
	point82	82
	point83	83
	point84	84
Aurora St	point85	85
	point86	86
Ave 18 Lane 2 SB	point87	87
	point88	88
Ave 18 Lane 1 SB	point90	90
	point89	89

Ave 18 Lane 1 NB	point91	91
	point92	92
Ave 18 Lane 2 NB	point93	93
	point94	94
N Spring St Lane 2 EB West of Baker	point97	97
	point98	98
	point99	99
	point100	100
	point101	101
	point102	102
N Spring St Lane 1 EB West of Baker	point103	103
	point104	104
	point105	105
	point106	106
	point107	107
	point108	108
N Spring St Lane 1 WB	point109	109
	point110	110
	point111	111
	point112	112
	point113	113
	point114	114
N. Spring St Lane 2 WB	point116	116
	point117	117
	point118	118
	point119	119
	point120	120
Baker St	point122	122
	point123	123
Baker St E of Aurora	point124	124
	point125	125
Ave 18 N Lane 1 NB	point127	127
	point128	128
Ave 18 N Lane 1 SB	point129	129

	point130	130										
Ave 18 N Lane 2 NB	point131	131										
	point132	132										
Ave 18 N Lane 2 SB	point133	133										
	point134	134										

URS 6 October 2005
M Greene TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: N Spring Street Bridge Widening
RUN: Future with Project

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Impact Criteria Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-3	1	1	6,494,397.5	1,848,446.4	315.00	4.92	0.00	66	10.0	8.0	Y
ST-5	2	1	6,494,110.5	1,848,331.8	303.00	4.92	0.00	66	10.0	8.0	Y
ST-4	3	1	6,494,031.0	1,848,450.4	315.00	4.92	0.00	66	10.0	8.0	Y
LT-1	4	1	6,493,866.5	1,848,367.5	314.50	4.92	0.00	66	10.0	8.0	Y
M-3	5	1	6,492,941.5	1,848,271.9	309.00	4.92	0.00	66	10.0	8.0	Y
ST-2	6	1	6,492,846.5	1,848,003.2	308.00	4.92	0.00	66	10.0	8.0	Y
M-1	7	1	6,492,654.0	1,847,975.2	306.50	4.92	0.00	66	10.0	8.0	Y
LT-2	8	1	6,493,138.0	1,847,952.4	309.00	4.92	0.00	66	10.0	8.0	Y
ST-1	9	1	6,492,645.0	1,847,793.0	305.00	4.92	0.00	66	10.0	8.0	Y
M-2	10	1	6,492,617.0	1,847,718.8	320.00	4.92	0.00	66	10.0	8.0	Y
M-4	12	1	6,493,863.0	1,848,417.6	314.00	4.92	0.00	66	10.0	8.0	Y
M-5	14	1	6,493,124.0	1,847,939.5	314.00	4.92	0.00	66	10.0	8.0	Y
M-6	15	1	6,493,127.5	1,847,941.6	324.00	4.92	0.00	66	10.0	8.0	Y

URS 6 October 2005
M Greene TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: N Spring Street Bridge Widening
RUN: Future with Project

Barrier Name	Type	Height Min	Height Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	If Berm Top Width	If Berm Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
N Spring St Bridge Parapet WB Side	W	0.00	99.99	0.00				0.00	point1	1	6,494,024.0	1,848,423.8	315.00	2.50	0.00	0	0		
									point2	2	6,493,942.5	1,848,385.8	320.00	2.50	0.00	0	0		
									point3	3	6,493,845.0	1,848,335.6	330.00	2.50	0.00	0	0		
									point4	4	6,493,736.0	1,848,277.6	336.00	2.50	0.00	0	0		
									point5	5	6,493,638.0	1,848,226.8	338.00	2.50	0.00	0	0		
									point6	6	6,493,594.5	1,848,204.1	338.00	2.50	0.00	0	0		
									point7	7	6,493,500.5	1,848,153.5	337.00	2.50	0.00	0	0		
									point8	8	6,493,385.0	1,848,086.8	331.00	2.50	0.00	0	0		
									point9	9	6,493,293.5	1,848,033.0	322.00	2.50	0.00	0	0		
									point10	10	6,493,165.5	1,847,960.8	311.30	2.50					
N Spring St Bridge Parapet EB Side	W	0.00	99.99	0.00				0.00	point11	11	6,493,205.5	1,847,880.5	311.30	2.50	0.00	0	0		
									point12	12	6,493,327.5	1,847,948.4	322.00	2.50	0.00	0	0		
									point13	13	6,493,436.0	1,848,013.0	331.00	2.50	0.00	0	0		
									point14	14	6,493,538.5	1,848,071.0	337.00	2.50	0.00	0	0		
									point15	15	6,493,632.0	1,848,123.8	338.00	2.50	0.00	0	0		
									point16	16	6,493,665.5	1,848,140.2	338.00	2.50	0.00	0	0		
									point17	17	6,493,772.5	1,848,196.4	336.00	2.50	0.00	0	0		
									point18	18	6,493,884.5	1,848,253.5	330.00	2.50	0.00	0	0		
									point19	19	6,493,977.5	1,848,302.2	320.00	2.50	0.00	0	0		
									point20	20	6,494,063.5	1,848,346.5	315.00	2.50					
Buiding E. of Aurora St	W	0.00	99.99	0.00				0.00	point30	30	6,493,064.0	1,848,169.8	310.00	30.00	0.00	0	0		
									point31	31	6,493,227.0	1,848,001.5	310.00	30.00	0.00	0	0		
									point32	32	6,493,433.5	1,848,136.1	310.00	30.00	0.00	0	0		
									point33	33	6,493,234.0	1,848,443.5	310.00	30.00	0.00	0	0		
									point34	34	6,493,214.0	1,848,429.0	310.00	30.00	0.00	0	0		
									point35	35	6,493,129.5	1,848,273.5	310.00	30.00	0.00	0	0		
									point36	36	6,493,135.0	1,848,268.0	310.00	30.00	0.00	0	0		
									point37	37	6,493,065.0	1,848,169.8	310.00	30.00					
N Spring St. Edge of Shoulder WB Side	W	0.00	99.99	0.00				0.00	point38	38	6,494,063.5	1,848,346.5	315.00	0.00	0.00	0	0		
									point39	39	6,494,207.5	1,848,431.8	315.00	0.00	0.00	0	0		
									point40	40	6,494,318.5	1,848,491.0	315.00	0.00					
Barrier8	W	6.00	99.99	0.00				0.00	point41	41	6,493,944.0	1,848,388.4	320.00	12.00	2.00	3	3		
									point42	42	6,494,024.0	1,848,425.0	315.00	12.00	2.00	3	3		
									point43	43	6,494,166.0	1,848,496.4	315.00	12.00	2.00	3	3		
									point44	44	6,494,272.0	1,848,549.0	315.00	12.00					

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6 October 2005
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: N Spring Street Bridge Widening
RUN: Future with Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-3	1	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
ST-5	2	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
ST-4	3	1	0.0	71.1	66	71.1	10	Snd Lvl	59.4	11.7	8	3.7
LT-1	4	1	0.0	61.8	66	61.8	10	----	61.2	0.6	8	-7.4
M-3	5	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
ST-2	6	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
M-1	7	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
LT-2	8	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
ST-1	9	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
M-2	10	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
M-4	12	1	0.0	63.4	66	63.4	10	----	62.4	1.0	8	-7.0
M-5	14	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
M-6	15	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.0	1.0	11.7
All Impacted	6	0.0	1.9	11.7
All that meet NR Goal	1	11.7	11.7	11.7

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6 October 2005
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA

Roadway Name	Width	Points Name	No.	Coordinates (pavement) X	Y	Z	Flow Control Control Device	Speed Constraint	Percent Vehicles Affected	Segment Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Ave 18 Lane 2 SB	12.0	point49	49	6,494,319.0	1,848,503.8	315.00				Average	
		point50	50	6,494,477.0	1,848,195.8	315.00					
Ave 18 Lane 1 SB	12.0	point51	51	6,494,326.5	1,848,507.1	315.00				Average	
		point52	52	6,494,488.5	1,848,194.8	315.00					
Ave 18 Lane 1 NB	12.0	point53	53	6,494,489.5	1,848,208.6	315.00				Average	
		point54	54	6,494,334.5	1,848,512.6	315.00					
Ave 18 Lane 2 NB	12.0	point55	55	6,494,501.0	1,848,207.1	315.00				Average	
		point56	56	6,494,343.5	1,848,518.2	315.00					
Baker St WB	12.0	point74	74	6,492,738.0	1,847,888.4	306.50				Average	
		point75	75	6,492,702.5	1,847,863.8	305.50				Average	
		point76	76	6,492,647.0	1,847,834.1	305.50				Average	
		point77	77	6,492,575.0	1,847,803.5	305.00				Average	
		point78	78	6,492,535.5	1,847,775.6	304.80				Average	
		point79	79	6,492,498.0	1,847,737.5	304.50				Average	
		point80	80	6,492,458.0	1,847,661.1	304.50					
Baker St E of Aurora	12.0	point90	90	6,492,997.5	1,848,130.8	309.00				Average	
		point91	91	6,493,153.5	1,848,401.1	311.00					
Aurora St	12.0	point93	93	6,492,997.5	1,848,121.9	309.00				Average	
		point94	94	6,493,151.0	1,847,962.6	309.60					
North Spring Street Lane 1 WB	12.0	point42	42	6,494,423.5	1,848,595.0	315.00				Average	
		point44	44	6,494,180.0	1,848,465.0	315.00				Average	
		point46	46	6,494,036.0	1,848,386.0	315.00				Average	
		point47	47	6,493,967.5	1,848,350.0	320.00				Average	
		point150	150	6,493,870.5	1,848,299.4	330.00				Average	
		point129	129	6,493,761.5	1,848,244.0	336.00				Average	

		point130	130	6,493,669.0	1,848,194.5	338.00				Average
		point131	131	6,493,588.5	1,848,153.5	338.00				Average
		point132	132	6,493,503.5	1,848,105.6	337.00				Average
		point133	133	6,493,401.5	1,848,048.5	331.00				Average
		point134	134	6,493,346.5	1,848,015.6	327.00				Average
		point135	135	6,493,301.0	1,847,991.5	322.00				Average
		point136	136	6,493,181.5	1,847,921.5	311.30				Average
		point104	104	6,493,118.5	1,847,888.6	309.40				Average
		point105	105	6,493,068.5	1,847,868.2	308.20				Average
		point106	106	6,492,941.0	1,847,817.1	307.10				Average
		point108	108	6,492,835.5	1,847,764.9	306.20				Average
		point109	109	6,492,740.0	1,847,724.6	305.20				Average
		point64	64	6,492,517.5	1,847,670.6	304.00				Average
		point65	65	6,492,488.5	1,847,659.6	304.00				Average
		point66	66	6,492,443.5	1,847,630.9	304.00				Average
		point67	67	6,492,359.0	1,847,569.0	303.50				Average
		point68	68	6,492,281.0	1,847,512.1	302.90				
Baker St	12.0	point81	81	6,492,549.5	1,847,701.9	304.80				Average
		point82	82	6,492,551.5	1,847,734.1	304.70				Average
		point83	83	6,492,562.5	1,847,754.4	304.70				Average
		point84	84	6,492,598.0	1,847,790.0	305.00				Average
		point85	85	6,492,721.0	1,847,859.5	305.50				Average
		point86	86	6,492,774.5	1,847,899.4	306.50				Average
		point87	87	6,492,833.5	1,847,950.2	307.50				Average
		point89	89	6,492,995.5	1,848,126.2	309.00				
North Spring Street Lane 2 EB	12.0	point1	1	6,492,294.0	1,847,496.4	302.90				Average
		point2	2	6,492,377.0	1,847,555.8	303.50				Average
		point3	3	6,492,461.0	1,847,615.1	304.00				Average
		point4	4	6,492,504.0	1,847,642.2	304.00				Average
		point5	5	6,492,528.5	1,847,653.2	304.00				Average
		point6	6	6,492,743.5	1,847,701.5	305.20				Average
		point7	7	6,492,850.0	1,847,747.2	306.20				Average
		point9	9	6,492,952.5	1,847,794.9	307.10				Average
		point10	10	6,493,098.0	1,847,855.9	308.20				Average
		point11	11	6,493,141.5	1,847,876.0	309.40				Average
		point13	13	6,493,194.5	1,847,905.4	311.30				Average
		point14	14	6,493,309.0	1,847,973.9	322.00				Average
		point15	15	6,493,367.0	1,848,006.5	327.00				Average

		point16	16	6,493,415.0	1,848,034.9	331.00				Average
		point17	17	6,493,516.0	1,848,094.9	337.00				Average
		point19	19	6,493,600.0	1,848,138.0	338.00				Average
		point20	20	6,493,672.0	1,848,175.0	338.00				Average
		point21	21	6,493,771.0	1,848,227.0	336.00				Average
		point22	22	6,493,875.0	1,848,280.1	330.00				Average
		point23	23	6,493,974.5	1,848,331.1	320.00				Average
		point24	24	6,494,047.5	1,848,369.8	315.00				Average
		point27	27	6,494,193.5	1,848,440.5	315.00				Average
		point29	29	6,494,437.0	1,848,567.9	315.00				
North Spring Street Lane 2 WB	12.0	point30	30	6,494,416.5	1,848,604.4	315.00				Average
		point32	32	6,494,173.5	1,848,478.0	315.00				Average
		point34	34	6,494,033.5	1,848,395.4	315.00				Average
		point35	35	6,493,964.5	1,848,359.6	320.00				Average
		point152	152	6,493,868.0	1,848,309.0	330.00				Average
		point156	156	6,493,761.0	1,848,254.5	336.00				Average
		point157	157	6,493,655.5	1,848,198.2	338.00				Average
		point161	161	6,493,590.0	1,848,165.4	338.00				Average
		point162	162	6,493,506.0	1,848,121.8	337.00				Average
		point163	163	6,493,399.0	1,848,059.1	331.00				Average
		point158	158	6,493,344.0	1,848,027.1	327.00				Average
		point159	159	6,493,301.5	1,848,003.0	322.00				Average
		point160	160	6,493,182.0	1,847,935.1	311.30				Average
		point112	112	6,493,109.0	1,847,897.1	309.40				Average
		point113	113	6,493,070.0	1,847,879.9	308.20				Average
		point114	114	6,492,935.0	1,847,828.1	307.10				Average
		point115	115	6,492,828.0	1,847,774.2	306.20				Average
		point117	117	6,492,742.0	1,847,735.4	305.20				Average
		point70	70	6,492,511.5	1,847,681.6	304.00				Average
		point71	71	6,492,451.5	1,847,650.4	304.00				Average
		point72	72	6,492,349.5	1,847,574.0	303.50				Average
		point73	73	6,492,277.0	1,847,520.6	302.90				
North Spring Street Lane 1 EB	12.0	point57	57	6,492,288.0	1,847,504.5	302.90				Average
		point58	58	6,492,370.0	1,847,564.8	303.50				Average
		point59	59	6,492,454.0	1,847,624.9	304.00				Average
		point60	60	6,492,497.0	1,847,651.1	304.00				Average
		point61	61	6,492,523.5	1,847,662.2	304.00				Average
		point96	96	6,492,743.5	1,847,714.1	305.20				Average

		point98	98	6,492,843.0	1,847,757.2	306.20				Average	
		point99	99	6,492,947.5	1,847,807.9	307.10				Average	
		point100	100	6,493,082.5	1,847,862.2	308.20				Average	
		point101	101	6,493,132.5	1,847,883.8	309.40				Average	
		point154	154	6,493,188.5	1,847,914.8	311.30				Average	
		point155	155	6,493,306.0	1,847,981.5	322.00				Average	
		point121	121	6,493,360.5	1,848,013.9	327.00				Average	
		point122	122	6,493,407.0	1,848,041.2	331.00				Average	
		point123	123	6,493,507.5	1,848,099.8	337.00				Average	
		point124	124	6,493,594.0	1,848,145.2	338.00				Average	
		point125	125	6,493,671.5	1,848,186.5	338.00				Average	
		point126	126	6,493,769.5	1,848,234.6	336.00				Average	
		point147	147	6,493,876.0	1,848,290.4	330.00				Average	
		point148	148	6,493,971.5	1,848,339.0	320.00				Average	
		point149	149	6,494,042.5	1,848,378.1	315.00				Average	
		point39	39	6,494,188.5	1,848,450.8	315.00				Average	
		point41	41	6,494,432.0	1,848,577.2	315.00					
Ave 18 N Lane 1 NB	12.0	point164	164	6,494,315.0	1,848,555.5	315.00				Average	
		point165	165	6,494,228.0	1,848,724.0	315.00					
Ave 18 N Lane 1 SB	12.0	point166	166	6,494,216.0	1,848,723.1	315.00				Average	
		point167	167	6,494,306.0	1,848,549.5	315.00					
Ave 18 N Lane 2 NB	12.0	point168	168	6,494,321.5	1,848,559.0	315.00				Average	
		point169	169	6,494,240.0	1,848,724.9	315.00					
Ave 18 N Lane 2 SB	12.0	point170	170	6,494,208.0	1,848,718.0	315.00				Average	
		point171	171	6,494,298.0	1,848,546.1	315.00					

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project

Roadway Name	Points Name	No.	Segment Autos V veh/hr	Autos S mph	MTrucks V veh/hr	MTrucks S mph	HTrucks V veh/hr	HTrucks S mph	Buses V veh/hr	Buses S mph	Motorcycles V veh/hr	Motorcycles S mph
Ave 18 Lane 2 SB	point49	49	18	35	0	0	3	35	3	35	0	0
	point50	50										
Ave 18 Lane 1 SB	point51	51	18	35	0	0	3	35	3	35	0	0
	point52	52										
Ave 18 Lane 1 NB	point53	53	33	35	0	0	5	35	0	0	0	0
	point54	54										
Ave 18 Lane 2 NB	point55	55	33	35	0	0	5	35	0	0	0	0
	point56	56										
Baker St WB	point74	74	10	35	20	35	0	0	0	0	0	0
	point75	75	10	35	20	35	0	0	0	0	0	0
	point76	76	10	35	20	35	0	0	0	0	0	0
	point77	77	10	35	20	35	0	0	0	0	0	0
	point78	78	10	35	20	35	0	0	0	0	0	0
	point79	79	10	35	20	35	0	0	0	0	0	0
	point80	80										
Baker St E of Aurora	point90	90	31	35	31	35	0	0	0	0	0	0
	point91	91										
Aurora St	point93	93	20	35	20	35	0	0	0	0	0	0
	point94	94										
North Spring Street Lane 1 WB	point42	42	1000	35	56	35	34	35	34	35	0	0
	point44	44	1000	35	56	35	34	35	34	35	0	0
	point46	46	1000	35	56	35	34	35	34	35	0	0

	point47	47	1000	35	56	35	34	35	34	35	0	0
	point150	150	1000	35	56	35	34	35	34	35	0	0
	point129	129	1000	35	56	35	34	35	34	35	0	0
	point130	130	1000	35	56	35	34	35	34	35	0	0
	point131	131	1000	35	56	35	34	35	34	35	0	0
	point132	132	1000	35	56	35	34	35	34	35	0	0
	point133	133	1000	35	56	35	34	35	34	35	0	0
	point134	134	1000	35	56	35	34	35	34	35	0	0
	point135	135	1000	35	56	35	34	35	34	35	0	0
	point136	136	1000	35	56	35	34	35	34	35	0	0
	point104	104	1000	35	56	35	34	35	34	35	0	0
	point105	105	1000	35	56	35	34	35	34	35	0	0
	point106	106	1000	35	56	35	34	35	34	35	0	0
	point108	108	1000	35	56	35	34	35	34	35	0	0
	point109	109	1000	35	56	35	34	35	34	35	0	0
	point64	64	1000	35	56	35	34	35	34	35	0	0
	point65	65	1000	35	56	35	34	35	34	35	0	0
	point66	66	1000	35	56	35	34	35	34	35	0	0
	point67	67	1000	35	56	35	34	35	34	35	0	0
	point68	68										
Baker St	point81	81	20	35	10	35	0	0	0	0	0	0
	point82	82	20	35	10	35	0	0	0	0	0	0
	point83	83	20	35	10	35	0	0	0	0	0	0
	point84	84	20	35	10	35	0	0	0	0	0	0
	point85	85	20	35	10	35	0	0	0	0	0	0
	point86	86	31	35	31	35	0	0	0	0	0	0
	point87	87	31	35	31	35	0	0	0	0	0	0
	point89	89										
North Spring Street Lane 2 EB	point1	1	188	35	7	35	35	35	2	35	0	0
	point2	2	188	35	7	35	35	35	2	35	0	0
	point3	3	188	35	7	35	35	35	2	35	0	0
	point4	4	188	35	7	35	35	35	2	35	0	0
	point5	5	188	35	7	35	35	35	2	35	0	0
	point6	6	188	35	7	35	35	35	2	35	0	0

	point7	7	188	35	7	35	35	35	2	35	0	0
	point9	9	188	35	7	35	35	35	2	35	0	0
	point10	10	188	35	7	35	35	35	2	35	0	0
	point11	11	188	35	7	35	35	35	2	35	0	0
	point13	13	188	35	7	35	35	35	2	35	0	0
	point14	14	188	35	7	35	35	35	2	35	0	0
	point15	15	188	35	7	35	35	35	2	35	0	0
	point16	16	188	35	7	35	35	35	2	35	0	0
	point17	17	188	35	7	35	35	35	2	35	0	0
	point19	19	188	35	7	35	35	35	2	35	0	0
	point20	20	188	35	7	35	35	35	2	35	0	0
	point21	21	188	35	7	35	35	35	2	35	0	0
	point22	22	188	35	7	35	35	35	2	35	0	0
	point23	23	188	35	7	35	35	35	2	35	0	0
	point24	24	188	35	7	35	35	35	2	35	0	0
	point27	27	188	35	7	35	35	35	2	35	0	0
	point29	29										
North Spring Street Lane 2 WB	point30	30	1000	35	56	35	34	35	34	35	0	0
	point32	32	1000	35	56	35	34	35	34	35	0	0
	point34	34	1000	35	56	35	34	35	34	35	0	0
	point35	35	1000	35	56	35	34	35	34	35	0	0
	point152	152	1000	35	56	35	34	35	34	35	0	0
	point156	156	1000	35	56	35	34	35	34	35	0	0
	point157	157	1000	35	56	35	34	35	34	35	0	0
	point161	161	1000	35	56	35	34	35	34	35	0	0
	point162	162	1000	35	56	35	34	35	34	35	0	0
	point163	163	1000	35	56	35	34	35	34	35	0	0
	point158	158	1000	35	56	35	34	35	34	35	0	0
	point159	159	1000	35	56	35	34	35	34	35	0	0
	point160	160	1000	35	56	35	34	35	34	35	0	0
	point112	112	1000	35	56	35	34	35	34	35	0	0
	point113	113	1000	35	56	35	34	35	34	35	0	0
	point114	114	1000	35	56	35	34	35	34	35	0	0
	point115	115	1000	35	56	35	34	35	34	35	0	0

	point117	117	1000	35	56	35	34	35	34	35	0	0
	point70	70	1000	35	56	35	34	35	34	35	0	0
	point71	71	1000	35	56	35	34	35	34	35	0	0
	point72	72	1000	35	56	35	34	35	34	35	0	0
	point73	73										
North Spring Street Lane 1 EB	point57	57	188	35	7	35	35	35	2	35	0	0
	point58	58	188	35	7	35	35	35	2	35	0	0
	point59	59	188	35	7	35	35	35	2	35	0	0
	point60	60	188	35	7	35	35	35	2	35	0	0
	point61	61	188	35	7	35	35	35	2	35	0	0
	point96	96	188	35	7	35	35	35	2	35	0	0
	point98	98	188	35	7	35	35	35	2	35	0	0
	point99	99	188	35	7	35	35	35	2	35	0	0
	point100	100	188	35	7	35	35	35	2	35	0	0
	point101	101	188	35	7	35	35	35	2	35	0	0
	point154	154	188	35	7	35	35	35	2	35	0	0
	point155	155	188	35	7	35	35	35	2	35	0	0
	point121	121	188	35	7	35	35	35	2	35	0	0
	point122	122	188	35	7	35	35	35	2	35	0	0
	point123	123	188	35	7	35	35	35	2	35	0	0
	point124	124	188	35	7	35	35	35	2	35	0	0
	point125	125	188	35	7	35	35	35	2	35	0	0
	point126	126	188	35	7	35	35	35	2	35	0	0
	point147	147	188	35	7	35	35	35	2	35	0	0
	point148	148	188	35	7	35	35	35	2	35	0	0
	point149	149	188	35	7	35	35	35	2	35	0	0
	point39	39	188	35	7	35	35	35	2	35	0	0
	point41	41										
Ave 18 N Lane 1 NB	point164	164	182	35	0	0	10	35	0	0	0	0
	point165	165										
Ave 18 N Lane 1 SB	point166	166	282	35	5	35	0	0	8	35	0	0
	point167	167										
Ave 18 N Lane 2 NB	point168	168	182	35	0	0	10	35	0	0	0	0
	point169	169										

Ave 18 N Lane 2 SB	point170	170	282	35	5	35	0	0	8	35	0	0
	point171	171										

URS Corporation 6 October 2005
M Greene TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project

Roadway Name	Points Name	No.	Segment User 1 V veh/hr	S mph	User 2 V veh/hr	S mph	User 3 V veh/hr	S mph	User 4 V veh/hr	S mph	<unknown> V veh/hr	S mph
Ave 18 Lane 2 SB	point49	49										
	point50	50										
Ave 18 Lane 1 SB	point51	51										
	point52	52										
Ave 18 Lane 1 NB	point53	53										
	point54	54										
Ave 18 Lane 2 NB	point55	55										
	point56	56										
Baker St WB	point74	74										
	point75	75										
	point76	76										
	point77	77										
	point78	78										
	point79	79										
	point80	80										
Baker St E of Aurora	point90	90										
	point91	91										
Aurora St	point93	93										
	point94	94										
North Spring Street Lane 1 WB	point42	42										
	point44	44										
	point46	46										

	point47	47
	point150	150
	point129	129
	point130	130
	point131	131
	point132	132
	point133	133
	point134	134
	point135	135
	point136	136
	point104	104
	point105	105
	point106	106
	point108	108
	point109	109
	point64	64
	point65	65
	point66	66
	point67	67
	point68	68
Baker St	point81	81
	point82	82
	point83	83
	point84	84
	point85	85
	point86	86
	point87	87
	point89	89
North Spring Street Lane 2 EB	point1	1
	point2	2
	point3	3
	point4	4
	point5	5
	point6	6

	point7	7
	point9	9
	point10	10
	point11	11
	point13	13
	point14	14
	point15	15
	point16	16
	point17	17
	point19	19
	point20	20
	point21	21
	point22	22
	point23	23
	point24	24
	point27	27
	point29	29
North Spring Street Lane 2 WB	point30	30
	point32	32
	point34	34
	point35	35
	point152	152
	point156	156
	point157	157
	point161	161
	point162	162
	point163	163
	point158	158
	point159	159
	point160	160
	point112	112
	point113	113
	point114	114
	point115	115

	point117	117
	point70	70
	point71	71
	point72	72
	point73	73
North Spring Street Lane 1 EB	point57	57
	point58	58
	point59	59
	point60	60
	point61	61
	point96	96
	point98	98
	point99	99
	point100	100
	point101	101
	point154	154
	point155	155
	point121	121
	point122	122
	point123	123
	point124	124
	point125	125
	point126	126
	point147	147
	point148	148
	point149	149
	point39	39
	point41	41
Ave 18 N Lane 1 NB	point164	164
	point165	165
Ave 18 N Lane 1 SB	point166	166
	point167	167
Ave 18 N Lane 2 NB	point168	168
	point169	169

Ave 18 N Lane 2 SB	point170	170										
	point171	171										

URS Corporation
M Greene

6 October 2005
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project

Receiver Name	No.	#DUs	Coordinates (ground) X	Y	Z	Height above Ground	Input Sound Levels and Criteria Existing LAeq1h	Impact Criteria LAeq1h	Sub'l	NR Goal	Active in Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
ST-3	1	1	6,494,397.5	1,848,446.4	315.00	4.92	0.00	66	10.0	8.0	Y
ST-5	2	1	6,494,110.5	1,848,331.8	303.00	4.92	0.00	66	10.0	8.0	Y
ST-4	3	1	6,494,031.0	1,848,450.4	315.00	4.92	0.00	66	10.0	8.0	Y
LT-1	4	1	6,493,866.5	1,848,367.5	314.50	4.92	0.00	66	10.0	8.0	Y
M-3	5	1	6,492,941.5	1,848,271.9	309.00	4.92	0.00	66	10.0	8.0	Y
ST-2	6	1	6,492,846.5	1,848,003.2	308.00	4.92	0.00	66	10.0	8.0	Y
M-1	7	1	6,492,654.0	1,847,975.2	306.50	4.92	0.00	66	10.0	8.0	Y
LT-2	8	1	6,493,138.0	1,847,952.4	309.00	4.92	0.00	66	10.0	8.0	Y
ST-1	9	1	6,492,645.0	1,847,793.0	305.00	4.92	0.00	66	10.0	8.0	Y
M-2	10	1	6,492,617.0	1,847,718.8	320.00	4.92	0.00	66	10.0	8.0	Y
M-4	12	1	6,493,863.0	1,848,417.6	314.00	4.92	0.00	66	10.0	8.0	Y
M-5	15	1	6,493,124.0	1,847,939.5	314.00	4.92	0.00	66	10.0	8.0	Y
M-6	16	1	6,493,127.5	1,847,941.6	324.00	4.92	0.00	66	10.0	8.0	Y

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M Greene TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project

Barrier Name	Type	Height Min	Height Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	If Berm Top Width	If Berm Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
N Spring St Bridge Parapet WB Side	W	0.00	99.99	0.00				0.00	point41	41	6,494,030.5	1,848,407.0	315.00	2.50	0.00	0	0		
									point51	51	6,493,957.0	1,848,369.9	320.00	2.50	0.00	0	0		
									point42	42	6,493,860.5	1,848,320.1	330.00	2.50	0.00	0	0		
									point32	32	6,493,757.5	1,848,266.1	336.00	2.50	0.00	0	0		
									point34	34	6,493,652.0	1,848,209.8	338.00	2.50	0.00	0	0		
									point35	35	6,493,589.5	1,848,178.6	338.00	2.50	0.00	0	0		
									point36	36	6,493,501.0	1,848,130.6	337.00	2.50	0.00	0	0		
									point37	37	6,493,391.0	1,848,067.0	331.00	2.50	0.00	0	0		
									point38	38	6,493,335.5	1,848,036.0	327.00	2.50	0.00	0	0		
									point39	39	6,493,296.0	1,848,013.4	322.00	2.50	0.00	0	0		
									point40	40	6,493,175.0	1,847,941.5	311.20	2.50					
N Spring St Bridge Parapet EB Side	W	0.00	99.99	0.00				0.00	point23	23	6,493,199.5	1,847,898.6	311.20	2.50	0.00	0	0		
									point24	24	6,493,291.0	1,847,952.9	322.00	2.50	0.00	0	0		
									point25	25	6,493,372.0	1,848,001.2	327.00	2.50	0.00	0	0		
									point26	26	6,493,436.5	1,848,039.4	331.00	2.50	0.00	0	0		
									point27	27	6,493,521.0	1,848,086.9	337.00	2.50	0.00	0	0		
									point28	28	6,493,613.5	1,848,135.8	338.00	2.50	0.00	0	0		
									point29	29	6,493,662.0	1,848,161.4	338.00	2.50	0.00	0	0		
									point30	30	6,493,769.0	1,848,217.8	336.00	2.50	0.00	0	0		
									point45	45	6,493,876.0	1,848,272.6	330.00	2.50	0.00	0	0		
									point46	46	6,493,972.5	1,848,323.8	320.00	2.50	0.00	0	0		
									point47	47	6,494,049.0	1,848,357.0	315.00	2.50					
N Spring St EOS E of Bridge	W	0.00	99.99	0.00				0.00	point48	48	6,494,049.0	1,848,357.1	315.00	0.00	0.00	0	0		
									point49	49	6,494,207.5	1,848,431.8	315.00	0.00	0.00	0	0		
									point50	50	6,494,316.0	1,848,490.1	315.00	0.00					
Building E of Aurora St	W	0.00	99.99	0.00				0.00	point14	14	6,493,068.0	1,848,167.2	310.00	30.00	0.00	0	0		
									point15	15	6,493,227.5	1,848,002.8	310.00	30.00	0.00	0	0		
									point16	16	6,493,433.0	1,848,134.2	310.00	30.00	0.00	0	0		
									point17	17	6,493,433.0	1,848,137.0	310.00	30.00	0.00	0	0		
									point18	18	6,493,231.5	1,848,441.6	310.00	30.00	0.00	0	0		
									point19	19	6,493,215.5	1,848,429.2	310.00	30.00	0.00	0	0		
									point20	20	6,493,130.5	1,848,275.1	310.00	30.00	0.00	0	0		
									point21	21	6,493,135.0	1,848,271.2	310.00	30.00	0.00	0	0		
									point22	22	6,493,065.0	1,848,171.0	310.00	30.00					
Building W of Aurora St-Barrier2	W	0.00	99.99	0.00				0.00	point1	1	6,492,603.0	1,847,718.2	306.00	30.00	0.00	0	0		

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INPUT: BUILDING ROWS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project

Building Row Name	Average Height	Building Percent	Points No.	Coordinates (ground) X	Y	Z
	ft	%		ft	ft	ft
<< This table is empty >>						

URS Corporation
M Greene

6 October 2005
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: North Spring Street EIR
RUN: Future Without Project
BARRIER DESIGN: INPUT HEIGHTS

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
ST-3	1	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
ST-5	2	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
ST-4	3	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
LT-1	4	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
M-3	5	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
ST-2	6	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
M-1	7	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
LT-2	8	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
ST-1	9	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
M-2	10	1	0.0	75.2	66	75.2	10	Snd Lvl	75.2	0.0	8	-8.0
M-4	12	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
M-5	15	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
M-6	16	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min dB	Avg dB	Max dB
All Selected	13	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Appendix E – TeNS Glossary of Terms

N-9000 GLOSSARY

The terms and definitions in this glossary are either used in this Supplement, or are commonly found in environmental noise literature. To make this glossary more useful to the highway traffic noise analyst, the definitions herein are generally biased towards highway traffic noise and the abatement thereof, instead of general acoustics.

Absorption (of Sound) - The attenuation of sound (noise) caused by conversion of sound energy into other forms of energy (usually heat) within a medium. Absorption is a property of the medium (material). In noise barrier material, absorption can be thought of as the complement of reflection. A perfectly absorptive material does not reflect any sound energy; a non-absorptive (reflective) material reflects almost all of the sound energy. In either case, a small portion of sound energy is transmitted through the barrier and continues in roughly the same direction as the incident noise propagation. (See *Transmission Loss*). In typical highway traffic noise barriers, the sound energy passing through is less than 1% of the incident noise energy.

Absorption Coefficient - A term that approximately equals the ratio of sound energy absorbed by a material to the energy incident upon the material. Absorption coefficients range from 0 (no absorption) to 1 (perfect absorption). In highway noise barriers, material with an absorption coefficient of 0 will reflect back almost all the incident noise energy; material with a coefficient of 1 will not reflect back any sound energy. The absorption coefficient is dependent on material, the sound frequency and angle of incidence.

Absorptive Grounds - Types of ground (such as normal earth and most grounds with vegetation) that are absorptive to sound energy, and that reverse the phase of reflected energy at grazing angles of incidence. (See also *soft sites* and *ground effects*).

Acoustics - The broad field of science that deals with the production, propagation, reception, effects, and control of sound, audible and inaudible to the human ear, and occurring in all media.

Airborne Sound - Sound that reaches the point of interest primarily by propagation through the air.

Ambient Noise (Level) - All-encompassing noise (level) at a given place and time, usually a composite of sounds from all sources near and far, including any specific source(s) of interest.

Amplitude - The strength or magnitude of the pressure of a sound wave.

Anechoic Chamber (Room) - A room whose boundaries have been designed to absorb nearly all of the sound incident on them, thereby affording a test room essentially free from reflected sound, simulating a free field conditions for the limited space defined by the room's boundaries.

Angle of Diffraction - The angle through which sound energy is diffracted (bent) as it passes over the top of a noise barrier and then proceeds towards the receiver. Receivers deeper into the shadow zone have larger angles of diffraction, and therefore greater barrier attenuation. (See *Diffraction, Shadow Zone.*)

Angle of Incidence - The angle formed by the radial line of sound waves striking a surface at a specific location and the plane of that surface. (See *angle of reflection*).

Angle of Reflection - The angle formed by the radial line of sound waves reflecting off a surface at a specific location and the plane of that surface. (See *angle of incidence*).

Atmospheric Effects - Sound absorption by air molecules and water vapor, sound refraction caused by temperature and near-ground wind gradients, and air turbulence are collectively called atmospheric effects. Although atmospheric effects are mostly responsible for substantial noise fluctuations at distant receivers, they also can have a significant effect at distances within a 100 m (330 feet).

Audible (Frequency) Spectrum - The frequency range normally associated with human hearing, usually considered between 16 - 20,000 Hz. For noise control purposes, the audible spectrum of interest usually lies between 20 - 10,000 Hz.

Audiogram - A graph showing hearing loss as a function of frequency.

Audiometer - An instrument for measuring hearing sensitivity or hearing loss.

Automobile - A vehicle classification for the purpose of noise prediction modeling, defined as all vehicles with two axles and four wheels designed primarily for transportation of nine or fewer passengers (automobiles), or transportation of cargo (light trucks). Generally the gross weight is less than 10,000 lbs (4,500 kg).

Average (Noise) Level - Typically the "energy-averaged" noise level in dB, wherein the contributing levels are first converted to "relative energies" or "energy ratios", and added and divided by the number of contributing levels. The result is then converted back to dB.

A-Weighted Sound Level (abbreviated dBA or dB(A)) - Frequency weighted Sound Pressure Level approximating the frequency response of the human ear. It is defined as the sound level, in decibels, measured with a sound level meter having the metering characteristics and a frequency weighting specified in the American National Standards Institute Specification for Sound Level Meters, ANSI S 1.4 - 1983. The A-weighting de-emphasizes lower frequency sound sounds below 1000 Hz (1kHz) and higher frequency sounds above 4 kHz. It emphasizes sounds between 1kHz and 4 kHz. A-weighting is the most generally used measure for traffic and environmental noise throughout the world.

Background Noise - The total of all noise in a system or situation, independent of the presence of the noise source of interest (i.e without the noise of interest).

Baffle - A shielding structure or series of partitions used to increase the effective external transmission path length between two points in an acoustic system.

Band - (See *Frequency Band*)

Band Center Frequency - The designated (geometric) mean frequency of a band of noise.

Band Pressure Level - The sound pressure level contained within a specified band.

(Noise) Barrier Attenuation - The noise reduction due to barrier diffraction only.

Broadband Noise - Noise with components over a wide range of frequencies.

Calibrator - A device used to calibrate -or properly adjust for valid measurement results- a sound level meter and microphone system. Calibration must be performed before and after sound level measurement sequence.

Community Noise Equivalent Level (CNEL) - A noise level that takes into account all the A-weighted noise energy from a source during 24 hours and weights the evening (7 to 10 p.m.) noise by adding 5 dBA, and night (10 p.m. to 7 a.m.) noise by adding 10 dBA, respectively, during these periods.

Compression (of Sound Wave) - The portion of a sound wave in which the air molecules are slightly compressed with respect to the barometric air pressure (opposite of rarefaction).

Cylindrical Divergence (- Spreading) - Sound waves generated by a line source, such as approximated by a highway, tend to form cylindrical wave fronts that propagate by radiating outward from their original line source in cylindrical pressure waves of ever increasing areas. This process is referred to as cylindrical divergence or spreading. The same sound energy distributed over an ever increasing cylindrical area is reponsible of reducing the sound's energy per unit area (intensity) by one half for each doubling of distance. This corresponds with a noise level decrease of 3 dB per doubling of distance.

Cycles Per Second - (See *Hertz*)

Day-Night Level - (See L_{dn})

Decibel (Abbreviated dB) - A decibel is one-tenth of a Bel. It is a measure on a logarithmic scale which indicates the squared ratio of sound pressure to a reference sound pressure (unit for *sound pressure level*), or the ratio of sound power to a reference sound power (unit for *sound power level*). (See *sound pressure level*, and *sound power level*).

(Noise) Descriptor - A generic term for a noise indicator such as L_{eq}, L_{max}, L_{dn}, etc.

Diffuse Sound Field - A sound field in which the time average of the mean-square sound pressure is everywhere the same and the flow of acoustic energy in all directions is equally probable. For example, a sound source in a reverberation room, where many reflected sound waves are present and the sound level is equal at any location in the room.

Diffraction - The bending of sound pressure waves around an obstacle. The ease with which the pressure waves diffract around an obstacle depends on the ratio of wavelength to the size of the obstacle. Pressure waves with a given wavelength diffract more readily around a small object than a large object. Pressure waves with a longer wavelengths diffract more easily around an object of a given size than pressure waves with a shorter wavelength. Due to the above principles, highway traffic noise barriers provide a more defined noise "shadow" behind the barrier (and more noise attenuation) for higher frequency noise than for lower frequency noise. (See Angle of Diffraction, Shadow Zone)

Doppler Effect - The change in observed frequency of a sound wave caused by a time rate of change in the effective path length between sound source and receiver. If the path length rate of change causes the source and receiver to approach each other, the observed frequency shifts upward. If the source and receiver recede relative to each other, the frequency shifts downward. The frequency shift is called the Doppler Shift, and the unit is Hertz.

Dosimeter - An instrument measuring noise exposure for compliance with OSHA standards.

Dynamic Range - The range in sound levels (in dB) through which a source or receiver can emit or receive sound. For example, the dynamic range of a sound level meter typically ranges from 20 - 140 dB.

Emission Level - A measure of the noise output of a single vehicle. It is the maximum noise level, in dBA, observed during a passby of the vehicle at 15 m (50 ft). (See also Reference Energy Mean Emission Level).

Energy Average (- Mean) - The (noise level) result of energy averaging, or a method of averaging various sound pressure levels on the basis of their squared pressures (energy). This method involves the conversion of decibels to equivalent relative energy or energy ratios, averaging and changing the values back to decibels.

Energy Ratio - (See *Relative Energy)*

Equivalent (Lane) Distance (D_E) - The distance to a specific receiver from an imaginary single lane which acoustically represents a multi-lane highway or a group of lanes, such as directional lanes.

Equivalent Level - (See L_{eq}).

Excess Attenuation - Sound attenuation in addition to that caused by geometric spreading (see *geometric spreading*). Usually meant to be the attenuation due to ground effects and sometimes also the atmospheric effects (see *ground effects, atmospheric effects*).

Existing Noise Levels - The noise, resulting from the natural and mechanical sources and human activity, considered to be usually present in a particular area.

Far (Sound) Field - The region beyond the near field, where the effects of source dimensions are less important and where the noise propagates with a simple relationship between sound level and distance.

Filter - A device for separating components of a signal on the basis of their frequency. It allows components in one or more frequency bands to pass relatively unattenuated, and it attenuates components in other frequency bands.

Flanking Noise - Refers to noise energy that arrives at an observer by some unexpected or unexamined pathway. For example, in the design of noise barriers, the calculations predict the energy that diffracts over the top of the barrier. If significant amounts of noise energy reach the observer by passing around its ends far up and down the roadway, this energy has flanked the barrier along unexpected "flanking paths".

Free (Sound) Field - A sound field that is free from enclosures or boundaries, and in which there are no reflections and accompanying interference and reverberation effects such as found in auditoriums.

Frequency - The number of oscillations per second (a) of a periodic wave sound, and (b) of a vibrating solid; expressed in units of Hertz (abbreviated Hz), formerly cycles per second (cps). 1 Hz = 1cps = 1 oscillation per second. The value is the reciprocal (1/x) of the period of oscillations in seconds. The symbol for frequency is f.

Frequency Band - An interval of the frequency spectrum defined between an upper and lower cut-off frequency. The band may be described in terms of these two frequencies, or,

preferably, by the width of the band and the geometric mean frequency of the upper and lower cut-off frequencies, e.g., an octave band "centered" at 500 Hz.

Frequency Response - The response (or sensitivity) to an oscillating phenomenon (e.g., sound pressure) by an object (e.g., microphone or ear) measured in decibels as a function of frequency. For example, the A-weighting curve (see A-weighted sound level) corresponds closely to the frequency response of human hearing at a certain constant level of sound energy.

Frequency Spectrum - The description of a sound wave's resolution into components, each of different frequency and (usually) different amplitude and phase.

Fresnel Number (N) - A dimensionless value used in predicting the attenuation of a noise barrier located between a noise source and a receiver. In its simplest mathematical form $N=2\delta/\lambda$, where δ is the path length difference between the sound path from source to receiver via the top of the barrier and the straight line between the source and receiver; λ = the wavelength of the sound (units of δ and λ must be the same). Generally, the larger the value of N, the greater the attenuation.

Fundamental Frequency - The frequency with which a periodic function (e.g., a sound wave) reproduces itself, sometimes called the first harmonic (see *harmonic*).

Geometric Divergence (- Spreading) - Refers to the shape of sound pressure wave fronts and the manner in which they propagate. Geometric divergence or spreading is a generic term used for specific types of divergence, such as cylindrical or spherical divergence. (see cylindrical divergence and spherical divergence).

Gradient (Re:Speed of Sound, Temperature, or Wind Velocity) - Variation of speed of sound, temperature, and wind velocity with height above the ground surface. A gradient in speed of sound can be caused by differences in temperature with height above the ground and/or differences in wind velocities with height above the ground. The speed of sound gradient in turn causes (atmospheric) refraction of sound which can create noise "shadows" (decreases) in certain areas and noise concentrations (increases) in others. (See *(atmospheric) refraction*)

Ground Effects - The effects of sound grazing absorptive ground (see *absorptive grounds*).

Hard Site (- Ground) - Term used for reflective characteristics of the ground surface between a noise source and receiver. The term is most often used in traffic noise prediction models, where it is associated with a 3 dB per doubling of distance line source attenuation (i.e. due to geometric spreading only, without excess attenuation).

Harmonic - A sinusoidal (pure tone) component whose frequency is a whole-number multiple of the fundamental frequency of the wave. If a component has a frequency twice that of the fundamental frequency it is called the second harmonic.

Heavy Truck (HT) - A vehicle type for the purpose of noise prediction modeling, defined as all vehicles with three or more axles designed for transportation of cargo. Generally the gross weight is greater than 12,000 kg (26,500 lbs.).

Hertz (Hz) - Unit of frequency, formerly called cycles per second (cps). 1 Hz = 1 cps. (See *frequency*).

Hourly Equivalent Sound Level - See (L_{eq} *(h)*)

Incident Sound - Direct sound striking a surface (see *angle of incidence*).

Infrasound, Infrasonic - Sound(s) with frequencies below the audible sound spectrum (generally lower than 16-20 Hz).

Insertion Loss (IL) - The actual noise level reduction at a specific receiver due to construction of a noise barrier between the noise source (traffic) and the receiver. Generally, it is the net effect of the (noise) barrier attenuation and the loss of ground effects.

Inverse First Power - The lessening (increasing) of sound amplitude due to the process of *cylindrical divergence* (see *cylindrical divergence*) from a *line source*. For a *line source*, the sound pressure level SPL_1 at distance D_1 is related to the sound pressure level SPL2 at a distance of D_2 by the equation:

$$SPL_1 - SPL_2 = 10 \log (D_1 / D_2)$$

Inverse Square - The lessening (increasing) of sound amplitude due to the process of *spherical divergence* (see *spherical divergence*) from a *point source*. For a *point source*, the sound pressure level SPL_1 at distance D_1 is related to the sound pressure level SPL2 at a distance of D_2 by the equation:

$$SPL_1 - SPL_2 = 10 \log (D_1 / D_2)^2$$

kHz - abbreviation for kilo Hertz, or 1,000 Hertz; e.g. 3 kHz is 3,000 Hertz (see *Hertz*).

L_{dn} - Abbreviation for the Day-Night Level noise descriptor. It is the energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10 p.m. to 7 a.m.

Leq - The equivalent steady state 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.

Leq (h) - The energy-average of the A-weighted sound levels occurring during a one hour period, in decibels, i.e., a one hour Leq (see *Leq*).

Level - In acoustics, the value of a logarithm of the ratio (or ratio squared) of that quantity t a reference quantity of the same kind, in decibels. The base of the logarithm is commonly 10. The reference quantity and the kind of level must be specified, e.g., sound pressure *level* of 60 dB re: 20 μPa, sound power *level*, re: 10^{-12} W, etc.

Line of Sight - A straight line between the observer location and a specific noise source.

Line Source (of Noise) - A source of noise spread out into a line, such as approximated by the combined traffic on a roadway.

L_{max} - The highest sound pressure level in a specific time period.

Logarithm (Log) - A mathematical operation which, for values greater than 1, condenses these into smaller values by doing the reverse of y^x, where x is the number which is being operated on. Normally the base, or value of y, is taken as 10 (common log). If the base is not specified, its value is usually considered as 10. Thus, if $10^x = a$, then $x = \text{Log}_{10} a$ or Log a. If $a > 1$, x is positive; if $a=1$, $x=0$, and if $0<a<1$, x is negative. Examples:

$10^2 = 100$; Log 100 = 2 (x=2, a=100)

$10^0 = 1$ Log 1 = 0 (x=0, a=1)

$10^{-2} = 0.01$ Log 0.01 = -2 (x=-2, a=0.01)

Note: *a* must never be 0!!

Loudness - The judgement of intensity of a sound in terms of which sounds may be ranked on a scale from soft to loud. On this scale, a doubling of a reference sound energy is barely perceptible to the human ear; a tripling of the sound energy is readily perceptible, and ten times the sound energy sounds about twice as loud. Decreasing the sound by the same factors has a reciprocal effect, i.e. reducing the reference sound energy to one tenth of the original energy the sound is perceived as half as loud. Although loudness depends primarily on the intensity of the sound, it also depends on the sound's frequency and wave form.

Loudness Level - Of a sound is defined as the median sound pressure level in a specified number of trials of a 1000 Hz tone that is judged equally loud to the listener as the sound in question. Described in units of phons.(See *phon*). NOTE: calculated loudness level, L in phons is related to loudness in *sones* (see *sone*) by the equation:

$$L = 10 \log_2 n_s,$$

where L is the loudness level in phons and n_s is loudness in sones (see *sone*)

(A twofold change in loudness corresponds to a n interval of 10 phons)

L_x (where x= 1-99; e.g. L_{10}, L_{50}) - The sound pressure level exceeded x percent of a specific time period. L_{10} is the level exceeded 10% of the time; L_{50} is the level exceeded 50% of the time.

Masking - The action of bringing one sound (audible when heard by itself) to inaudibility or to unintelligibility by the introduction of another sound.

Medium - A substance carrying a sound wave. For example: air, water, steel.

Medium Truck (MT) - A vehicle classification for the purpose of noise prediction modeling, defined as all vehicles with two axles and six wheels designed for transportation of cargo. Generally the gross weight is greater than 4,500 kg (10,000) lbs. and less than 12,000 kg (26,500 lbs.).

(Sound Level) Meter Response - Measure of the quickness with which the needle of an analog sound level meter, or the display of a digital sound level meter, follows changes in the actual sound level.

Microphone - An electroacoustic transducer that transforms sound waves into equivalent electric waves.

Natural Frequency - Frequency of free oscillation of a system, i.e. the frequency at which a system vibrates when given an initial excitation and then allowed to vibrate freely without constraints.

Near (Sound) Field - That part of a sound field, usually within about two wavelengths of the lowest sound frequency from a sound source, where the dimensions of the sound source have an important effect, and where there is no simple relationship between sound level

and distance. For traffic noise, the near field usually exists within 7.5 m (25 ft) from the nearest traffic. Noise measurements or predictions should be avoided in the near field.

Noise - Sound that is loud, unpleasant, unexpected, or otherwise undesirable.

Noise Barrier - A generic term for any feature which blocks or diminishes sound in its path from the source to the receiver. Although the term can technically refer to any feature, man-made or natural, the two most common features included in noise barriers are *sound walls* and *earth berms* (see *sound walls; earth berms*). Almost all noise barriers in California are sound walls, and for this reason the terms noise barriers and sound walls are frequently interchanged, even though sound walls are a (albeit very large) sub set of noise barriers.

Noise Contour - An imaginary line shown on a plan along which sound levels are all equal.

Noise Floor - The level of noise (in dB) which represents the threshold of sensitivity for a sound level meter and below which the inherent, or the device's own noise, limits its detectability of low-level signals.

Noise Reduction Coefficient (NRC) - A value representing the arithmetic average of the absorption coefficients in four octave bands with respective center frequencies of 250, 500, 1000, and 2000 Hz.

Octave - The interval between two sounds having a frequency ratio of 1:2; e.g., 500 - 1,000 Hz; 440 - 880 Hz, etc.

Octave Band - A frequency band in which the interval between the upper and lower cut-off frequency is one octave. As is the case with all frequency bands, the octave band is usually described by its center frequency (See *frequency band).* Octave bands are centered by preferred frequencies described by ISO R 266. Example: the 500 Hz octave band.

One-Third (1/3) Octave (Also Third Octave) - The interval between two sounds having a frequency ratio of the cube root of 2 (approximately 1.26). Three contiguous one-third octaves cover the same frequency range as an octave.

One-Third (1/3) Octave Band - A frequency band in which the interval between the the upper and lower cut-off frequency is one third of an octave. As is the case with all frequency bands, the one-third octave band is usually described by its center frequency (See *frequency band).* Three contiguous octave bands make up one octave band. As is the case with octave bands, one-third octave bands are centered by preferred frequencies described by ISO R 266. Example: three one-third octave bands centered at 400, 500, and 630 Hz make up the 500 Hz octave band.

Overall (Noise) Level (Total Noise Level) - The sound pressure level which includes all the energy in all frequency bands of interest.

Pascal (Pa) - A unit of pressure (in acoustics, normally RMS sound pressure) equal to one Newton per square meter (N/m^2). A reference pressure for a sound pressure level of 0 dB is 20 μ Pa (20 micro Pascal, or 20×10^{-6} Pa).

Peak Sound (Noise) Level - (See *peak sound pressure level*).

Peak Sound Pressure - The maximum instantaneous (non-RMS) sound pressure for a transient or impulsive sound or short duration or in a specified time interval for a sound long duration. Unit is Pa.

Peak Sound Pressure Level - Level of peak sound pressure (see *peak sound pressure*). Peak sound pressure level may be frequency weighted (such as A-weighted). Note: sound pressure level should not be frequency weighted (see *sound pressure level*). Unit is dB with stated frequency weighting, if any.

Permanent Threshold Shift - Permanent hearing loss due to frequent exposures to noise of high intensities(see *temporary threshold shift*).

Phon - Unit of loudness, judged or calculated in definition of loudness level (see *loudness level*).

Pink Noise - Broadband noise that yields the same energy for each octave band over its entire range of frequencies. Since, going from low frequencies to high frequencies, each subsequent octave band contains twice the frequency range as the previous octave band, the energy decreases with increasing frequency to maintain equal energy per octave band. (Compare with *white noise*).

Point Source (of Noise) - A noise source essentially concentrated at a single point, from which noise propagates outward in all directions (see *spherical divergence, spreading*). A single vehicle observed from some distance can be approximated as a point source.

Propagation (of Sound, Noise) - The passage of sound energy from noise source to receiver through a medium (such as air).

Pure Tone - A sound wave whose waveform is that of a sine wave (single frequency).

Random Incidence (of Sound) - Refers to sound waves that strike the receiver randomly from all angles of incidence. Such waves are common in a diffuse sound field.

Random Noise - Noise that has random characteristics in both time and amplitude - that is, any occurrence of any amplitude is as likely to occur at any one moment as any other.

Rarefaction (of Sound Wave) - The portion of a sound wave in which the air molecules are rarefied or in a slight vacuum with respect to the barometric air pressure (opposite of compression).

Rate of Decay (of Sound) - The time rate at which a sound pressure level decreases at a given receiver after the sound source is turned off. The commonly used unit is decibels per second (dB/s). It is used in measuring reverberation time of a room. (See *reverberation* and *reverberation time).*

(Noise) Receiver (Receptor) - Most basically, a receiver (receptor) is defined as any natural or artificial sensor that can perceive, register or be affected by sound, such as a human ear, or a microphone. The definition of receiver is usually extended to a three dimensional location where such receiver is likely to be present. In noise analysis, a receiver is any location of interest to the analyst. In noise measurement, a receiver is the location of the measurement, i.e. microphone. Frequently, one receiver is selected to represent a group of receivers in the same vicinity and with the same acoustical site characteristics.

Reference Energy Mean Emission Level (REMEL) - The speed-dependent, energy-averaged maximum pass-by noise level generated by a defined vehicle type, as measured by a sound level meter at 15 m (50 ft) from the centerline of travel, at a height of 1.5 m (5 ft).

Reference (Sound) Pressure - 1) Any sound pressure to which a test pressure is being compared on a decibel scale, e.g. in the following expression:

$dB = 10\ Log_{10} \left(\frac{p_1}{p_0} \right)^2$, where P_0 is the reference pressure (usually defined as 20 μ Pa).

2) The sound pressure at 1000 Hz which normal young adults can just detect; taken as 20 μ Pa.

Reflection, Angle of - (See *angle of reflection*)

Reflection (of Noise, Sound) - Bouncing back of sound waves away from an object which is 1) larger in exposed section than the wavelengths and 2) of sufficient surface weight, density and stiffness to present a very large increase in impedance compared to the air surrounding it.

Reflective Ground - Opposite of absorptive ground (see *absorptive grounds*). Grounds that do not absorb sound energy and reflect back most of the energy. Examples are paved surfaces (asphalt, concrete) and hard-packed soils.

(Atmospheric) Refraction - The bending of sound waves in arcing curves, either downward or upward, due to different velocities of sound with respect to height above the ground. The sound velocity differences are caused either by differences in near-ground wind velocity due to wind shear, or vertical changes in temperature (sound velocity increases with air temperature). Downward refraction occurs for downwind sound propagation and also during near-ground temperature inversions (temperature increases with height), and is responsible for noise increases. Upward refraction occurs for upwind sound propagation and also during near-ground temperature lapses (temperature decreases with height), and is responsible for noise decreases.

Relative (Sound, Noise) Energy - The energy ratio between a sound level to that of a reference level. For example, the sound energy of 60 dB is 10^6, or 1,000,000 times larger than that of 0 dB; that of 67 dB $10^{6.7}$, or 5,011,872 times larger than that of 0 dB. To add or subtract sound levels, the (relative) energies (not the dB levels) may be added directly. So the total relative energy of 60 dB + 67 dB = 1,000,000 +5,011,872 = 6,011,872 (RE: 0 dB), or in decibels: 10 Log (6,011,872) = 67.8 dB. The same result would be obtained if a reference of 50 dB were selected. Then the addition would be set up as follows: Total sound level= 50 dB + 10 Log $[10^{(6-5)} + 10^{(6.7-5)}$ = 50 dB + 10Log$[10^1 + 10^{1.7})$ = 50 dB + 10Log(60.12) = 50 dB + 17.8 = 67.8 dB.

Resonance - The relatively large amplitude of sound or vibration produced when the frequency of the source of the sound or vibration "matches" or synchronizes with the natural frequency (see *natural frequency*) of vibration of an object.

Resonator - A device that resounds or vibrates in sympathy with a source of sound and vibration, i.e. the source frequency matches the natural frequency of the resonator.

Reverberant Field - The region in a room where the reflected sound dominates, as opposed to the noise source where the direct sound dominates.

Reverberation - The persistence of sound in an enclosed space, as a result of multiple reflections, after the sound source has stopped.

Reverberation Room - A room having a long reverberation time, especially designed to make a sound field inside it as diffuse (homogeneous) as possible. Also called a live room. The opposite of an anechoic chamber (room). (see *anechoic chamber*).

Reverberation Time (RT) - The reverberation time of a room is the time taken for the sound energy (or sound intensity) to decrease to one millionth (10^{-6}) (corresponding to a drop of 60 dB in sound pressure level) of its steady-state value when the sound source is suddenly stopped. It is a measure of the persistence of an impulsive sound in a room and of acoustical absorption present inside the room.

Root Mean Square (RMS) Pressure (of Sound)- The square root of the mean (average) of the squares of a set of instantaneous positive, negative or zero (sound) pressure amplitudes. The RMS value is calculated by squaring the pressure values at each instant, adding them, dividing the total by the number of values, and taking the square root of the result. The squaring of both the positive and negative values ensures a positive result. An RMS sound pressure is directly correlated with sound energy. For a single frequency (pure tone) sound, or sine wave, there is a simple relationship between the peak sound pressure and RMS value:

$$\text{Peak} = \sqrt{2} \times \text{RMS} \approx 1.414 \times \text{RMS}$$

$$\text{RMS} = 1/\sqrt{2} \times \text{Peak} \approx 0.707 \times \text{Peak}$$

(Sound, Noise) Shadow Zone - The area behind a noise barrier that is blocked from direct view of the source of noise on the roadway.

Shielding - A noise reduction at the receiver due to to the placement or existence of natural or artificial barriers, such as walls, berms, rows of buildings, or, if thick and dense enough, trees.

Sine-Wave - A sound wave, audible as a pure tone, in which the sound pressure is a sinusoidal function of time.

Soft Site (- Ground) (See Absorptive Ground)

Sound - *Sound* is a vibratory disturbance created by a moving or vibrating source, in the pressure and density of a gaseous, liquid medium or in the elastic strain of a solid which is capable of being detected by hearing organs. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. The medium of main concern is air. Unless otherwise specified, sound will be considered airborne sound, as opposed to for example, structureborne or earthborne sound.

Sound (Noise, Acoustic) Energy - (See *Relative Energy*)

Sound Insulation - 1) The use of structures and materials designed to reduce the transmission of sound from one room or area to another or from the exterior to the interior of a building. 2) The degree by which sound transmission is reduced by means of sound insulating structures and materials.

Sound Intensity - The average rate of sound energy transmitted in a specified direction through a unit area normal to this direction at a point considered.

Sound Level (Noise Level) - Frequency-weighted sound pressure level measured using metering characteristics and frequency weighting, such as A,B, or C, specified in the American National Standards Institute Specification for Sound Level Meters, ANSI S1.4 - 1983.

Sound Level Meter - An instrument that is used for measuring sound levels in a specified manner. It generally comprises a microphone, an amplifier, an output display, and frequency weighting networks.

Sound Power - The total amount of energy radiated into the atmosphere per unit time by a source of sound.

Sound Power Level - The level of sound power, averaged over a period of time, the reference being 10^{-12} watts.

Sound Pressure Level (SPL) - Ten times the logarithm to the base ten of the ratio of the time mean-square pressure of a sound, in a stated frequency band (or range of frequencies) to the square of the reference sound pressure in gasses, of 20 μPa. SPL represent only un-weighted RMS levels (see *root mean square*). Unit is dB.

$$SPL = 10 \text{ Log}_{10} \left(\frac{p_1}{p_0} \right)^2$$

Where: P_0 is the reference pressure of 20 μ Pa

P_1 is the sound pressure

(Sound, Noise) Source - A general term designating the sound energy generator. In transportation, noise sources are classified as point and line sources (see *point source* and *line source*), which have different propagation characteristics.

(Sound, Noise) Source Heights - The effective acoustic (centroid) height of vehicle noise sources. These heigths have been determined from vehicle noise emission data, and are programmed in the appropriate computerized noise prediction models. The heights represent the energy average of all subsources, such as exhaust, tires and engine noise, and are most important in evaluating noise barrier attenuation.

Sound Transmission Class (STC) - A single figure rating system designed to give an estimate of sound insulation properties of a partition or a rank ordering of a series of partitions. It is intended for use primarily when speech and office noise constitutes the principal problem.

Spectrum - (See *frequency spectrum*)

Speed of Sound (in Air) - The speed of sound for standard temperature of dry air at 0° C and standard air pressure of 760 mm Hg standard is 331.4 m/s, or 1087.3 ft/sec. From these base values, the variation of speed of sound with temperature is described by the following equations:

Metric Units (m/s): $$c = 331.4\sqrt{1 + \frac{Tc}{273}}$$

English Units (ft/sec): $$c = 1051 .3\sqrt{1 + \frac{Tf}{459}}$$

Where:
c = speed of sound in m/s (metric) or ft/sec (English)
Tc = Temperature in degrees Celcius (include minus sign for below zero)
Tf = Temperature in degrees Fahrenheit (include minus sign for below zero)

Spherical Divergence (- Spreading) - Sound waves generated by a point source, such as approximated by a single vehicle, tend to form spherical wave fronts that propagate by radiating outward from their original point source in spherical pressure waves of ever increasing areas. This process is referred to as spherical divergence or spreading. The same sound energy distributed over an ever-increasing spherical area is responsible of reducing the sound's energy per unit area (intensity) by one quarter for each doubling of distance. This corresponds with a noise level decrease of 6 dB per doubling of distance. (See also cylindrical divergence).

Spherical Wave - A sound wave in which the surfaces of constant phase are concentric spheres. A small (point) source radiating into an open space produces a free sound field of spherical waves.

Steady-State Sound - Sounds whose average characteristics remain constant in time. Examples are the sound of an air conditioner, fan, pump, etc.

Structureborne Sound - Sound that reaches the receiver, over at least part of its path, by vibration of a solid structure.

Temporary Threshold Shift - A temporary hearing loss, evidenced by an increase in the threshold of audibility (see *threshold of audibility*) occurring after exposure to noise of high intensity. After a given time (usually up to several hours), the ear recovers to almost normal, but not quite so. After an excessive number of exposures of high intensity a hearing loss, or permanent threshold shift develops gradually..

Threshold of Audibility (- of Detectabilty) - The minimum sound pressure level at which a person can hear a specific sound for a specified fraction of trials.

Transducer - A device capable of being actuated by waves from one or more transmission systems or media, and supplying related waves to one or more other transmission systems or media. Examples are microphones, loud speakers, accelerometers, and seismometers.

Transient Sound - Transient sounds are those, whose average properties do not remain constant over time. Examples are aircraft fly-over, a passing train, a sonic boom and a gun shot.

Transmission Loss (TL) - The "loss" in sound energy at a specific frequency, expressed in decibels as sound passes through a barrier or a wall. TL may be expressed mathematically as:

$$TL = 10 \times Log\left[\frac{E_1}{E_2}\right]$$

Where: E_1 is the sound energy leaving the back of the wall, and E_2 is the sound energy as it strikes the front of the wall.

Transmission Loss is not a reduction in total energy, only a transformation from sound energy into heat. Almost all highway noise barriers provide a TL of at least 25 dBA, which means that less than 1/3 percent of the sound energy travels through the wall.

Wave - In acoustics, a propagation wave is a cyclic pressure variation in air. The waves move at a characteristic speed (speed of sound) through the medium (air) as an elastic response to a pressure perturbation at a source.

Wave front - A portion of any wave (whether in compression or rarefaction state) which can be followed as it propagates throughout the medium, analogous to the crest of a tidal wave as it crosses the ocean. At all points on the wave front, the wave is of equal amplitude and phase.

Wavelength - For a non-periodic wave (such as sound in air), the normal distance between analogous points of any two successive waves. The wavelength of sound in air or in water is inversely proportional to the frequency of the sound. Thus the lower the frequency, the longer the wavelength.

White Noise - Broadband noise, the energy of which is constant over a wide range of frequencies, i.e. energy/Hz = constant. Since each octave band range increases by a factor of two, going from low to high frequencies, each subsequent octave band contains twice the acoustical energy as the previous one. This corresponds with an increase of 3 dB in energy for each subsequent octave band. (Compare with *pink noise*).

Ultrasonic - Pertaining to sound frequencies above the audible sound spectrum (in general higher than 20,000 Hz).

Appendix L. Relocation Impact Memorandum

M e m o r a n d u m

Flex your power!
Be energy efficient!

TO: Region/District Project Manager
Region/District Project Manager
Region/District Environmental Branch Chief

DATE: May 2, 2008

FILES:

FROM: Department of Transportation – District 7
Right of Way Relocation Assistance

SUBJECT: North Spring Street Bridge Widening & Rehabilitation Project
Draft Relocation Impact Memorandum

The City of Los Angeles (City) and the California Department of Transportation (Caltrans) propose 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 also includes reconfiguration of 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 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 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 southwest of South Avenue 18 in the City and County of Los Angeles.

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;
- Provide wider sidewalks on both sides of the widened Viaduct;
- Install wider outside lanes on each (north/south) side of the Viaduct to facilitate use by bicyclists ;
- Create a variable-width (10-foot maximum) striped median on the Viaduct from approximately 90 feet west of the Viaduct to a point approximately 700 feet west of the intersection of North Spring Street and Avenue 18. A small raised median (approximately 50 feet long) would be placed approximately 150 feet east of the east end of the Viaduct;
- Structurally retrofit the existing Viaduct to meet current seismic standards;
- Repair approach roadways to address pavement cracking and differential settlement issues at the Viaduct;

- Provide improved Viaduct railings and approach and transition guardrails to restore, to the extent feasible, the architectural character and appearance of the original structure; and
- Provide a pedestrian walkway connecting the northern portion of the Downey Recreational Center with its southern portion.

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, 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, four "build" alternatives (Alternatives 1, 2, 3, and 4) were compiled and, together with the No Build Alternative, carried forward for full environmental impact assessment. A summary of each of the build alternatives is presented below.

Alternative 1 – Seismic Retrofit Only
Alternative 1 consists of seismic retrofit construction only. This would not change the outside shape of the existing structure or dramatically reconfigure the Viaduct's existing piers in the Los Angeles River. Alternative 1 would not require the acquisition of any additional right of way.

Alternative 2 – Skewed Wilhardt Street Extension to Baker Street
Alternative 2 (proposed project) would widen the existing 50-foot-wide North Spring Street Bridge by approximately 20 feet on each side resulting in a 90-foot-wide by 700-foot-long bridge extending northeast from Aurora Street on the southwest to a point approximately 500 feet west of South Avenue 18 on the northeast.

The primary components of this alternative would include Viaduct superstructure, substructure, and roadway improvements. The bridge improvements would include the removal and replacement of the existing sidewalk, railing system, and electroliers; widening the bridge deck; creating a landscaped raised center median; installing 10-foot wide sidewalks; and the installation of 5-foot wide shoulders. The substructure improvements would include widening the existing 50-foot-wide North Spring Street Viaduct by approximately 20 feet on each side. Widening the Viaduct on both sides requires either modification of the existing abutments or construction of new ones. The City favors construction of new abutments and substructure elements that mimics the existing As-Built condition. Thus the new design would incorporate seat-type abutments founded on spread footings similar to the existing abutments. The Viaduct bents at the widened portion would primarily consist of single-column bents and pier walls similar to the existing system. In all design approaches, the new substructure would match the existing system to preserve, to the extent possible, the aesthetic and historical appearance of the existing North Spring Street Bridge. The roadway improvements would include mirroring the bridge improvements to ensure compatibility and consistency from the bridge onto the street.

Relocation Impact
A field survey and review of relevant documentation (e.g. APN maps) were conducted to determine the potential impact of Alternative 2 on residential and non-residential properties. Alternative 2 would potentially require the full take of one privately-owned parcel of land, APN # 5409-002-006, located at 1701 North Spring Street (See Table 1). This parcel consists of non-residential, light industrial business buildings, currently used for warehouse and

distribution, located along the north side of North Spring Street, directly opposite of the current terminus of Wilhardt Street. No designated (City-zoned) residential properties would be affected.

Table 1

APN	Address	Type of Property	Type of Acquisition
5409-002-006	1701 North Spring Street	Light industrial business building	Full

Alternative 3 - Full take of Raphael Junction Block Building
Alternative 3 would widen the existing 50-foot-wide North Spring Street In a manner identical to that for Alternative 2. The roadway configuration would include creation of an intersection by extending Wilhardt Street north, through North Spring Street, to a realigned Baker Street.

Relocation Impact
A field survey, and review of relevant documentation (e.g. APN maps) were conducted to determine the potential impact on residential and non-residential units. Table 2 shows Alternative 3 would require the full take of two privately owned parcels consisting of multiple street addresses. These parcels consist of non-residential, light industrial business 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. However, residential uses appear to exist in the Raphael Junction Block building (Assessor's Parcel Number 5409-002-005). This building was designated as a City of Los Angeles Historic Cultural Monument (HCM) in May 2007. The two properties that would be potentially affected are listed below.

Table 2

APN	Address	Type of Property	Type of Acquisition
5409-002-005	1635,1639, and 1710 North Spring Street	Light industrial business building containing multiple addresses (Residential uses appear to exist)	Full
5409-002-006	1701 North Spring Street	Light industrial business building	Full

Alternative 4 – Baker Street/Mesnager Street Intersection
Alternative 4 would widen the 50-foot wide North spring viaduct in a manner identical to that for Alternatives 2 and 3. The roadway configuration would include extending Baker Street, through the Los Angeles Historic Park to connect with Mesnager Street, which would be extended from its current terminus through North Spring Street. Alternative 4 would involve vacant land devoid of either residential or business uses.

Conclusion
Alternative 2 would require the taking of only one (1) privately-owned property and Alternative 3 would require the take of two (2) privately-owned properties.

Based on a 8.5 percent availability rate for the Los Angeles Metro area (CB Richard Ellis United States National Industrial Availability Index, First Quarter 2008), there would be industrial business buildings that are equal to or better than the displacement properties available for rent or purchase.

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 California Department of Transportation 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.

_____
Right of Way Agent

APPROVED:

_____ _____
Senior Right of Way Agent

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

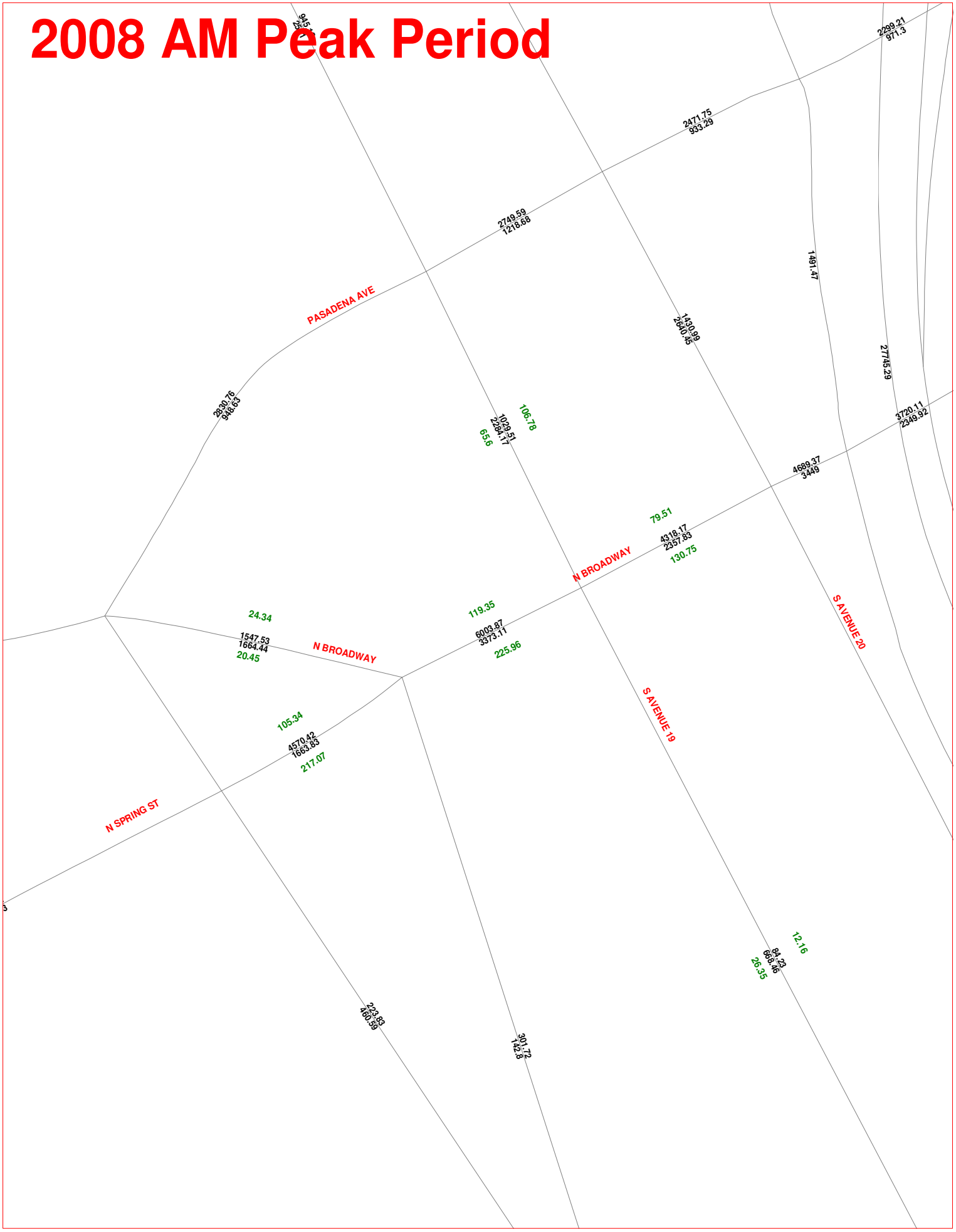
Scenario	AM		PM	
	Westbound	Eastbound	Westbound	Eastbound
2015 No Project	**C**	**A**	**B**	**D**
2015 with Project	**C**	**A**	**B**	**B**
2035 No Project	**C**	**A**	**C**	**D**
2035 with Project	**C**	**A**	**C**	**B**

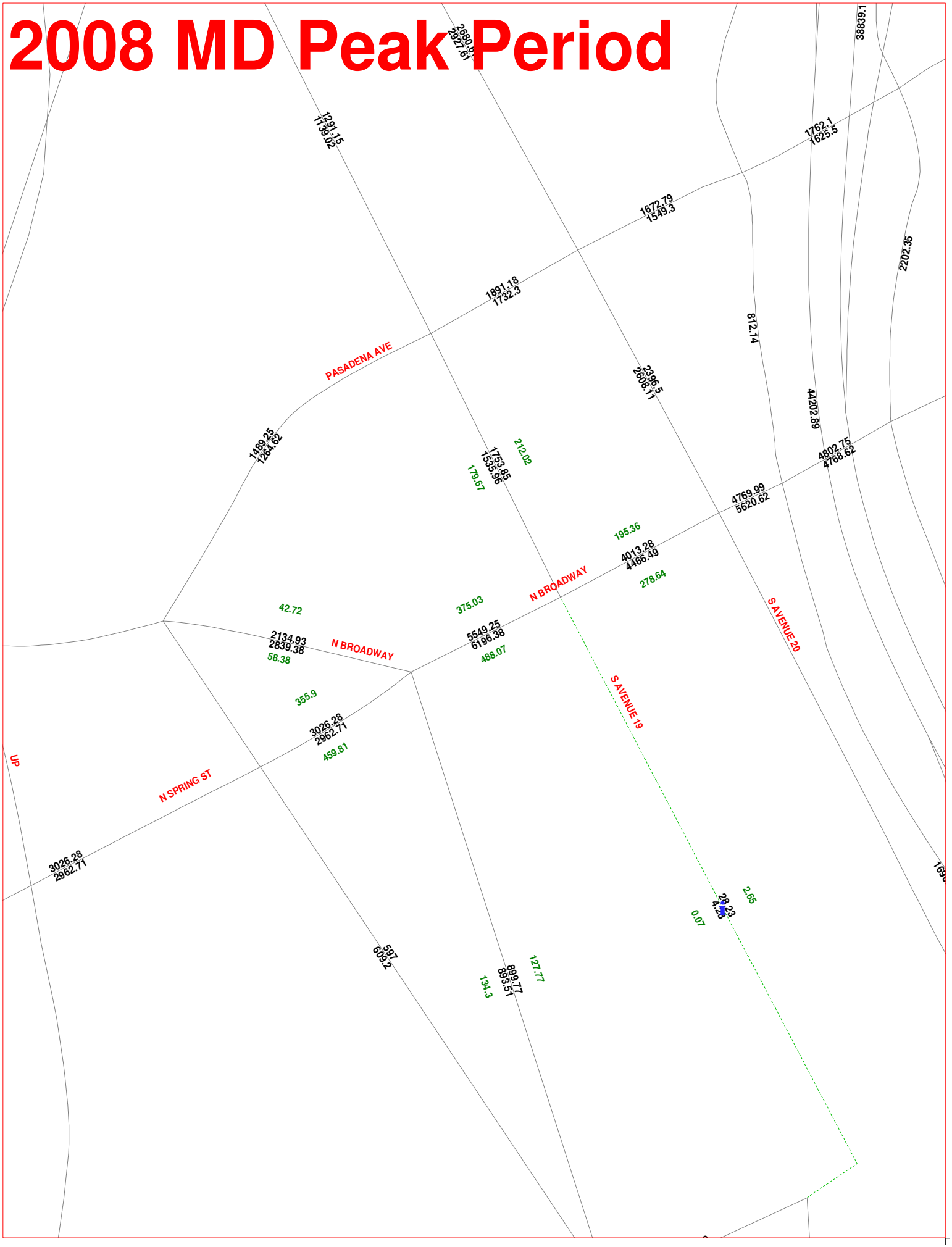
North Spring Street Viaduct Between Wilhardt Street & South Avenue 18 (N Broadway)

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**

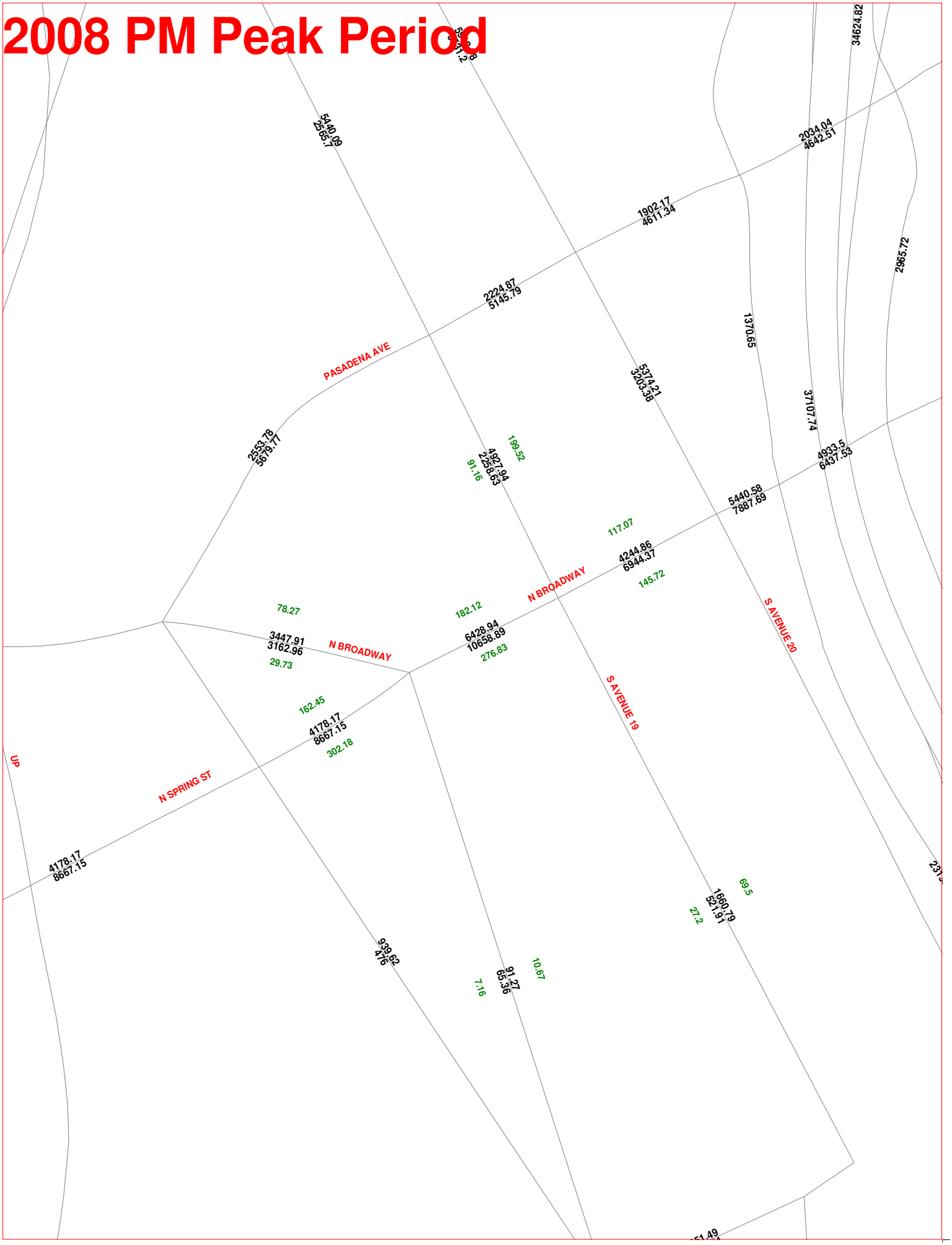
Notes:
1. Opening Year Data from Compound Growth Factor (1% annually)
2. Horizon Year Data from RTP 2008 forecast model

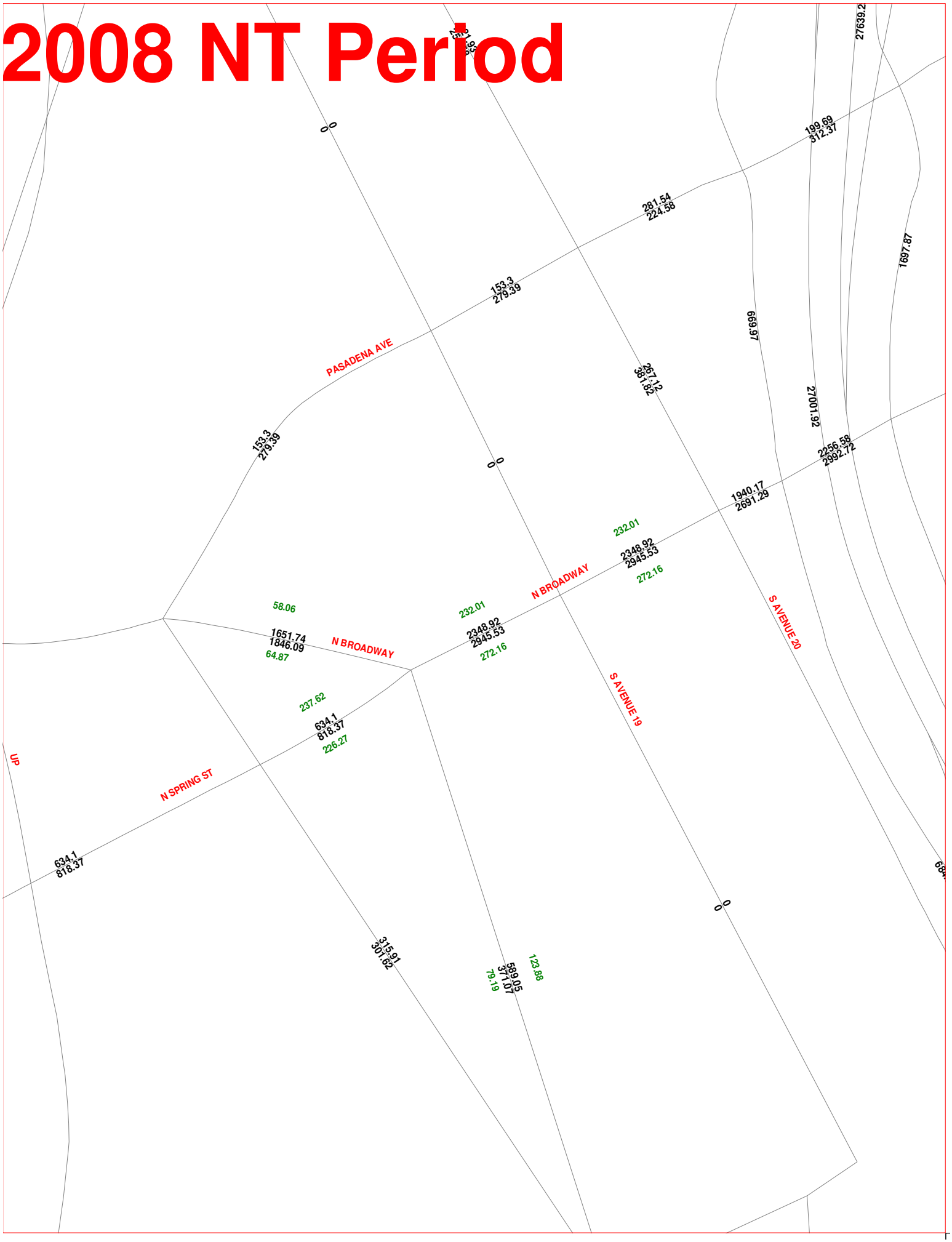
2008 AM Peak Period

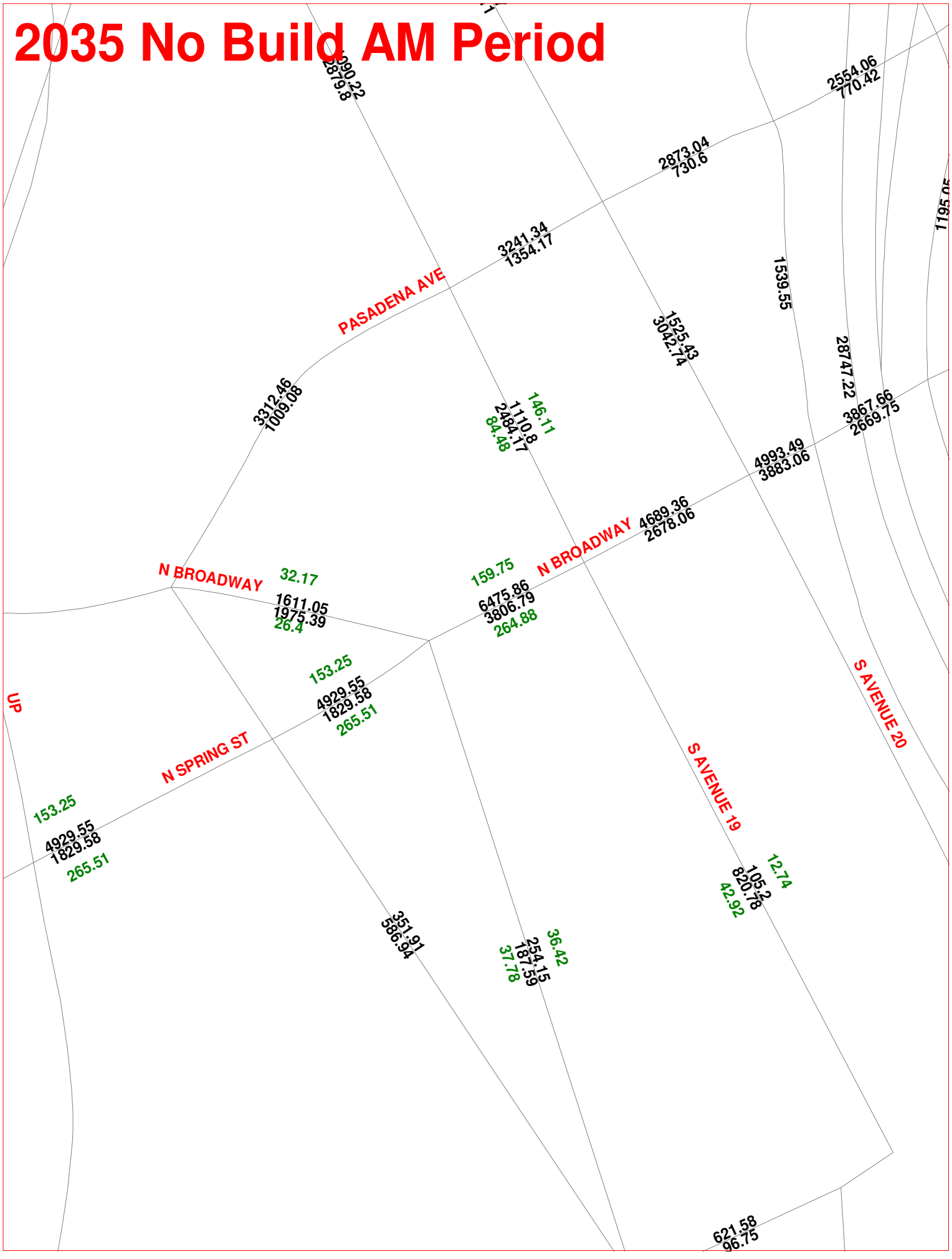


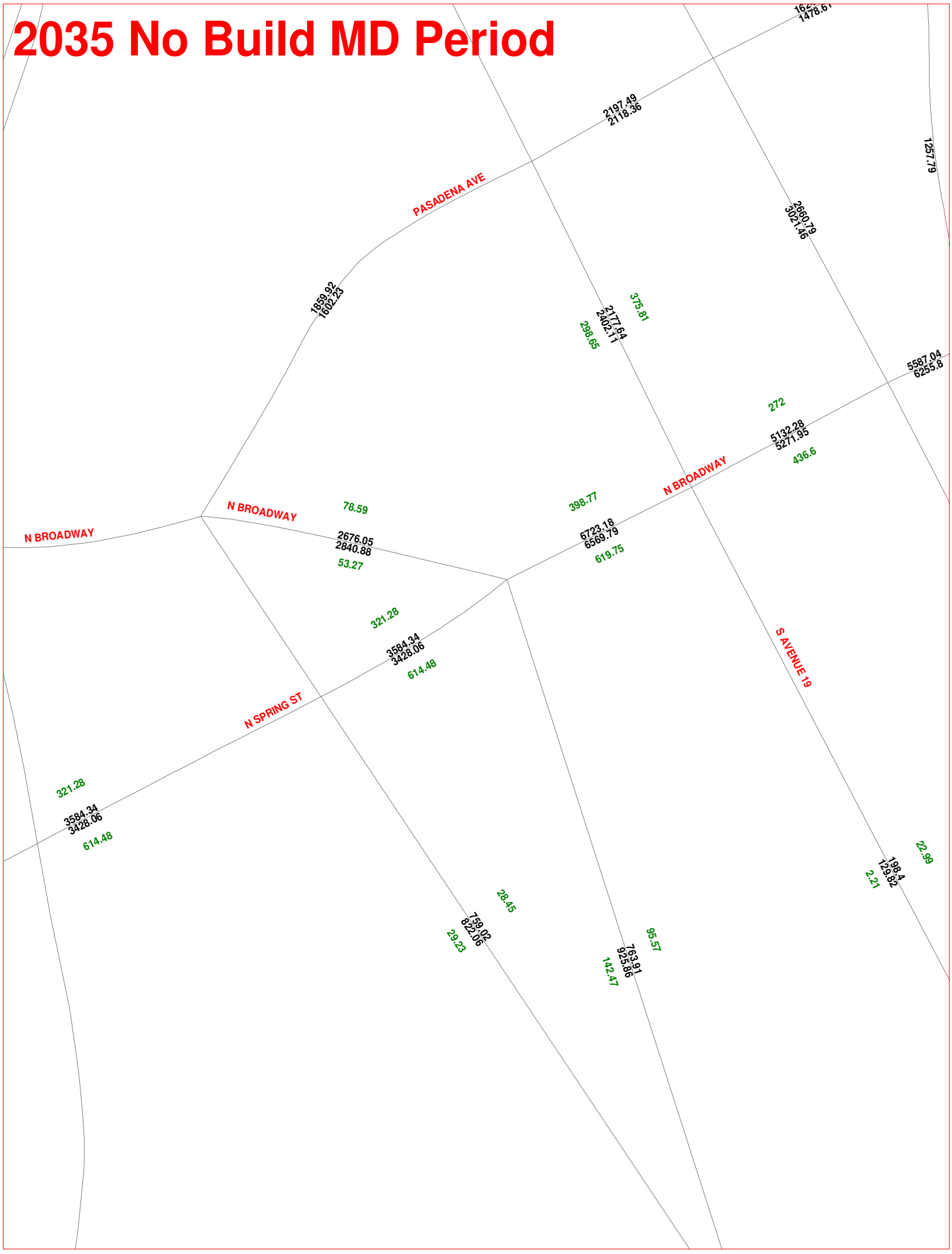

2008 MD Peak Period
PASADENA AVE
N BROADWAY
N BROADWAY
N SPRING ST
UP
S AVENUE 19
S AVENUE 20
1672.79
1549.3
1762.1
1625.5
1891.18
1732.3
1489.25
1264.62
1753.85
1555.96
212.02
179.67
2396.5
2608.11
812.14
44202.89
4802.75
4768.62
4769.99
5620.62
195.36
4013.28
4466.49
278.64
375.03
42.72
2134.93
2839.38
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
2202.35
38839.1

2008 PM Peak Period

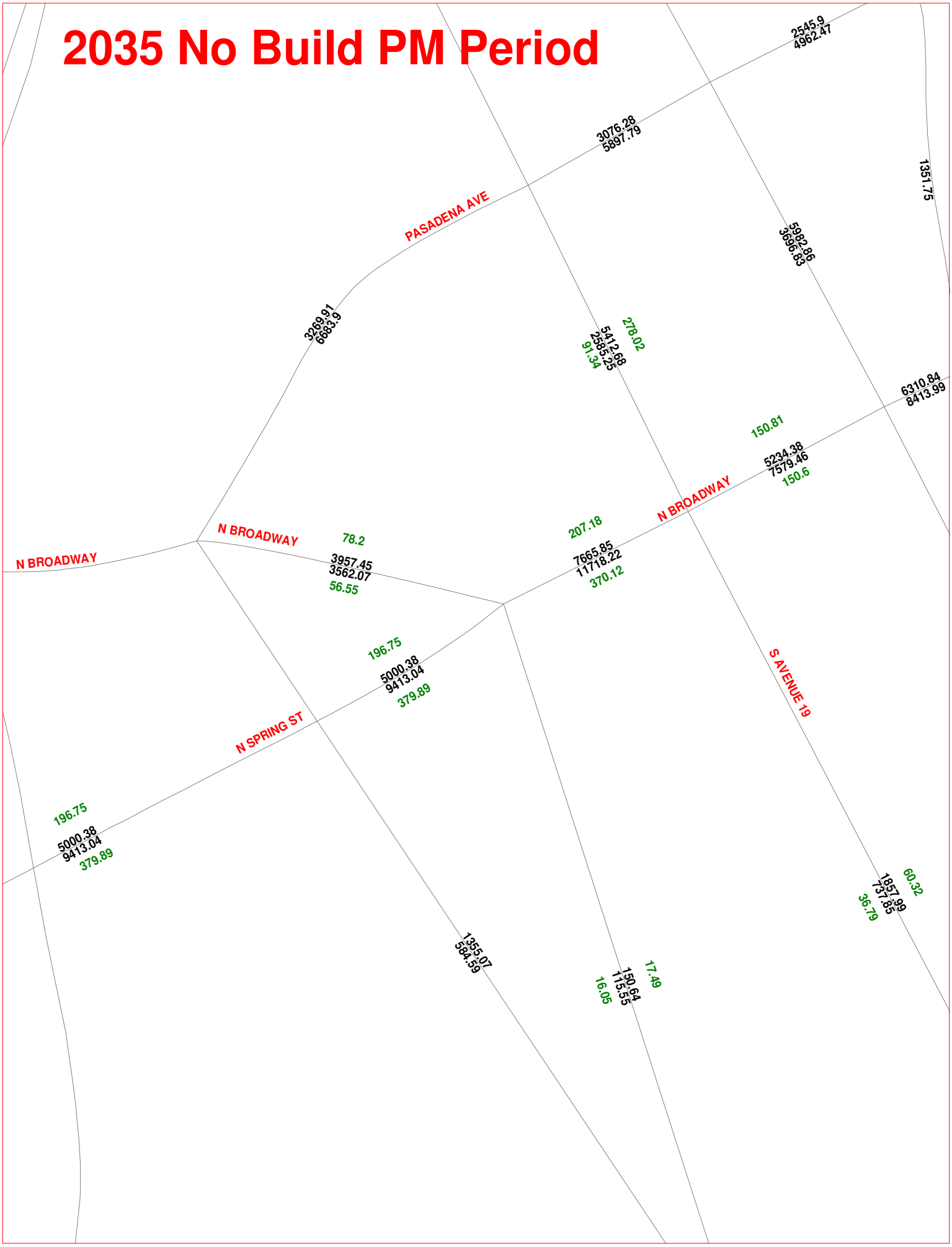



2008 NT Period
PASADENA AVE
N BROADWAY
N BROADWAY
N SPRING ST
S AVENUE 20
S AVENUE 19
UP
199.69
312.37
281.54
224.58
153.3
279.39
153.3
279.39
267.12
381.82
669.97
1697.87
27001.92
2256.58
2992.72
1940.17
2691.29
232.01
2348.92
2945.53
272.16
58.06
232.01
1651.74
1846.09
64.87
2348.92
2945.53
272.16
237.62
634.1
818.37
226.27
634.1
818.37
315.91
307.62
589.05
371.07
79.19
123.88

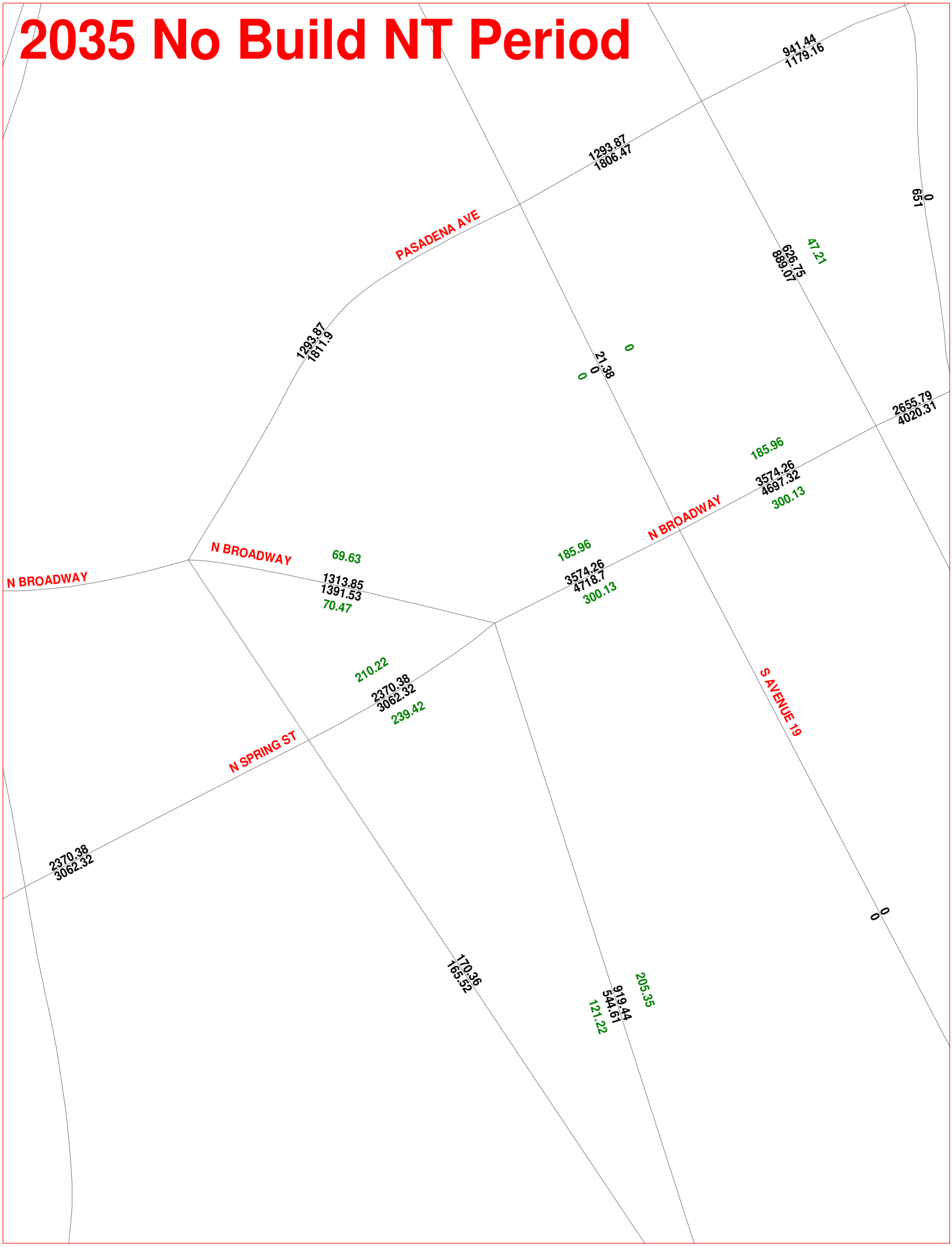

2035 No Build AM Period
PASADENA AVE
N BROADWAY
N BROADWAY
N SPRING ST
UP
S AVENUE 19
S AVENUE 20
2554.06
770.42
2873.04
730.6
3241.34
1354.17
1539.55
1525.43
3042.74
2847.22
3867.66
2669.75
3312.46
1009.08
146.11
1110.8
2484.17
84.48
4993.49
3883.06
4689.36
2678.06
159.75
6475.86
3806.79
264.88
32.17
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
1478.61
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
78.59
398.77
6723.18
6569.79
619.75
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



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**
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
								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

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

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.

TABLE OF CONTENTS

SECTION **PAGE**

1.0 PURPOSE OF STUDY 1-1

2.0 PROJECT DESCRIPTION 2-1

2.1 PROJECT AREA BACKGROUND 2-1
2.2 PROPOSED PROJECT ELEMENTS 2-9
2.2.1 Right-of-Way Acquisition 2-9

3.0 STUDY METHODOLOGY 3-1

4.0 REGULATORY ENVIRONMENT 4-1

4.1 LOCAL AESTHETIC GUIDELINES AND THRESHOLDS 4-1
4.2 STATE AESTHETIC GUIDELINES 4-1
4.3 FEDERAL AESTHETIC GUIDELINES 4-2

5.0 AFFECTED ENVIRONMENT 5-1

5.1 EXISTING PROJECT SETTING 5-1
5.1.1 Existing Landscape Units 5-1
5.1.2 Existing Visual Character/Visual Quality 5-1
5.2 EXISTING PROJECT VIEWSHED 5-6
5.3 EXISTING LIGHT/GLARE 5-9
5.4 EXISTING VIEWER SENSITIVITY/VIEWER EXPOSURE 5-9
5.5 EXISTING TYPICAL KEY VIEWS 5-10
5.5.1 Eight Key Views 5-10
5.5.2 Other Typical Views 5-17

6.0 VISUAL IMPACTS 6-1

6.1 FHWA VISUAL IMPACT LEVELS 6-1
6.2 RESOURCE CHANGE 6-1
6.2.1 Visual Character 6-1
6.2.2 Visual Quality 6-2
6.3 VIEWER RESPONSE 6-2
6.3.1 Viewer Sensitivity 6-2
6.3.2 Viewer Exposure 6-3
6.4 STATE VISUAL IMPACT LEVELS 6-5
6.5 SUMMARY OF PROJECT IMPACTS 6-6

7.0 VISUAL MITIGATION 7-1

8.0 REFERENCES 8-1

LIST OF FIGURES

Figure 1. Regional Location 2-3
Figure 2. Project Vicinity 2-5
Figure 3. Project Area 2-7
Figure 4. Viewpoints Map 5-11

LIST OF TABLES

Table 5-1. FHWA's Landscape Unit Checklist/Visual Inventory and Analysis Worksheet 5-5
Table 5-1. (cont.). FHWA's Landscape Unit Checklist/Visual Inventory and Analysis Worksheet 5-6
Table 6-1. CEQA Aesthetic Visual Impacts 6-5

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.

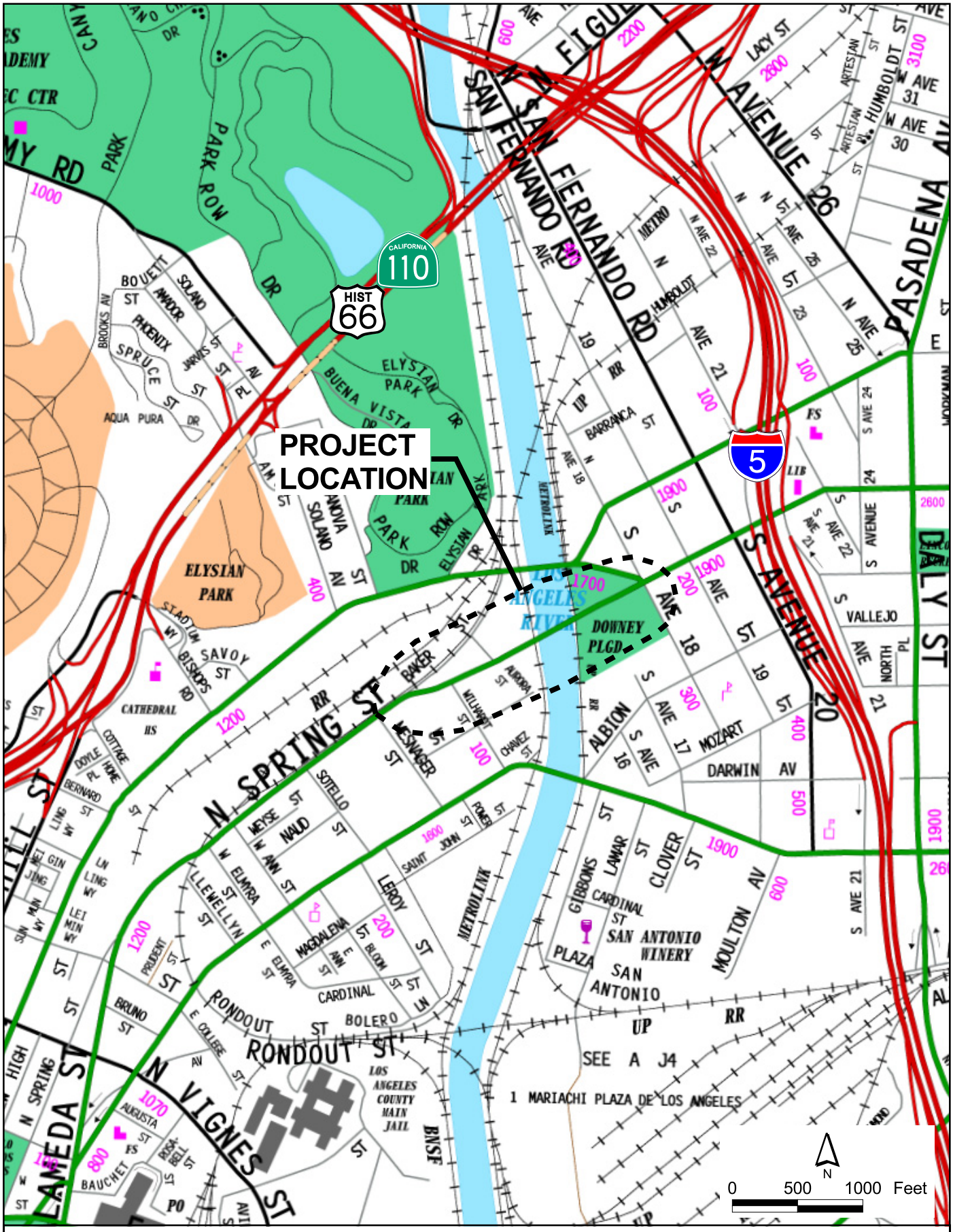
[1] *City of Los Angeles Monumental Bridges 1900-1950 (draft under review),* California Department of Transportation (JRP Historical Consulting); May 2004.

[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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URS

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

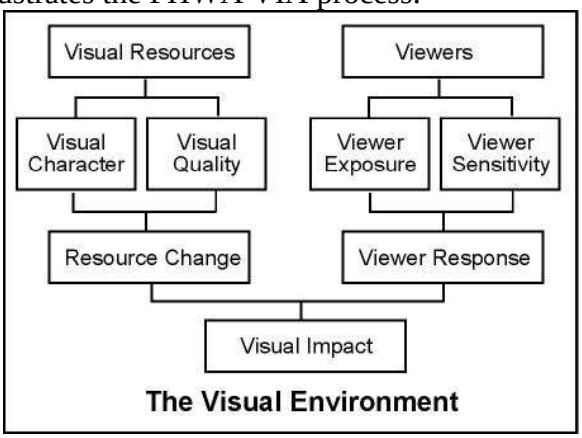
The Federal Highway Administration (FHWA) has developed the *Visual Impact Assessment for Highway Projects* (VIAHP) manual (March 1981) to guide the analysis and report preparation of Visual Impact Assessments (VIAs). The methodology used in this VIA follows the guidelines outlined in that publication. 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).

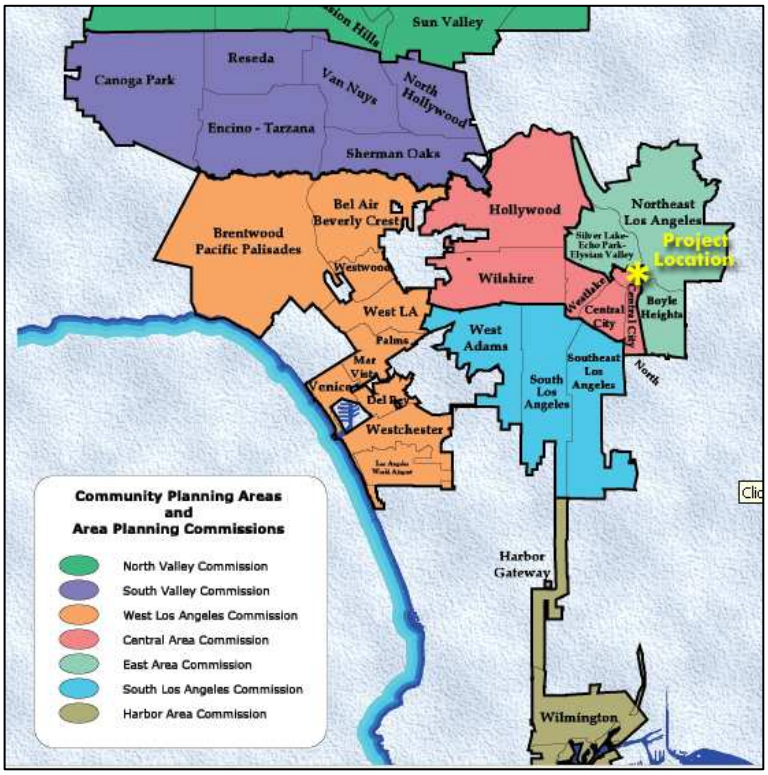


Figure 5-1

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.

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

<table>
<tr><th></th><th>Resource Supply</th><th>Pattern Elements</th><th>Patter Character</th></tr>
<tr><td><u>Land Cover</u>
VEGETATION</td><td>___Coniferous Woods
___Deciduous Woods
___Scrubland
___Grassland
___Pasture/Croplands
_1_Parks/Lawns
_1_Street Trees
___Agriculture
_1_Other</td><td colspan="2" rowspan="2"><u>Pattern Elements:</u>

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.

<u>Pattern Character:</u>

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.</td></tr>
<tr><td><u>Land Cover</u>
MAN-MADE DEVELOPMENT</td><td>_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</td></tr>
</table>

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

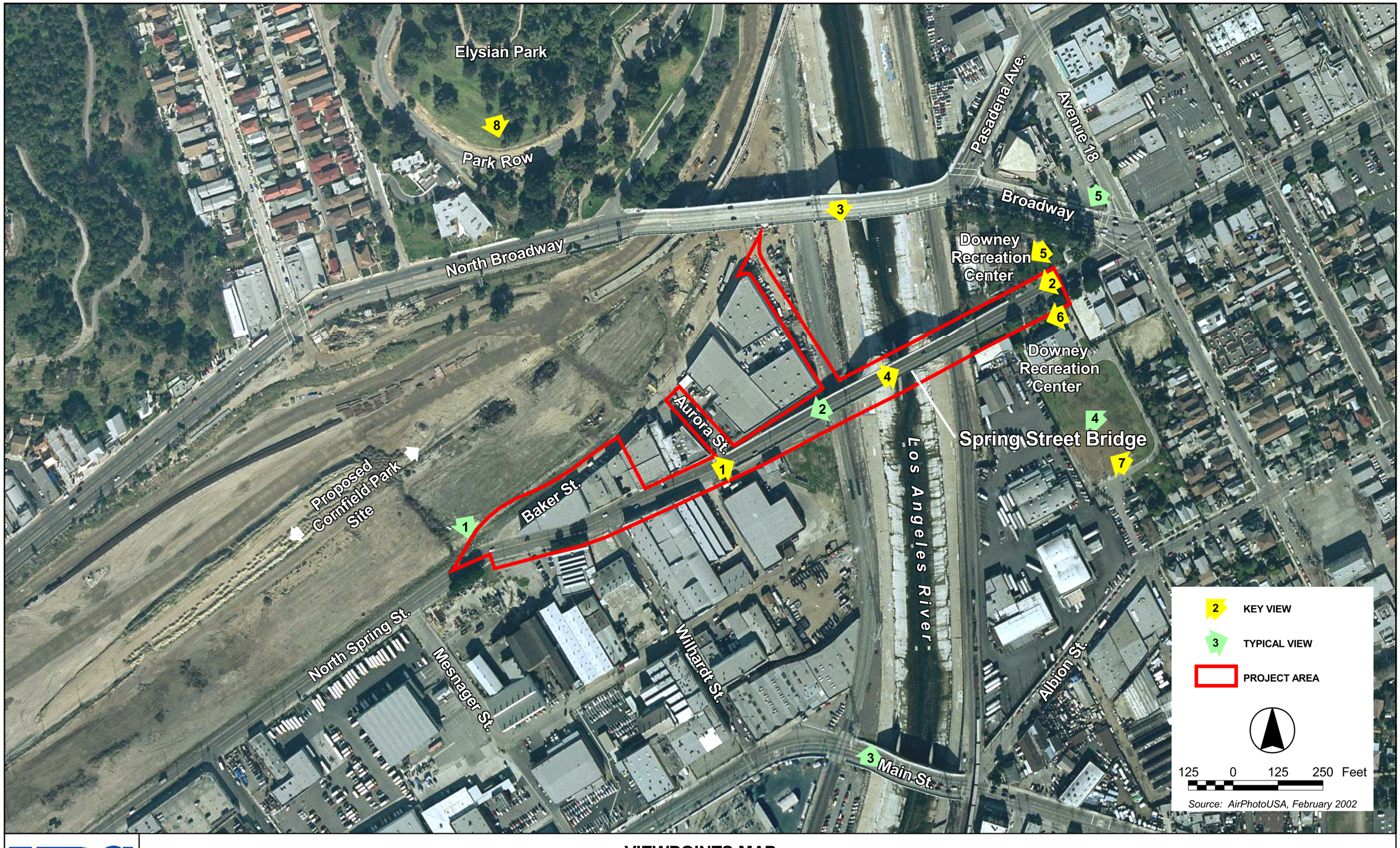
FHWA guidelines mandate views "from" and "of" the road be analyzed. For this project, based on one preferred alternative, eight key views, four "from" the road and four "of" the road have been identified; the location of these key views are shown on Figure 4. The eight key views identified for this project 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.



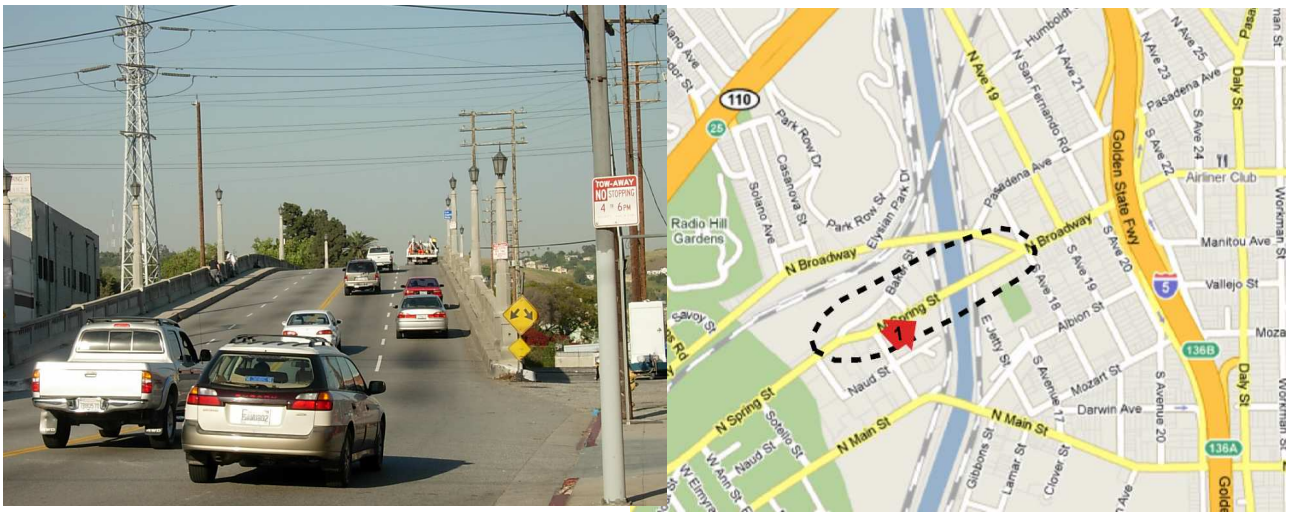
URS

VIEWPOINTS MAP

NORTH SPRING STREET BRIDGE WIDENING AND REHABILITATION PROJECT

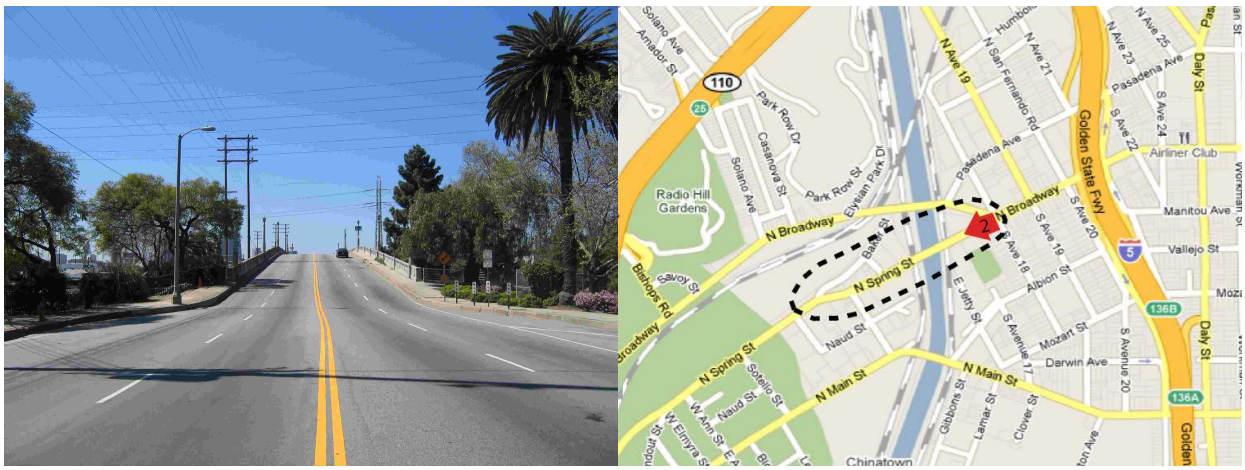
FIGURE 4

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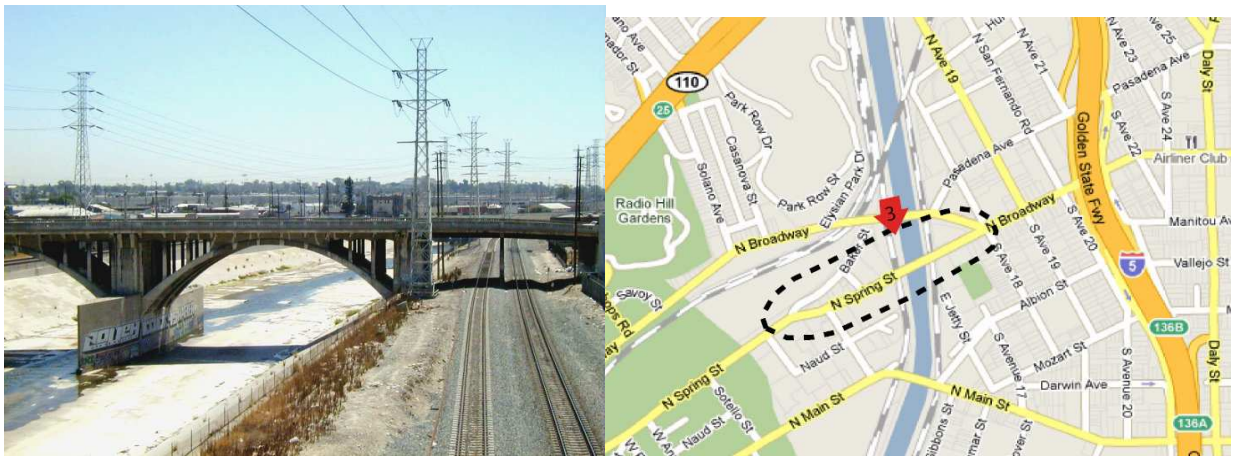
Key View #1

View from eastbound travelers on North Spring Street looking toward bridge. Current visual quality/character is classified as moderate.



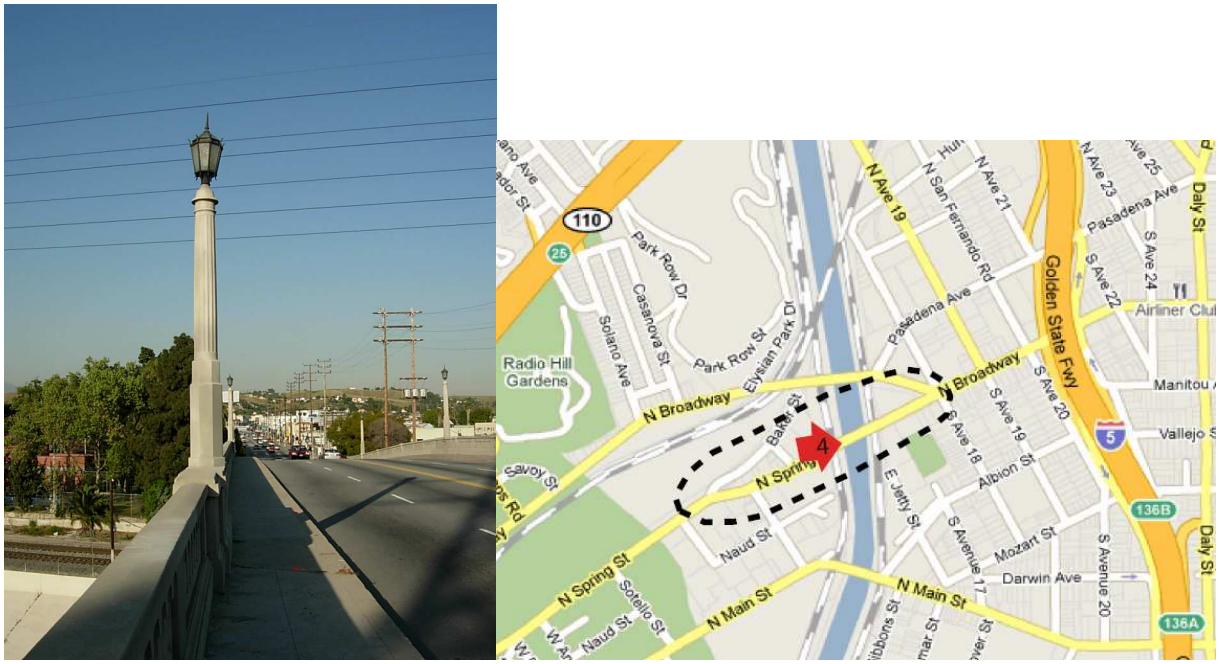
Key View #2

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.



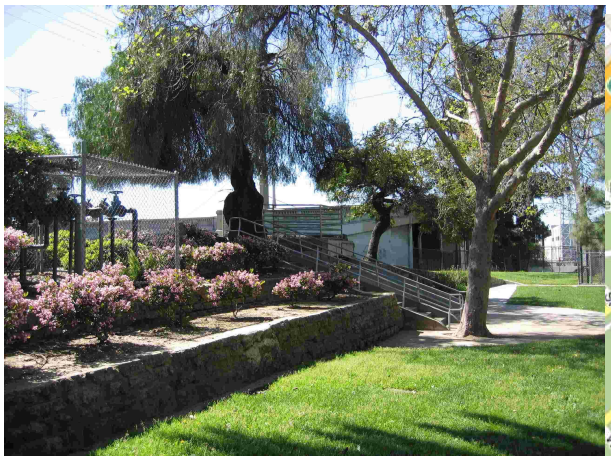
Key View #3

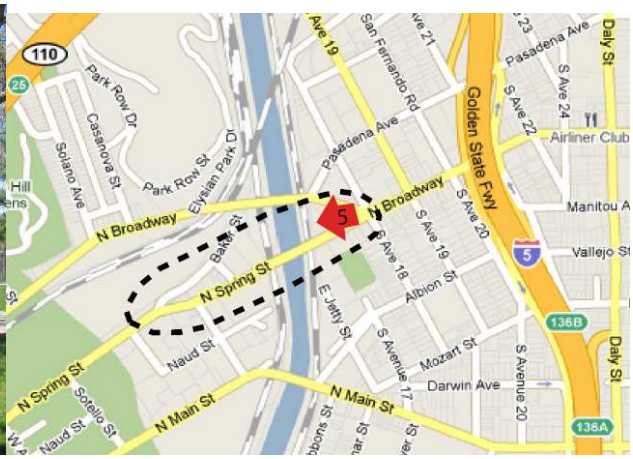
View from North Broadway Bridge travelers looking south toward North Spring Street Bridge. Existing visual quality/character is classified as high.



Key View #4

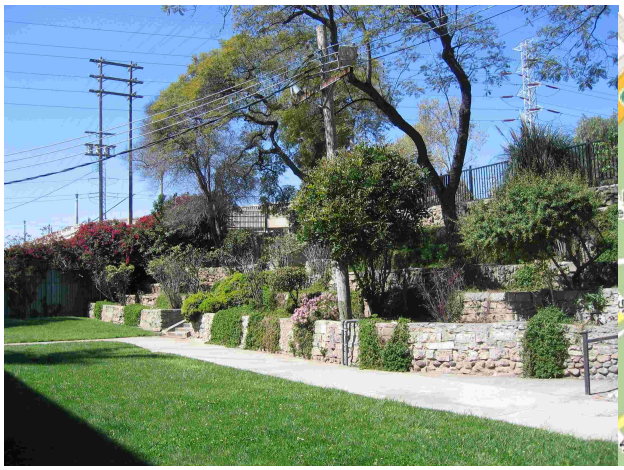
View from pedestrian travelers on North Spring Street Bridge looking east. Existing streetlights along bridge considered one of several character-defining elements. Existing visual quality/character is classified as high.

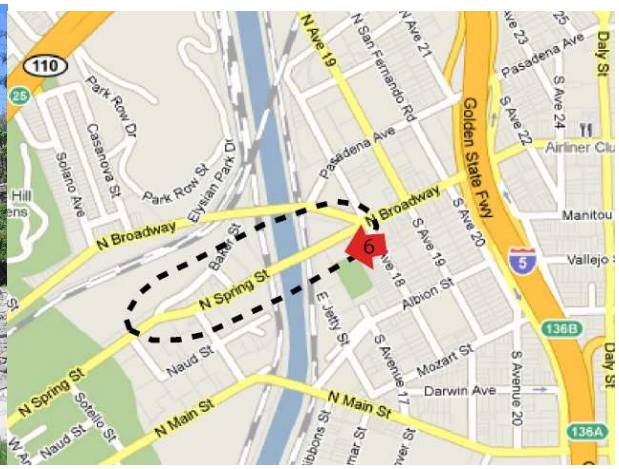




Key View #5

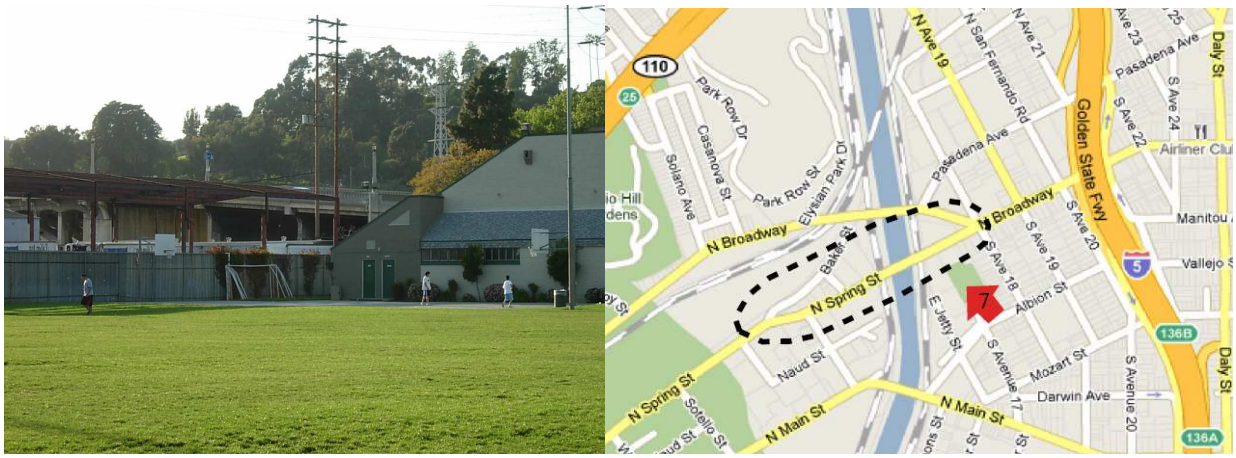
View of North Spring Street Bridge looking southwest from the north side of the Downey Recreation Center. Existing tiered landscaping and trees to be removed as a result of proposed bridge widening. Existing visual quality/character is classified as high.





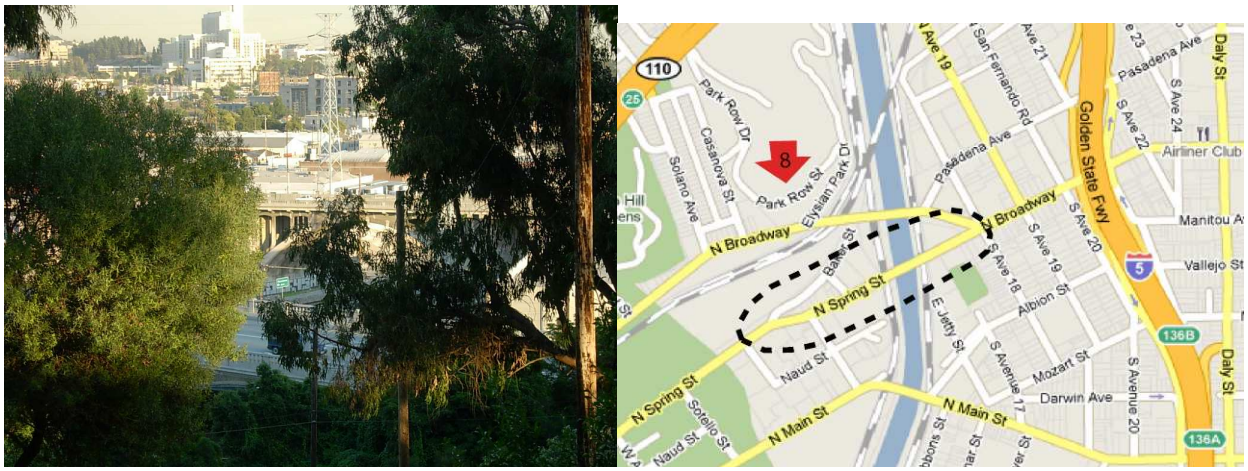
Key View #6

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.

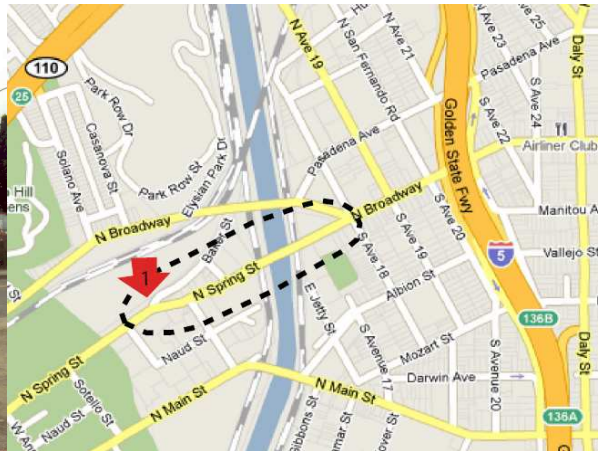
5.5.2 Other Typical Views

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.

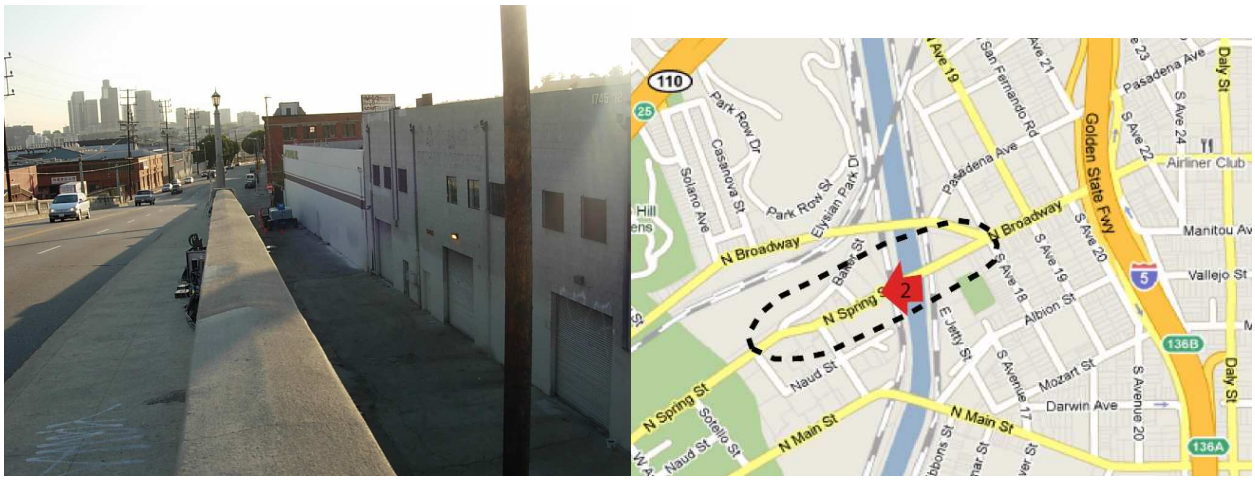
Because it is not feasible to analyze all the views in which the proposed project would be seen, it is necessary to select a number of typical key viewpoints that, to the extent possible, most clearly represent potential the effects of the proposed project.





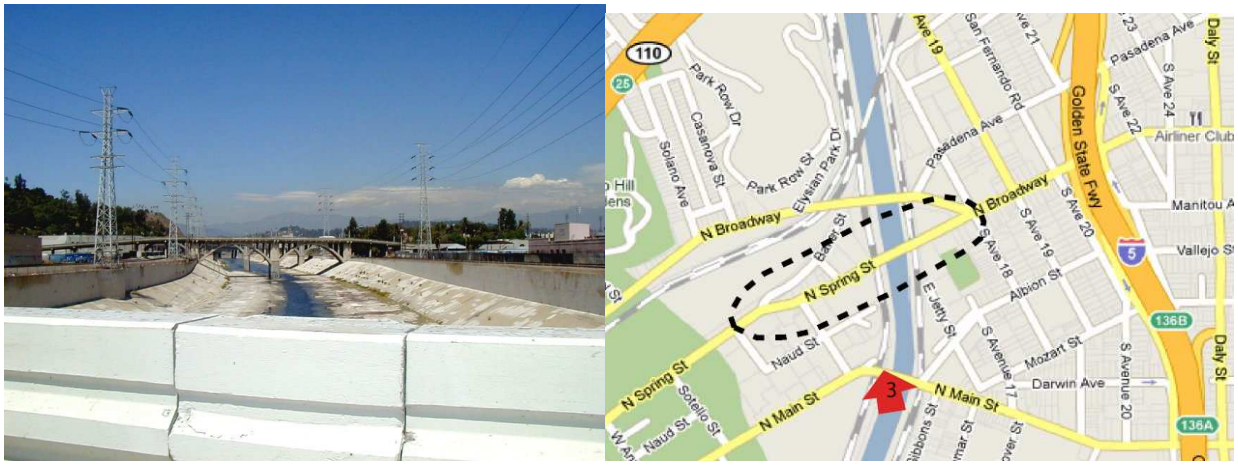
Typical View #1

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.



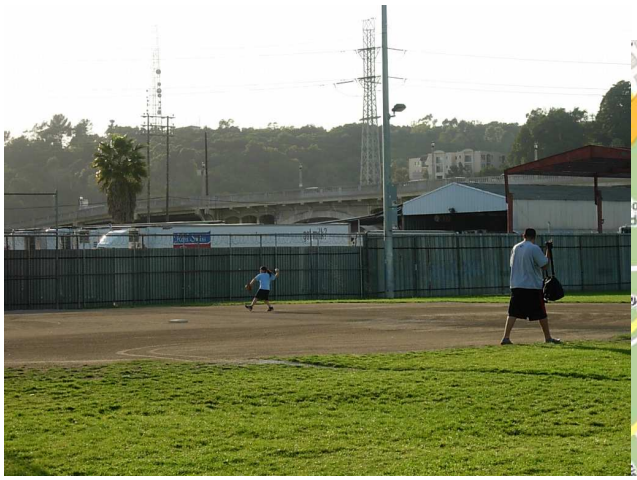
Typical View #2

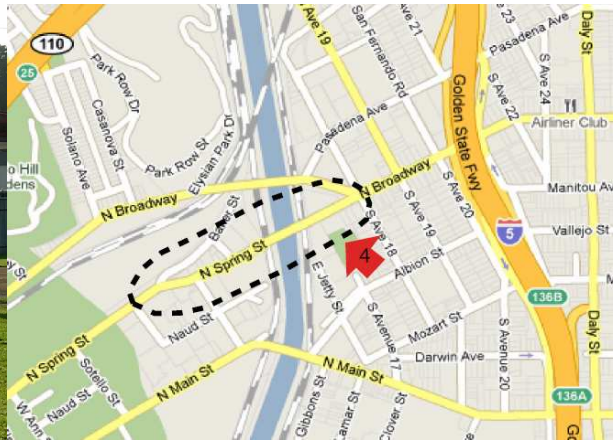
View looking west along North Spring Street Bridge toward downtown Los Angeles. Manufacturing buildings with views are located directly north and adjacent to bridge. Existing visual quality/character is classified as moderate.



Typical View #3

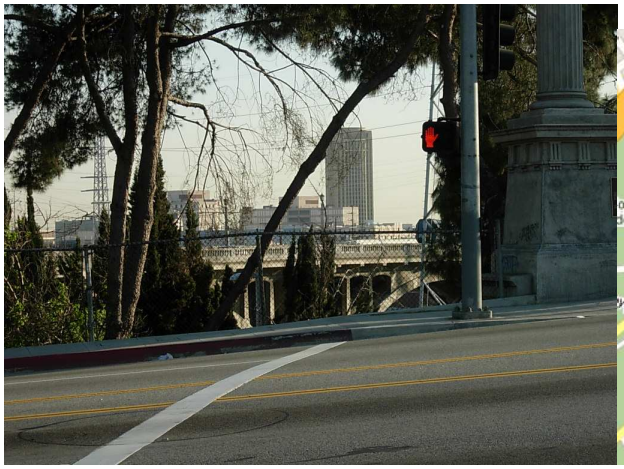
View of North Spring Street Bridge from travelers on Main Street looking north. Existing visual quality/character is classified as moderate.

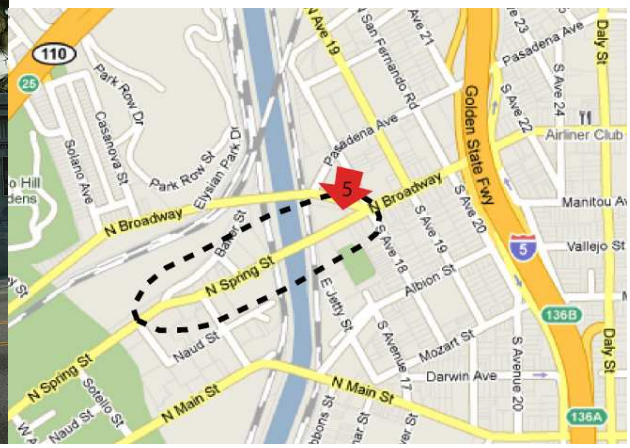




Typical View #4

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

NORTH SPRING STREET BRIDGE OVER L. A. RIVER
City of Los Angeles

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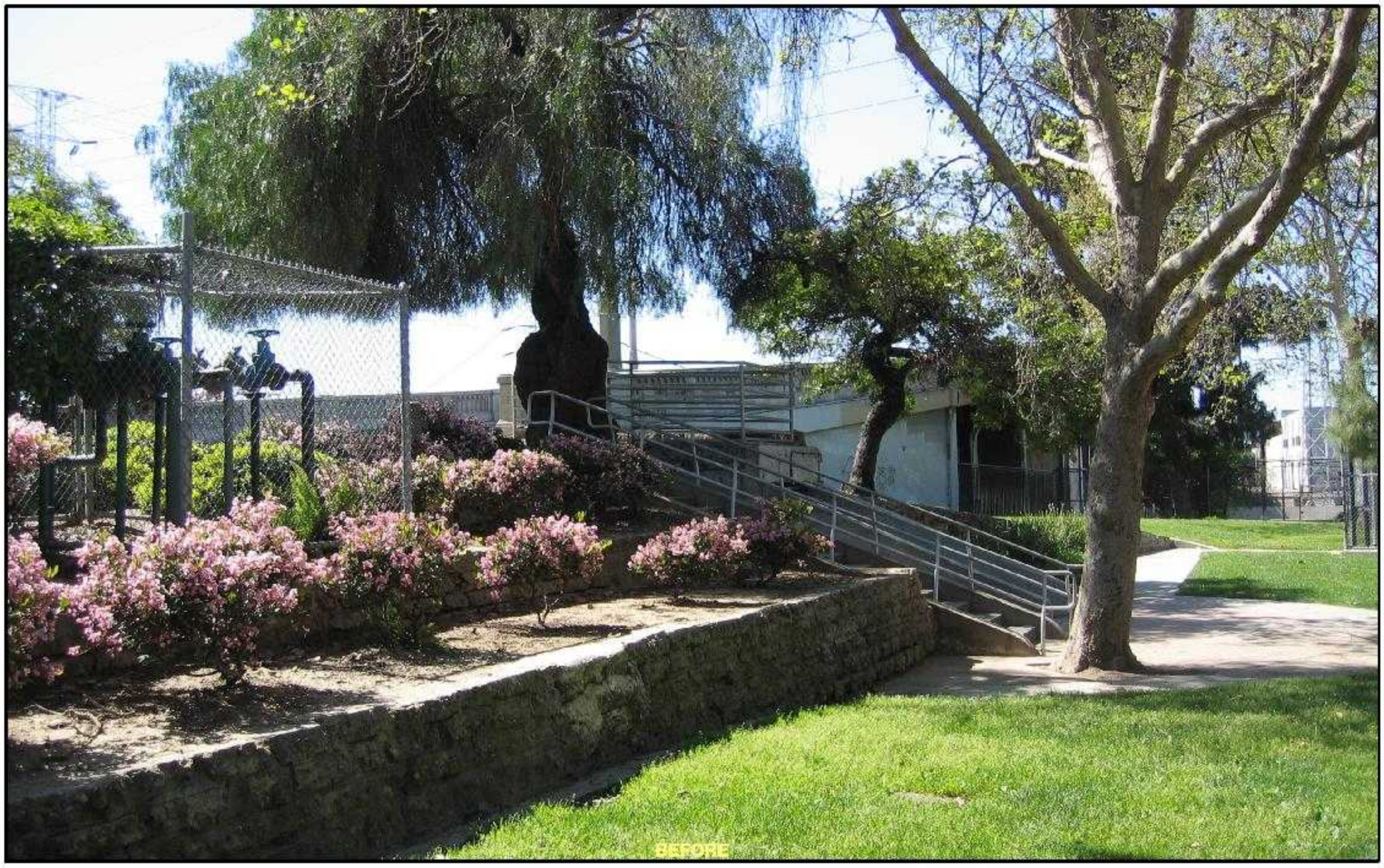
APPENDIX B - Photo Simulation – Key View #2

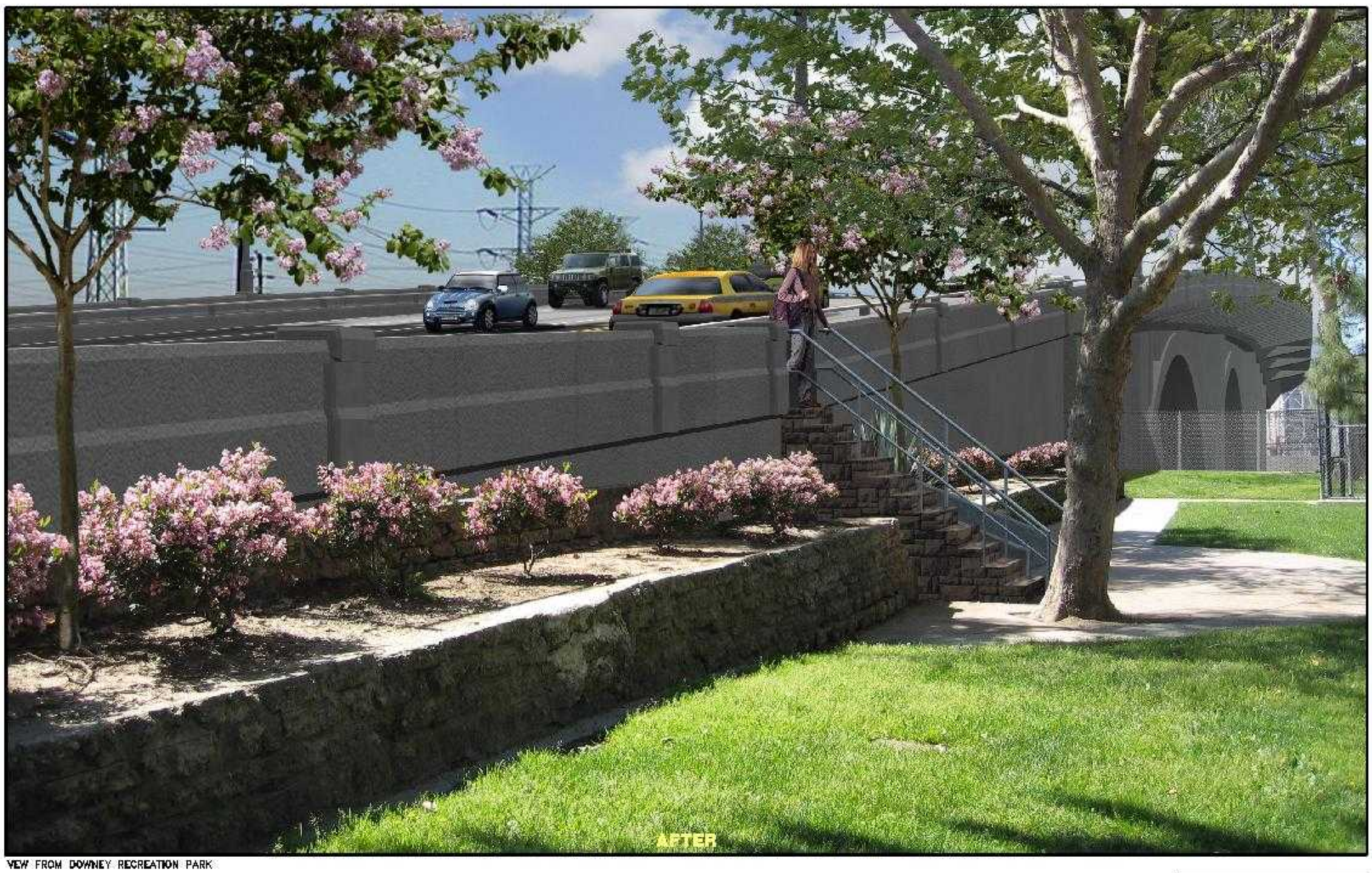
NORTH SPRING STREET BRIDGE OVER L. A. RIVER
City of Los Angeles

URS

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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 / Ingenieria Para El Pueblo

NORTH SPRING STREET BRIDGE OVER L. A. RIVER

City of Los Angeles

URS
915 Wilshire Boulevard, Suite 700
Los Angeles, CA 90017-3457
213-996-2200

Appendix O. Final 2008 Regional Transportation Improvement Program and 2008 Regional Transportation Plan Project Listing

Local Highway

STP LOCAL - REGIONAL			4,500		4,500	4,500							4,500
PROP "C25" FUNDS		2,059		6,586	8,645	4,286		4,359					8,645
LA0C8057 Total		5,793	14,681	45,981	66,455	62,096		4,359					66,455

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
LA0C8058	Los Angeles	SCAB		LA0C8058	CAR63				L	NON-EXEMPT	0	2008
							PTC	14,515	Agency	LOS ANGELES, CITY OF		

LA TIJERA BRIDGE WIDENING OVER I-405 FREEWAY; PROVIDE SIDE-BY-SIDE DUAL LEFT -TURN LANES IN EAST & WESTBOUND DIRECTION ONTO FREEWAY RAMPS.

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
STP LOCAL - REGIONAL			3,250	3,250	3,250							3,250
CITY FUNDS	547	350	4,834	5,731	5,731							5,731
PROP "C25" FUNDS	1,015	650	3,869	5,534	2,995	2,539						5,534
LA0C8058 Total	1,562	1,000	11,953	14,515	11,976	2,539						14,515

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
LA0C8063	Los Angeles	SCAB	L478	LA0C8063	CAR60				L	NON-EXEMPT	0	2008
							PTC	18,000	Agency	LOS ANGELES, CITY OF		

RIVERSIDE DR. VIADUCT REPLACEMENT. REPLACEMENT OF EXISTING 2-LANE BRIDGE WITH A 4 LANE FLARE NEW ROUNDABOUT & BIKE PATH - WILL RESULT IN INCR. CIRCULATION. PPNO 3105 (53C0160)

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
BRIDGE - LOCAL	1,348	1,018	7,906	10,272	2,366					7,906		10,272
CITY FUNDS	175	132	1,024	1,331	307					1,024		1,331
PROP "C25" FUNDS	500	400	5,325	6,225	6,225							6,225
LA0C8063 Total	2,023	1,550	14,255	17,828	8,898					8,930		17,828

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
LA0C8075	Los Angeles	SCAB		LA0C8075	NCRH1				L	NON-EXEMPT	0	2008
							PTC	10,933	Agency	LOS ANGELES, CITY OF		

CESAR CHAVEZ AVE/ LORENA ST / INDIANA ST INTERSECTION IMPROVEMENTS. Reconstruction of a five-legged signalized intersection into a modern roundabout. The construction of the roundabout will reduce the complexity of the intersection and will improve traf

Fund	ENG	R/W	CON	Total	Prior	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
LOCAL TRANS FUNDS	235	1,921	1,670	3,826		235	1,921	1,670				3,826
PROP "C25" FUNDS	565	3,401	3,141	7,107	5,143	111	1,025	828				7,107
LA0C8075 Total	800	5,322	4,811	10,933	5,143	346	2,946	2,498				10,933

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amend	Source
LA0C8086	Los Angeles	SCAB	L313	LA0C8086	CAR60				L	NON-EXEMPT	0	2008
							PTC	41,000	Agency	LOS ANGELES, CITY OF		

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	2008/2009	2009/2010	2010/2011	2011/2012	2012/2013	2013/2014	Total
BRIDGE - LOCAL	3,111	8,853	15,936	27,900	11,964				15,936			27,900
STP LOCAL - REGIONAL	1,000	1,862	6,236	9,098	1,000			8,098				9,098
CITY FUNDS	403	1,147	1,835	3,385	403	1,147			1,835			3,385
LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT			229	229					229			229
LA0C8086 Total	4,514	11,862	24,236	40,612	13,367	1,147		8,098	18,000			40,612

LOS ANGELES COUNTY RTIP PROJECTS				
SYS-TEM*	RTP ID	ROUTE	DESCRIPTION	PROJECT COST ($1,000'S)
L	LA0C8053	0	SAWTELLE BLVD WIDENING AT VENICE BLVD. WIDEN WEST SIDE OF SAWTELLE BLVD, RESTRIPE TO PROVIDE A N-BOUND LEFT TURN LANE FROM SAWTELLE BLVD TO W-BOUND VENICE BLVD. (PPNO 3131).	$864
L	LA0C8054	0	SKIRBALL CNTR DR WIDENG FRM I-405 FWY TO MULHOLLAND DR. OVERPASS, PRVIDE ADDN'L S/B LNE, RESTRIPE SKIRBALL CTR DR. FRM 1 S/B, 2 N/B LANES TO 2 LANES IN EACH DIRECTN. (PPNO 3132).	$2,200
L	LA0C8055	0	MOORPARK AVE WIDENING - WOODMAN AVE TO MURIETTA AVE.- EXISTING 1 LN EA. DIR. ADD 1 LANE IN EA. DIR. & UPGRADE HIGHWAY TO SECONDARY HWY STANDARDS. PPNO 3103.	$6,788
L	LA0C8056	0	NASH ST/DOUGLAS ST, & ROSECRANS AVE. INTERSECTION IMPROVEMENTS. PROVIDES A 2ND W-BOUND L- TURN LANE & SEPARATE E-BOUND R- TURN LANE ON ROSECRANS AVE AT NASH ST/PRKWAY. (PPNO 3129).	$5,382
L	LA0C8057	0	REHAB. 1ST ST BRIDGE TO MAINTAIN 4 TRAFFIC LANES AND STRENGTHEN EXISTING GIRDERS (UNDER A SEPARATE CONSTR PHASE) TO ACCOMODATE THE LIGHT RAIL.PPNO 3104 (53C1166)	$67,000
L	LA0C8058	0	LA TIJERA BRIDGE WIDENING OVER I-405 FREEWAY; PROVIDE SIDE-BY-SIDE DUAL LEFT -TURN LANES IN EAST & WESTBOUND DIRECTION ONTO FREEWAY RAMPS.	$14,515
L	LA0C8063	0	RIVERSIDE DR. VIADUCT REPLACEMENT. REPLACEMENT OF EXISTING 2-LANE BRIDGE WITH A 4 LANE FLARE NEW ROUNDABOUT & BIKE PATH - WILL RESULT IN INCR. CIRCULATION. PPNO 3105 (53C0160)	$18,000
L	LA0C8064	0	SAN FERNANDO MISSION BLVD WIDENING BET SEPULVEDA BLVD & I-5 FWY. FROM 1 LANE TO 2 LANES IN EACH DIRECTION.PPNO 3106.	$2,471
L	LA0C8075	0	CESAR CHAVEZ / LORENA / INDIANA INTRSCTN IMPRVMNT - RECNSRTRCTN OF COMPLICATED 5-LEGGED SIGNAL-CONTROLLED, FOR TRAFFIC SAFETY AND TRAFFIC FLOW IMPROVEMENT PPNO 3107.	$10,933
L	LA0C8079	0	NASH ST/DOUGLAS ST ONE-WAY TO TWO-WAY CONVERSION. CONVERT ONE-WAY COUPLET SYSTEM TO A TWO-WAY STREET.	$5,000
L	LA0C8082	0	HAWTHORNE AT SEPULVEDA INTERSECTION ; INSTALL WESTBOUND RIGHT-TURN LANE TO MITIGATE PEDESTRIAN CONFLICTS AND TO IMPROVE OPERATION OF INTERSECTION.	$465
L	LA0C8083	0	190TH ST AT ANZA AVE & INGLEWOOD AVE INTERSECTION ENHANCEMENT; INSTALL ADD'L LEFT-TURN LANES TO PROVIDE DUAL LEFT-TURN LANES.	$405
L	LA0C8084	0	WINNETKA AVE BRDGE WIDEN & REHAB. - WIDEN THE RIVER CROSSING FROM 4 TO 6 LANES, & ADD BIKE ROUTE ON SHOULDER, CONSTRUCT BIKE UNDERPASS. PPNO 3108 3377 AB 3090 REP (53C1388)	$6,100
L	LA0C8086	0	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).	$41,000
L	LA0C8087	0	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).	$4,030
L	LA0C8089	0	BARHAM / CAHUENGA / INTERSECTION WIDEN IMPROVEMENT, FOR LEFT/RIGHT TURN IMPROV. PPNO 3111.	$1,495

Appendix P. Public Participation Program

Table of Contents

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 □ Early Cons □ Neg Dec ■ Draft EIR □ Supplement/Subsequent EIR (Prior SCH No.) □ Other _____

NEPA: □ NOI ■ Draft EA □ Draft EIS □ FONSI

Other: ■ Joint Document □ Final Document □ Other_____

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*_____
□ Office: *Sq.ft.*_____ *Acres*_____ *Employees*_____
□ Commercial: *Sq.ft.* _____ *Acres*_____ *Employees*_____
□ Industrial: *Sq.ft.* _____ *Acres*_____ *Employees*_____
□ Educational: gsf:
□ Waste Treatment: *Type*_____
□ Recreational
□ Hazardous Waste: *Type*_____
□ Other:_____

□ Water Facilities: *Type*_____ *MGD*_____
■ Transportation: *Type* Viaduct Widening and Rehabilitation Project
□ Mining: *Mineral*_____
□ Power: _____ *Watts*_____

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)

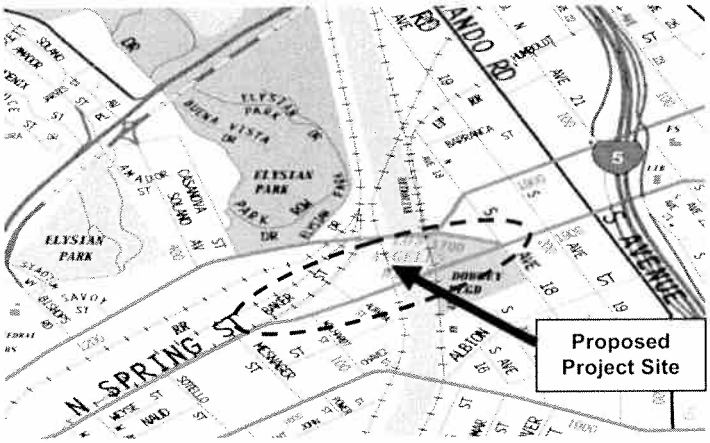
Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage 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.



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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.

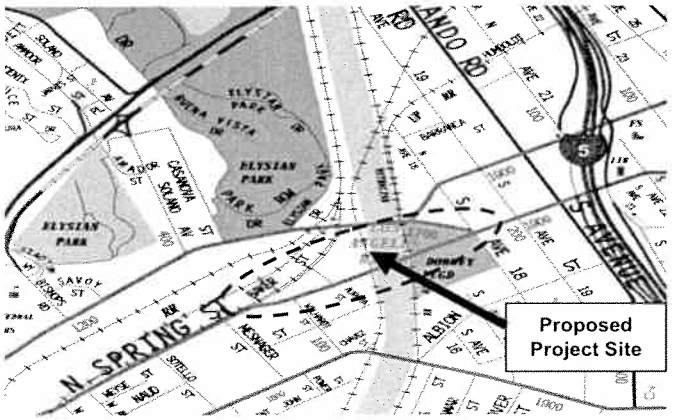
PUBLIC HEARING
Thursday, April 15, 2010
6:00 pm to 8:00 pm
Ann Street Elementary School Auditorium
126 Bloom Street, Los Angeles CA 90012

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/
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Invitation to Attend Public Hearing for the Proposed
North Spring Street Viaduct Widening and Rehabilitation Project

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- 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.

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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
Certified by
Date: MAR 12 2010
No. ENR-10-004-BE

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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內 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: _____

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: RJ

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: 4/215/2010

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: 12man **Last Name:** MACIAS e

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

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: daraagrema 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

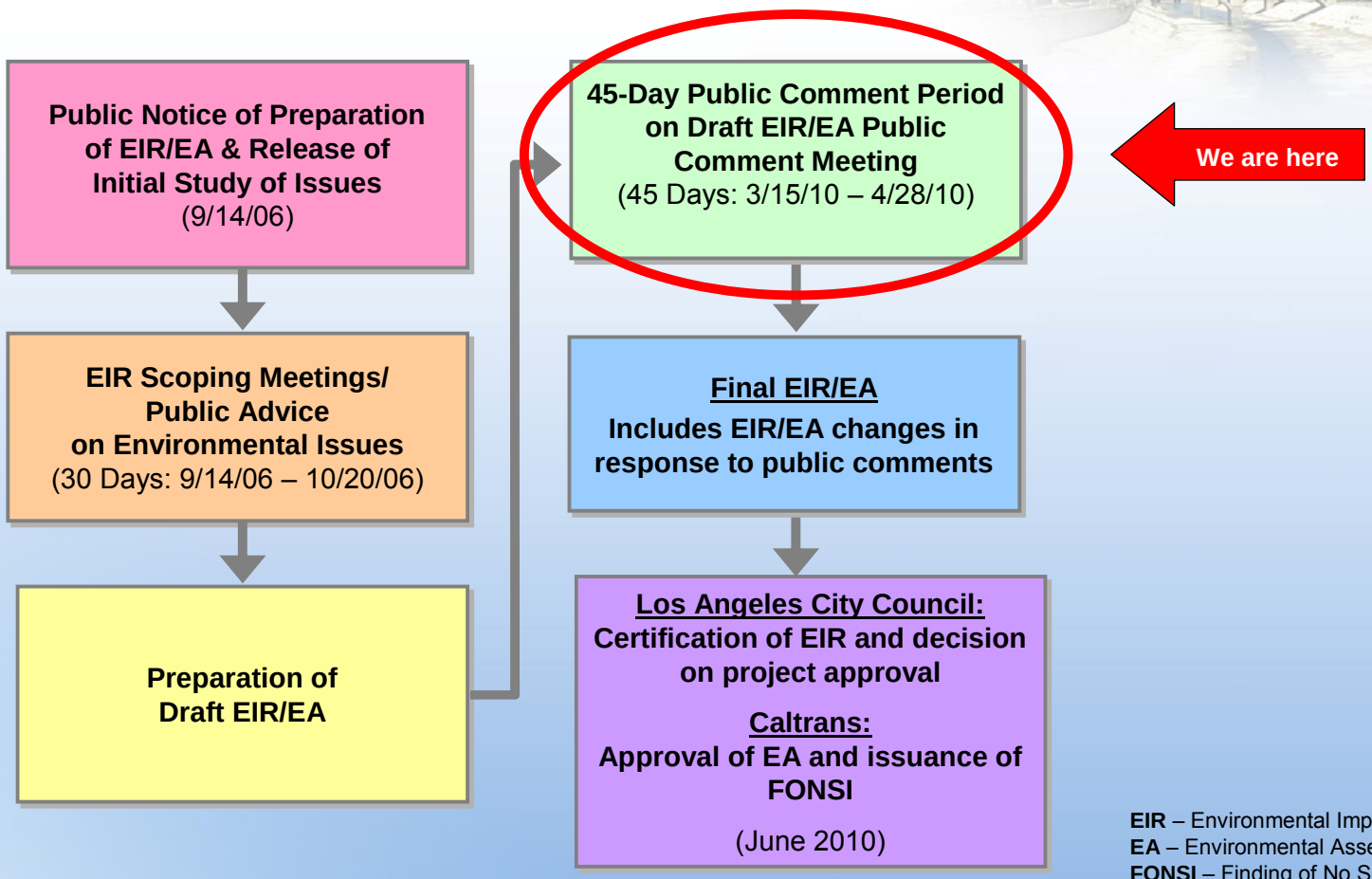
URS Corporation



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



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.



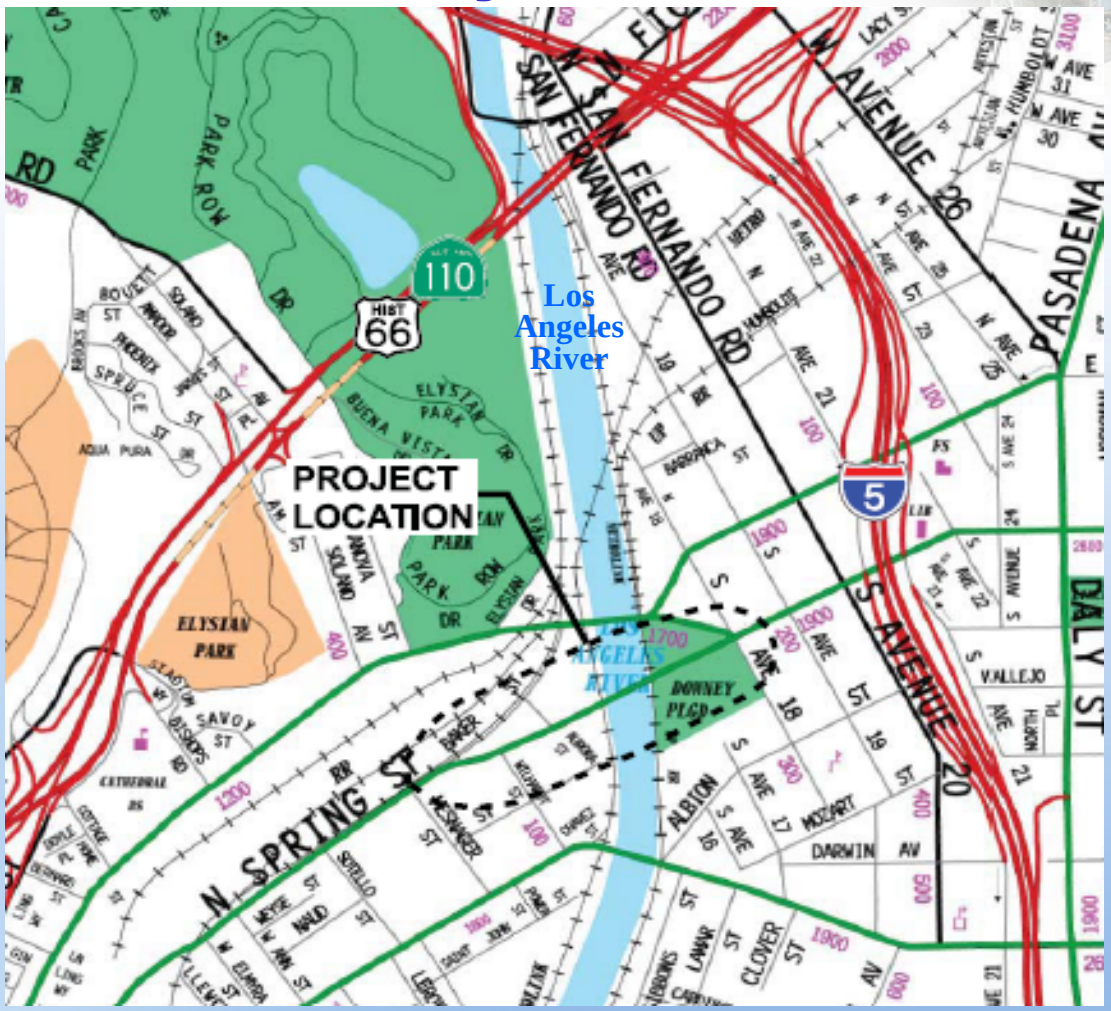
Overview of the Proposed Project

Wenn Chyn

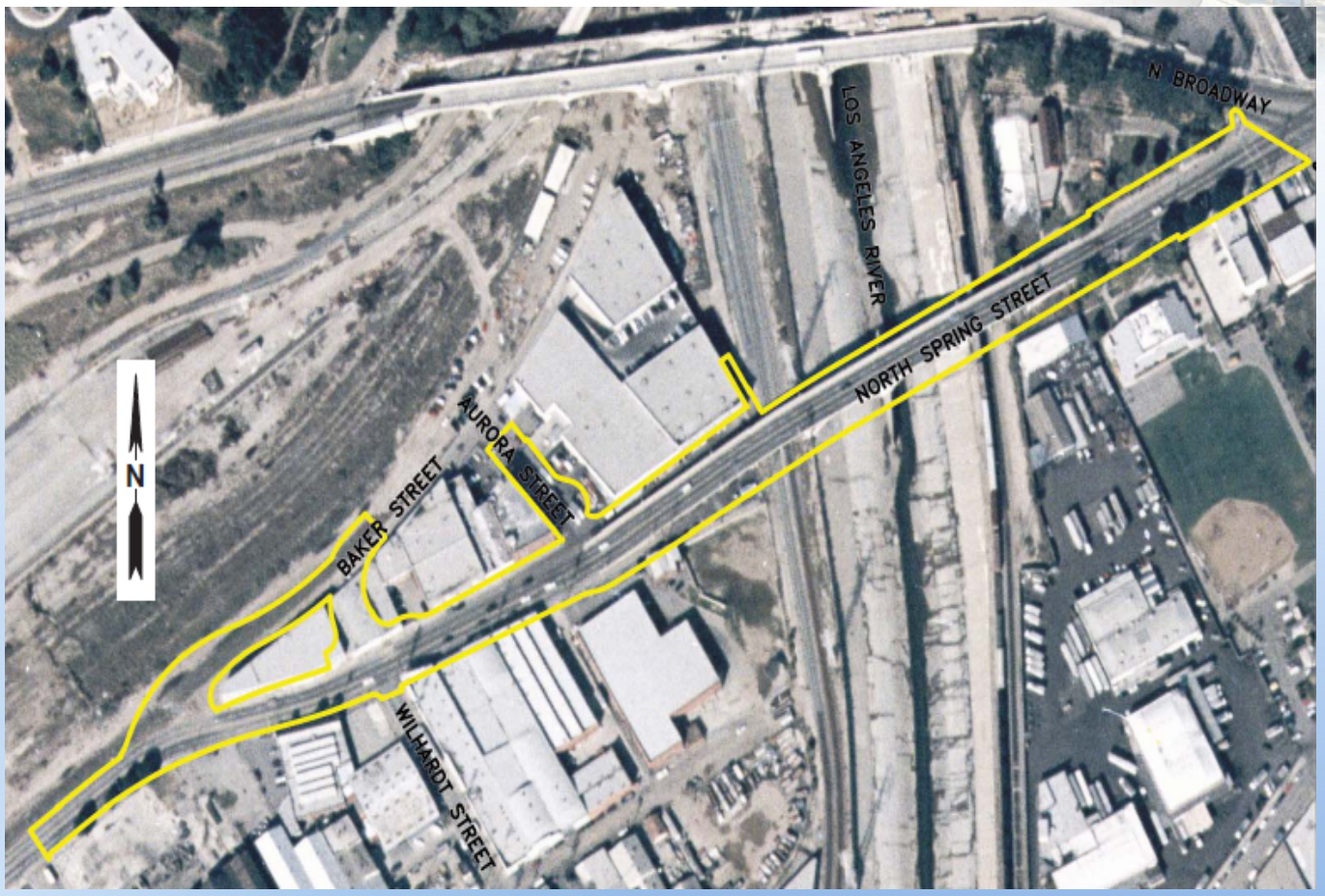
Project Manager

City of Los Angeles

Project Area



North Spring Street Viaduct - Existing





Project Need

Deficiencies of the Existing Viaduct per Federal/State/City Inspection Criteria:

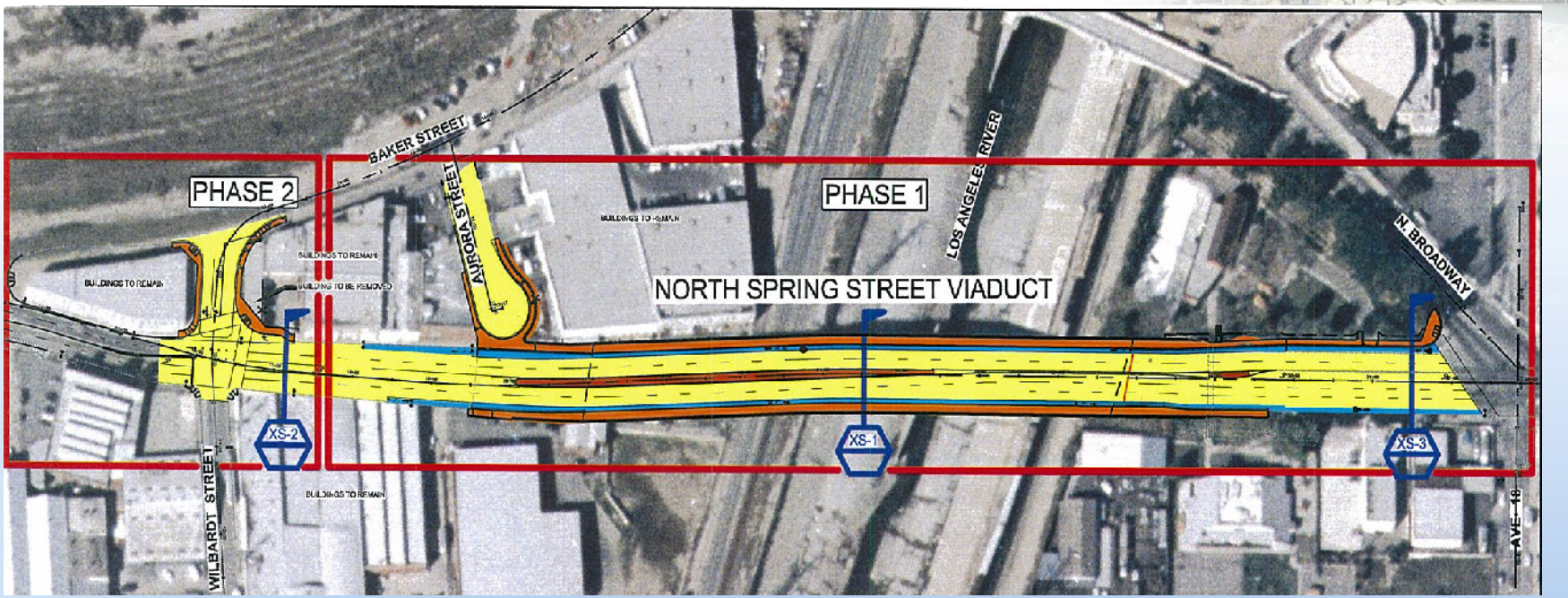
- Sub-standard lane width;
- Lack of shoulders;
- Inadequate cable restrainers (for seismic resistance);
- Narrow or no sidewalk;
- Deterioration of barrier and railing



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.



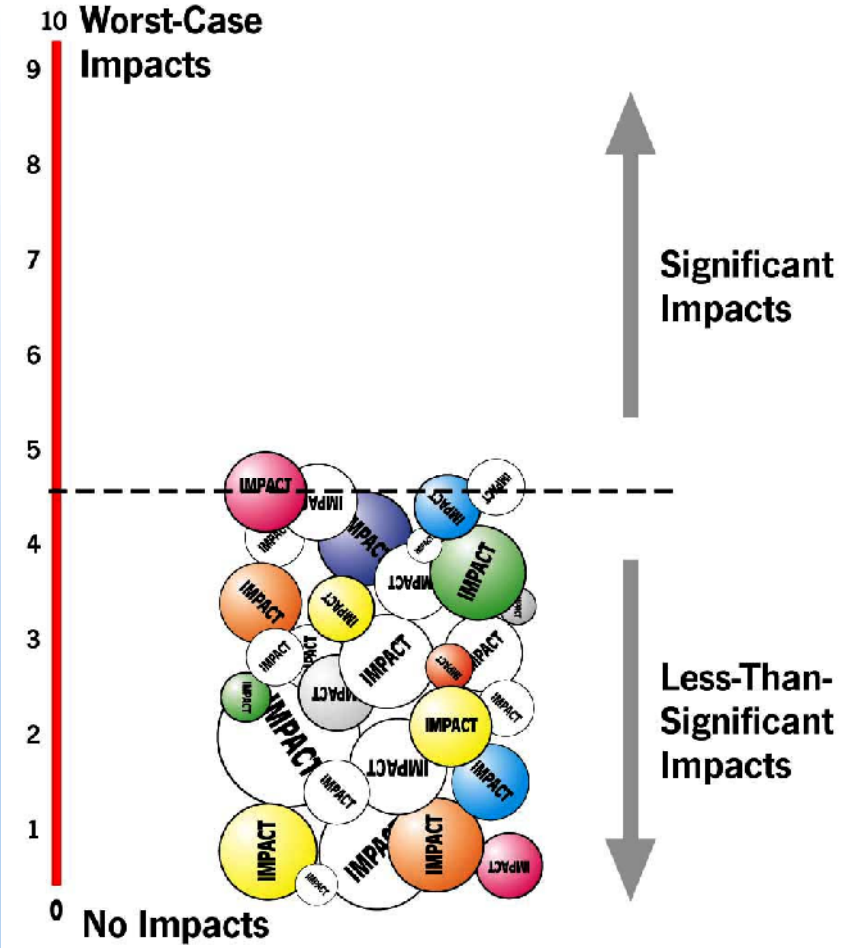
CEQA – Impacts of Proposed Project

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

SPEAKER:	PAGE
Wenn Chyn, Project Manager, City of Los Angeles	3, 12
Dev Vrat, AICP, Senior Urban and Environmental Planner, URS Corporation	7
Laura Rodriguez, Environmental Planner	17
Annette Cortez, Public Outreach Manager	19
PUBLIC COMMENTS MADE VIA COURT REPORTER SERVICES	
Dr. B.G. McCrumby	21

MAYWOOD, CALIFORNIA, WEDNESDAY, JANUARY 13, 2010, 6:00 P.M.

-oOo-

(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

Table of Contents

1. **Introduction**
2. **Notice of Preparation**
3. **Public Meeting Notices**
4. **Notice of Preparation information posted in the State Clearinghouse Database**
5. **Advertisement of the Public Meeting Notice**
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.

BOARD OF PUBLIC WORKS MEMBERS

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EXECUTIVE OFFICER

GENERAL INFORMATION
Tel: 213-978-0261
Fax: 213-978-0278

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.

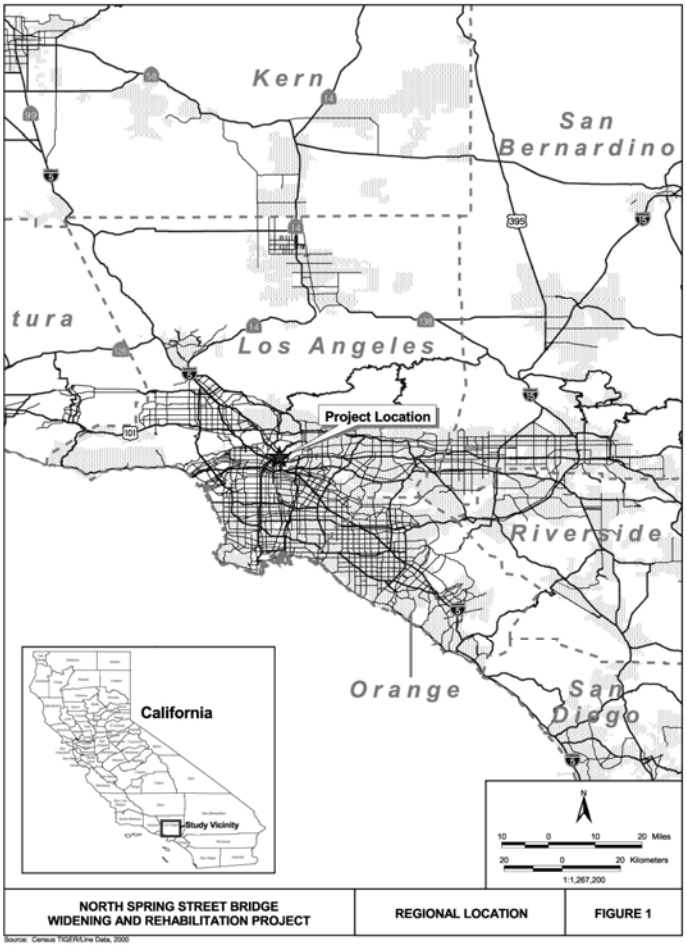
This is to inform you that the City of Los Angeles will be the Lead Agency, and will prepare an Environmental Impact Report in cooperation with the California Department of Transportation and Federal Highway Administration, for the project described herein. We need to know the views of your agency as 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.

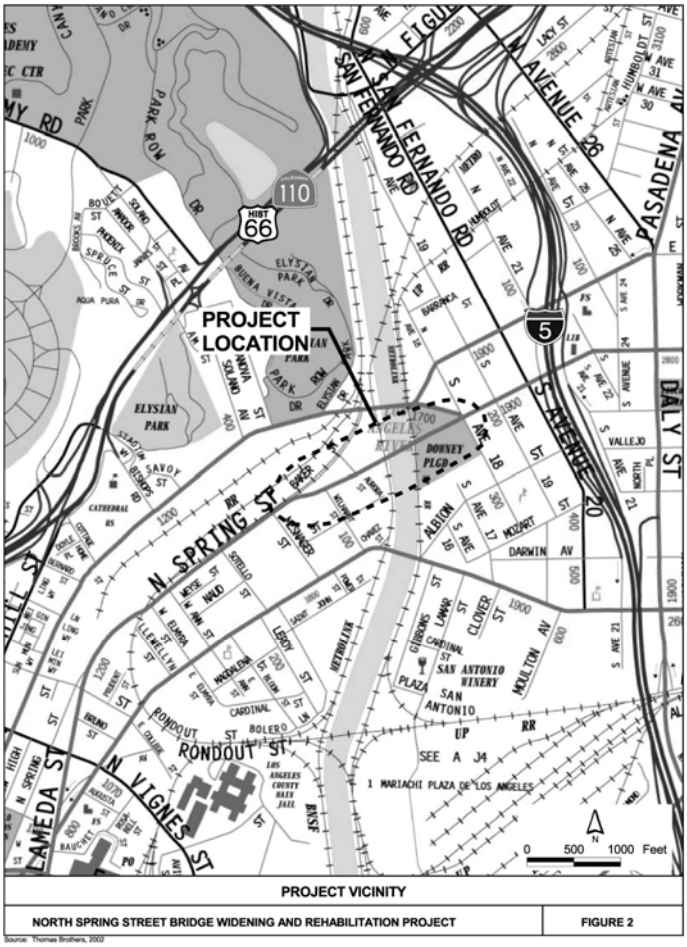
A more detailed project description, location maps, and the potential environmental effects are contained in the Initial Study prepared for the proposed undertaking. The Initial Study can be viewed at www.NorthSpringStreetBridgeProject.org, and at the following locations:

- 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	**公众**
下午 2:00 — 下午 4:00	**下午 6:00 — 下午 8:00**
（陈述将在下午 2:45 开始）	**（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
Department of Public Works
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
Wally.Stokes@lacity.org

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.

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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**

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Mr. Wallace Stokes
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221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
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Gracias por venir

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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
221 N. Figueroa Street, Suite 350
Los Angeles, CA 90012
Wally.Stokes@lacity.org

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 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。

www.NorthSpringStreetBridgeProject.org • (323) 799-1192 • Wally.Stokes@lacity.org

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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.

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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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ENGINEERING
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 Giang	1701 N. Spring St. Los Angeles, CA 90012	853 E. Clearwater Ct. Walnut, CA 91789	91789	323-833-2019		
Jay Platt	LA Conservancy	523 W. 6th St #B26 LA 90014	90014	2134304211		
Maria Blanco	Solano Canyon Historic Cultural MC	501 Solano Ave L.A. 90012	90012	323 222-7459		Marinela501@sbcglobal.net
Dara Gelof	1635 N. Spring St →	90012	90012	323-224-9175	dara@	hypermedia.ucla.edu
FRANIC WADA	LINCOLN HTS. NEIGHBORHOOD COUNCIL	2038 WORKMAN ST L.A. CA. 90031	90031	323 225-1012	FWADA2K2@YAHOO.COM	

ENGINEERING
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
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 Souriel	City of LA	200 n spring				

ENGINEERING
Serving the Present; Designing for the Future

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*
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 de la Tierra	4154 MANTOVA DR LA 90063		323 350 3306		IRMA munoz @yahoo
LOUIE HERNANDEZ	HAWK 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	(WCVC)			323-222-2217.		

ENGINEERING
Serving the Present; Designing for the Future

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	Councilmember Reyes	163 S. Avenue 24 Ste 202	90031	(323) 485-0763		

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.

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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

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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 messenger alignment looks exaggerated - 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.

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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

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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
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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

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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

State of California - The Resources Agency
Arnold Schwarzenegger, Governor
DEPARTMENT OF PARKS AND RECREATION
Ruth G. Coleman, Director

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